

## 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.       |
| Charlton, Iowa.....       | DR. J. B. ROBB.....       | Surgeon.              |
| Charlton, 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. J. P. COGLEY.....     | Surgeon.              |
| Council Bluffs, Iowa..... | DR. R. E. TINLEY.....     | Surgeon.              |
| Council Bluffs, Iowa..... | DR. I. J. HANSSMANN.....  | Surgeon and Examiner. |
| Council Bluffs, Iowa..... | DR. L. R. MARTIN.....     | Surgeon and Examiner. |
| Creston, Iowa.....        | DR. J. A. LIKEN.....      | 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. M. E. GODBEY.....     | Surgeon.              |
| Monmouth, Ill.....        | DR. H. G. EBERSOLE.....   | Surgeon.              |
| Oseeola, 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, Neb.....           | 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  
**OTTUMWA AND CRESTON**  
DIVISIONS

OF THE  
**CENTRAL DISTRICT**

# No. 81

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

## SUNDAY, FEBRUARY 1, 1953

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. 81.

EFFECTIVE FEBRUARY 1, 1953.

| 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 Passenger | Daily Passenger | Daily Passenger | Daily Passenger |
| 3               | 7               | 19              | 11              | 17              |                      |                         |  | 1           | 5            |   | 15              | 29              |                 |                 |
| A.M. L 1-07     | A.M. L 4-45     | P.M. L 1-30     | P.M. L 3-08     | 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 8-28     | P.M. L 10-20    | P.M. L 11-23    |
|                 |                 |                 |                 |                 |                      |                         | 6 02 Pgr. WATERMAN                               | Yard        | Yard         | Continuous  |                 |                 |                 |                 |
|                 |                 |                 |                 |                 |                      | 6.02                    | GRAHAM (Interlocked)                             |             |              | No Office   |                 |                 |                 |                 |
| 1-16            | f 4-58          | 1-39            | 3-16            | 5-59            |                      | 9.20                    | CAMERON  |             | 34           | 8:30 a.m. to 5:30 p.m.                            | 7-17            | 8-36            | 10-28           | 11-31           |
|                 |                 |                 |                 |                 |                      | 16.67                   | COSTELLO TOWER M. & St. L. Cross'g (Interlocked) |             |              | Continuous  |                 |                 |                 |                 |
| f 1-27          | s 5-12          | s 1-50          | 3-24            | 6-08            | B.O.W.Y.Yd.          | 16.82                   | MONMOUTH   | 106         | Yard         | No Office   | 7-25            | s 8-46          | 10-38           | 11-39           |
|                 | s 5-22          |                 |                 |                 |                      | 22.61                   | KIRKWOOD   |             | 63           | 7:45 a.m. to 4:45 p.m.                            |                 |                 |                 |                 |
|                 | f 5-32          |                 |                 |                 |                      | 28.33                   | BIGGSVILLE                                       |             | 27           | 7:45 a.m. to 4:45 p.m.                            |                 |                 |                 |                 |
|                 | f 5-42          |                 |                 |                 |                      | 33.86                   | GLADSTONE  |             | 131          | 7:45 a.m. to 4:45 p.m.                            |                 |                 |                 |                 |
| 1-45            | 5-47            | 2-07            | 3-42            | 6-26            |                      | 40.22                   | CONNETT  |             |              | No Office   | 7-42            | 9-07            | 10-54           | 11-54           |
|                 |                 |                 |                 |                 |                      | 42.01                   | ILLINOIS JCT                                     |             |              | No Office   |                 |                 |                 |                 |
|                 |                 |                 |                 |                 |                      | 42.68                   | WOOD TOWER (Interlocked)                         |             |              | Continuous  |                 |                 |                 |                 |
| s 1-56          | s 5-55          | s 2-25          | s 3-51          | s 6-35          | B.C.K.O.R. T.W.Yd.   | 43.19                   | BURLINGTON                                       | Yard        | Yard         | Continuous  | s 7-51          | A 9-12 P.M.     | s 11-01         | A.M. s 12-05    |
|                 |                 |                 |                 |                 | Y. Yd.               | 47.09                   | WEST BURLINGTON                                  | 79          | Yard         | 8:15 a.m. to 5:15 p.m.                            |                 |                 |                 |                 |
|                 |                 |                 |                 |                 |                      | 50.27                   | DAYMAN   |             | 26           | No Office   |                 |                 |                 |                 |
|                 | f 6-55          |                 |                 |                 |                      | 52.49                   | MIDDLETOWN                                       |             | 12           | No Office   |                 |                 |                 |                 |
|                 | s 7-01          |                 |                 |                 |                      | 56.10                   | DANVILLE   |             | 28           | 6:30 a.m. to 3:30 p.m.                            |                 |                 |                 |                 |
|                 | s 7-11          |                 |                 |                 | C.W.                 | 62.35                   | NEW LONDON                                       | 130         | 72           | 6:45 a.m. to 3:45 p.m.                            |                 |                 |                 |                 |
| 2-24            | s 7-29          | 2-51            | s 4-21          | 7-02            |                      | 70.95                   | MT. PLEASANT                                     | 79          | 91           | 9:00 a.m. to 5:00 p.m.<br>11:30 p.m. to 7:30 a.m. | 8-17            |                 | s 12-05         | 12-31           |
|                 |                 |                 |                 |                 |                      | 77.97                   | ROME   |             | 11           | No Office   |                 |                 |                 |                 |
|                 | f 7-41          |                 |                 |                 |                      | 81.51                   | LOCKRIDGE  | 100         | 22           | 7:15 a.m. to 4:15 p.m.                            |                 |                 |                 |                 |
|                 |                 |                 |                 |                 |                      | 87.89                   | BECKWITH   |             | 23           | No Office   |                 |                 |                 |                 |
| 2-44            | s 8-03          | 3-10            | s 4-42          | 7-21            | W.                   | 93.00                   | FAIRFIELD  | 90          | 94           | 12:01 a.m. to 8:00 a.m.<br>9:30 a.m. to 5:30 p.m. | 8-34            |                 | s 12-38         | 12-50           |
|                 |                 |                 |                 |                 |                      | 93.47                   | TOWER 255 C. R. I. & P. Cross'g (Interlocked)    |             |              | No Office   |                 |                 |                 |                 |
|                 |                 |                 |                 |                 |                      | 99.18                   | BERNHART   |             | 6            | No Office   |                 |                 |                 |                 |
|                 | s 8-18          |                 |                 |                 |                      | 103.87                  | BATAVIA  |             | 58           | 7:15 a.m. to 4:15 p.m.                            |                 |                 |                 |                 |
| 3-01            | 8-28            | 3-26            | 4-57            | 7-36            |                      | 111.17                  | AGENCY CITY                                      |             | 7            | No Office   | 8-46            |                 | 12-57           | 1-03            |
| A 3-10          | A 8-37          | A 3-35          | A 5-06          | A 7-46          | B.C.K.O.R. T.W.Yd.   | 117.39                  | Wabash Crossing (Interlocked) OTTUMWA            | Yard        | Yard         | Continuous  | A 8-56 P.M.     |                 | A 1-06 A.M.     | A 1-13 A.M.     |
| 2:03<br>57.2    | 3:52<br>30.3    | 2:05<br>56.3    | 1:58<br>59.6    | 1:56<br>60.7    |                      |                         | SCHEDULE TIME                                    |             |              |   | 1:47<br>65.8    | 0:44<br>58.1    | 2:46<br>42.7    | 1:50<br>64.0    |
|                 |                 |                 |                 |                 |                      |                         | AVERAGE MILES PER HOUR                           |             |              |   |                 |                 |                 |                 |

Double Track between Galesburg and Ottumwa. Automatic Block System in effect between Galesburg and Connnett; 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 Connnett 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. Spur track between Gladstone and Oquawa, 5.4 miles, within yard limits. Rule 908 in effect. Engines heavier than R-4-A or R-5-A must not operate on this spur.

Drawbridge 204.66 over Mississippi River at Burlington Interlocked. Spring switch at east end of eastward siding New London.

# Ottumwa to Galesburg—Subdivision—Eastward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 81.

EFFECTIVE FEBRUARY 1, 1953.

| 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 Passenger | Daily Passenger | Daily Passenger | Daily Passenger | Daily Passenger |
| 14              | 30              | 10              | 2               |                       |                         |  |                       |                    |   | 18              | 32              | 6               | 12              | 8               |
| A.M.            | A.M.            | A.M.            | A.M.            |                       |                         | ..... GALESBURG .....                    |                       |                    |   | A.M.            | P.M.            | P.M.            | P.M.            | A.M.            |
| A 3.15          | A 4.48          | A 6.46          | A 8.45          | 162.23                | 0.00                    | 6.02 Pgr. WATERMAN .....                 | 117.39                | Yard               | Continuous  | A 10.53         | A 3.45          | A 5.30          | A 5.55          | A 2.10          |
|                 |                 |                 |                 |                       |                         | 3.53 Frt. GRAHAM (Interlocked) .....     | 114.90                | Yard               | Continuous  |                 |                 |                 |                 |                 |
|                 |                 |                 |                 |                       |                         | 3.18 CAMERON .....                       | 111.37                |                    | No Office   | 10.41           | 3.33            | 5.20            | 5.44            | 1.59            |
|                 |                 |                 |                 |                       |                         | 7.47 COSTELLO TOWER .....                | 108.19                |                    | Closed  |                 |                 | f 5.16          |                 |                 |
|                 |                 |                 |                 |                       |                         | M. & St. L. Cross'g (Interlocked) .....  | 100.72                |                    | Continuous  |                 |                 |                 |                 |                 |
|                 |                 |                 |                 |                       |                         | 0.15 MONMOUTH .....                      | 100.57                | 106                | No Office   | 10.33           | 3.20            | s 5.06          | s 5.34          | 1.50            |
|                 |                 |                 |                 |                       |                         | 5.79 KIRKWOOD .....                      | 94.78                 |                    | Closed  | 10.27           | 3.14            | f 4.48          | 5.24            | 1.40            |
|                 |                 |                 |                 |                       |                         | 5.72 BIGGSVILLE .....                    | 89.06                 | 68                 | Closed  |                 |                 | f 4.40          |                 |                 |
|                 |                 |                 |                 |                       |                         | 5.53 GLADSTONE .....                     | 83.53                 |                    | Closed  |                 |                 | f 4.33          |                 |                 |
|                 |                 |                 |                 |                       |                         | 6.36 CONNETT .....                       | 77.17                 |                    | No Office   |                 |                 |                 |                 |                 |
|                 |                 |                 |                 |                       |                         | 1.79 ILLINOIS JCT. ....                  | 75.38                 |                    | No Office   |                 |                 |                 |                 |                 |
|                 |                 |                 |                 |                       |                         | 0.67 WOOD TOWER (Interlocked) .....      | 74.71                 |                    | Continuous  |                 |                 |                 |                 |                 |
|                 |                 |                 |                 |                       |                         | 0.51 BURLINGTON .....                    | 74.20                 | Yard               | Continuous  | s 10.07         | s 2.56          | s 4.20          | s 5.07          | s 1.20          |
|                 |                 |                 |                 |                       |                         | 3.90 WEST BURLINGTON .....               | 70.30                 | Yard               | Closed  | 9.56            | 2.43            | f 3.51          | 4.56            | 12.57           |
|                 |                 |                 |                 |                       |                         | 3.18 DAYMAN .....                        | 67.12                 | 152                | No Office   |                 |                 |                 |                 |                 |
|                 |                 |                 |                 |                       |                         | 2.22 MIDDLETOWN .....                    | 64.90                 |                    | No Office   | 9.50            | 2.39            | 3.46            | 4.52            | 12.54           |
|                 |                 |                 |                 |                       |                         | 3.61 DANVILLE .....                      | 61.29                 |                    | Closed  |                 |                 | f 3.42          |                 |                 |
|                 |                 |                 |                 |                       |                         | 6.25 NEW LONDON .....                    | 55.04                 | 125                | Closed  |                 |                 | f 3.36          |                 |                 |
|                 |                 |                 |                 |                       |                         | 8.60 MT. PLEASANT .....                  | 46.44                 | 79                 | 9:00 a.m. to 5:00 p.m.<br>11:30 p.m. to 7:30 a.m. | 9.37            | s 2.23          | s 3.27          | 4.39            | 12.39           |
|                 |                 |                 |                 |                       |                         | 7.02 ROME .....                          | 39.42                 |                    | No Office   |                 |                 | f 3.16          |                 |                 |
|                 |                 |                 |                 |                       |                         | 3.54 LOCKRIDGE .....                     | 35.88                 |                    | Closed  |                 |                 | f 3.12          |                 |                 |
|                 |                 |                 |                 |                       |                         | 6.38 BECKWITH .....                      | 29.50                 |                    | No Office   |                 |                 |                 |                 |                 |
|                 |                 |                 |                 |                       |                         | 5.11 FAIRFIELD .....                     | 24.39                 |                    | 12:01 a.m. to 8:00 a.m.<br>9:30 a.m. to 5:30 p.m. | 9.18            | 2.00            | s 3.04          | s 4.20          | 12.19           |
|                 |                 |                 |                 |                       |                         | 0.47 TOWER 255 .....                     | 23.92                 |                    | No Office   |                 |                 |                 |                 | A.M.            |
|                 |                 |                 |                 |                       |                         | C.R.I. & P. Cross'g (Interlocked) .....  |                       |                    |   |                 |                 |                 |                 |                 |
|                 |                 |                 |                 |                       |                         | 5.71 BERNHART .....                      | 18.21                 |                    | No Office   |                 |                 |                 |                 |                 |
|                 |                 |                 |                 |                       |                         | 4.69 BATAVIA .....                       | 13.52                 |                    | Closed  |                 |                 | f 2.50          |                 |                 |
|                 |                 |                 |                 |                       |                         | 7.30 AGENCY CITY .....                   | 6.22                  | 80                 | No Office   |                 |                 | f 2.44          |                 |                 |
|                 |                 |                 |                 |                       |                         | 6.22 Wabash Crossing (Interlocked) ..... |                       |                    |   |                 |                 |                 |                 |                 |
|                 |                 |                 |                 |                       |                         | OTTUMWA .....                            | 0.00                  | Yard               | Continuous  | L 8.55          | L 1.35          | L 2.36          | L 3.55          | L 11.54         |
|                 |                 |                 |                 |                       |                         |  |                       |                    |   | A.M.            | P.M.            | P.M.            | P.M.            | P.M.            |
|                 |                 |                 |                 |                       |                         | ..... SCHEDULE TIME .....                |                       |                    |   | 1:58            | 2:10            | 2:54            | 2:00            | 2:16            |
|                 |                 |                 |                 |                       |                         | ... AVERAGE MILES PER HOUR ...           |                       |                    |   | 59.6            | 54.1            | 40.4            | 58.6            | 51.8            |

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.

# Ottumwa to Creston—Subdivision—Westward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 81.

EFFECTIVE FEBRUARY 1, 1953.

| 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 Passenger | Daily Ex. Sunday Passenger |                         |                       |  |                       | Siding      | Other Tracks |  | Daily Passenger | Daily Passenger | Daily Passenger | Daily Passenger |
| 29              | 15              | 3               | 7               | 27                         |                         |                       |  |                       |             |              |  | 19              | 11              | 17              | 1               |
| A.M.            | A.M.            | A.M.            | A.M.            | A.M.                       | B.C.K.O.<br>R.T.W.Yd.   | 0.00                  | ..... OTTUMWA .....  | 114.32                | Yard        | Yard         | Continuous                             | P.M.<br>L 3.40  | P.M.<br>L 5.08  | P.M.<br>L 7.48  | P.M.<br>L 8.58  |
| L 1.15          | L 1.25          | L 3.13          | L 9.02          | L 9.15                     |                         | 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                |             | 7            | No Office                              |                 |                 |                 |                 |
| 1.36            | 1.48            | 3.38            | 9.30            | 9.55                       | W                       | 22.30                 | ..... MAXON M. & St. L. Crossing on Westward Track (Interlocked) ..... | 92.12                 | 86          | 99           | No Office                              | 4.03            | 5.31            | 8.11            | 9.18            |
| 1.39            | s 2.12          | 3.42            | s 9.43          | A 10.00                    | K.Yd.                   | 24.09                 | ..... ALBIA .....  |                       | 32          | Yard         | Continuous                             | s 4.09          | 5.34            | 8.14            | 9.20            |
|                 |                 |                 |                 | A.M.                       |                         | 27.92                 | ..... HALPIN .....   | 85.63                 |             | 11           | No Office                              |                 |                 |                 |                 |
|                 |                 |                 | s 10.02         |                            |                         | 39.00                 | ..... MELROSE .....  | 74.55                 | 81          | 9            | ★8:30 p.m. to 5:30 a.m.                |                 |                 |                 |                 |
| 1.59            | 2.35            | 4.04            | s 10.14         |                            |                         | 47.23                 | ..... RUSSELL .....  | 66.32                 |             | 66           | 7:15 a.m. to 4:15 p.m.                 | 4.31            | 5.53            | 8.33            | 9.39            |
| 2.08            | s 3.00          | 4.14            | s 10.35         |                            | B.C.K.O.<br>W.Y.Yd.     | 54.70                 | ..... CHARITON .....   | 58.85                 | 80          | Yard         | Continuous                             | s 4.46          | 6.02            | 8.42            | 9.48            |
|                 |                 |                 |                 |                            |                         | 57.54                 | ..... INDIANOLA JCT .....  | 56.01                 |             |              | No Office                              |                 |                 |                 |                 |
|                 |                 |                 |                 |                            |                         | 62.04                 | ..... SHANNON .....  | 51.58                 |             |              | No Office                              |                 |                 |                 |                 |
|                 |                 |                 | s 10.47         |                            |                         | 63.17                 | ..... LUCAS .....  | 50.45                 |             | 20           | 7:15 a.m. to 4:15 p.m.                 |                 |                 |                 |                 |
| 2.20            | 3.17            | 4.26            | s 10.58         |                            |                         | 70.70                 | ..... WOODBURN .....   | 42.92                 |             | 16           | No Office                              | 5.04            | 6.15            | 8.57            | 10.00           |
| 2.31            | s 3.37          | 4.37            | s 11.19         |                            | W.Y.                    | 80.12                 | ..... OSCEOLA .....  | 33.20                 | 103         | Yard         | Continuous                             | s 5.20          | 6.26            | 9.09            | 10.11           |
|                 |                 |                 | s 11.32         |                            |                         | 90.79                 | ..... MURRAY .....   | 22.53                 |             | 37           | 7:15 a.m. to 4:15 p.m.                 |                 |                 |                 |                 |
|                 |                 |                 | f 11.41         |                            |                         | 96.24                 | ..... THAYER .....   | 17.08                 |             | 28           | No Office                              |                 |                 |                 |                 |
|                 |                 |                 |                 |                            |                         | 100.13                | ..... TALMAGE JCT. (Interlocked) .....                                 | 13.19                 |             |              | No Office                              |                 |                 |                 |                 |
| 2.51            | 4.01            | 4.58            | s 11.54         |                            |                         | 103.95                | ..... AFTON .....  | 9.37                  | 82          | 27           | 7:15 a.m. to 4:15 p.m.                 | 5.43            | 6.46            | 9.29            | 10.31           |
| A 3.03          | A 4.12          | A 5.09          | A 12.10         |                            | B.C.K.O.R.<br>T.W.Y.Yd. | 113.32                | ..... CRESTON .....  | 0.00                  | Yard        | Yard         | Continuous                             | A 5.53          | A 6.56          | A 9.42          | A 10.42         |
| A.M.            | A.M.            | A.M.            | P.M.            |                            |                         |                       | ..... SCHEDULE TIME .....  |                       |             |              |  | 2.13            | 1.48            | 1.54            | 1.44            |
| 63.0            | 40.7            | 58.6            | 36.3            | 32.1                       |                         |                       | ..... AVERAGE MILES PER HOUR .....                                     |                       |             |              |  | 61.1            | 63.0            | 69.6            | 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. 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 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 make flag stop at Frederic and North Avery.

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

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

Spur track between Osceola and Truro, 21.5 miles, within yard limits. Rule 908 in effect.

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. 81.

EFFECTIVE FEBRUARY 1, 1953.

| 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 Passenger | Daily Ex. Sunday Passenger | Daily Passenger         | Daily Passenger |
| 30              | 10              | 18              | 32              | 6               |                       |                       |  |                       |                    |                                 | 12              | 28                         | 14                      | 8               |
| A.M.<br>A 2:39  | A.M.<br>A 4:51  | A.M.<br>A 8:53  | P.M.<br>A 1:30  | P.M.<br>A 2:26  | 279.62                | 0.00                  | ..... OTTUMWA .....                                  | 114.32                | Yard               | Continuous                      | P.M.<br>A 3:53  | P.M.<br>A 10:55            | A.M.<br>A 12:05<br>A.M. | P.M.<br>A 11:44 |
|                 |                 |                 |                 |                 | 280.46                | 0.84                  | .. C. M. St. P. & P. Crossing ..<br>(Interlocked)    | 113.48                |                    |                                 |                 |                            |                         |                 |
| 2.29            | 4.41            | 8.43            | 1.20            | 2.16            | 287.42                | 7.80                  | ..... CHILLICOTHE .....                              | 106.52                |                    | No Office                       | 3.43            | 10.37                      | 11.55                   | 11.34           |
|                 |                 |                 |                 |                 | 290.81                | 11.19                 | ..... DUDLEY .....                                   | 103.13                |                    | No Office                       |                 | 10.31                      |                         |                 |
| 2.14            | 4.28            | 8.28            | 1.05            | 2.02            | 301.92                | 22.30                 | ..... MAXON .....                                    | 92.12                 |                    | No Office                       | 3.29            | 10.19                      | 11.43                   | 11.22           |
|                 |                 |                 |                 |                 |                       |                       | M. & St. L. Crossing on Westward Track (Interlocked) |                       |                    |                                 |                 |                            |                         |                 |
|                 |                 |                 |                 | s 1.58          | 303.71                | 24.09                 | ..... ALBIA .....                                    |                       |                    | Continuous                      |                 | 10.15                      | s 11.40                 |                 |
| 2.06            | 4.21            | 8.20            | 12.56           | 1.46            | 307.54                | 27.92                 | ..... HALPIN .....                                   | 85.63                 |                    | No Office                       | 3.21            |                            | 11.23                   | 11.12           |
|                 |                 |                 |                 |                 | 318.62                | 39.00                 | ..... MELROSE .....                                  | 74.55                 |                    | Closed                          |                 |                            |                         |                 |
|                 |                 |                 |                 |                 | 326.85                | 47.23                 | ..... RUSSELL .....                                  | 66.32                 |                    | Closed                          |                 |                            |                         |                 |
| 1.37            | 3.58            | 7.55            | 12.25           | s 1.20          | 334.32                | 54.70                 | ..... CHARITON .....                                 | 58.85                 | 78                 | Continuous                      | s 2.57          |                            | s 10.57                 | s 10.45         |
|                 |                 |                 |                 |                 | 337.16                | 57.54                 | ..... INDIANOLA JCT .....                            | 56.01                 |                    | No Office                       |                 |                            |                         |                 |
|                 |                 |                 |                 |                 | 341.66                | 62.04                 | ..... SHANNON .....                                  | 51.58                 |                    | No Office                       |                 |                            |                         |                 |
| 1.29            | 3.50            | 7.47            | 12.16           | 1.02            | 342.79                | 63.17                 | ..... LUCAS .....                                    | 50.45                 |                    | Closed                          | 2.49            |                            | 10.38                   | 10.33           |
|                 |                 |                 | P.M.            |                 | 350.32                | 70.70                 | ..... WOODBURN .....                                 | 42.92                 |                    | No Office                       |                 |                            |                         |                 |
| 1.13            | 3.35            | 7.32            | 11.59           | s 12.46         | 359.74                | 80.12                 | ..... OSCEOLA .....                                  | 33.20                 | 79                 | Continuous                      | 2.34            |                            | s 10.22                 | 10.19           |
|                 |                 |                 |                 |                 | 370.41                | 90.79                 | ..... MURRAY .....                                   | 22.53                 |                    | Closed                          | 2.24            |                            | s 10.02                 | 10.09           |
|                 |                 |                 |                 |                 | 375.86                | 96.24                 | ..... THAYER .....                                   | 17.08                 |                    | No Office                       |                 |                            |                         |                 |
|                 |                 |                 |                 |                 | 379.75                | 100.13                | TALMAGE JCT. (Interlocked).                          | 13.19                 |                    | No Office                       |                 |                            |                         |                 |
|                 |                 |                 |                 |                 | 383.57                | 103.95                | ..... AFTON .....                                    | 9.37                  | 82                 | Closed                          |                 |                            | s 9.46                  |                 |
| L 12.42         | L 3.07          | L 7.02          | L 11.25         | L 12.09         | 392.94                | 113.32                | ..... CRESTON .....                                  | 0.00                  | Yard               | Continuous                      | L 2.05          |                            | L 9.35                  | L 9.45          |
| A.M.            | A.M.            | A.M.            | A.M.            | P.M.            |                       |                       | ..... SCHEDULE TIME .....                            |                       |                    |                                 | 1.48            |                            | 2.30                    | 1.59            |
| 57.5            | 65.3            | 61.2            | 54.4            | 49.8            |                       |                       | ..... AVERAGE MILES PER HOUR .....                   |                       |                    |                                 | 62.9            |                            | 45.3                    | 57.2            |

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 make flag stop at Avery and Frederic.  
 No. 6 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. 81.

EFFECTIVE FEBRUARY 1, 1953.

| FIRST CLASS     |                 |                 |                 |                 |                 | Signs                | Distance from Creston | STATIONS  | Capacity of |              | Office Open Week Days, except Saturday            | FIRST CLASS     |                 |                 |                 |                 |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------------|-----------------------|---|-------------|--------------|---|-----------------|-----------------|-----------------|-----------------|-----------------|
| Daily Passenger | Daily Passenger | Daily Passenger | Daily Passenger | Daily Passenger | Daily Passenger |                      |                       |   | Sliding     | Other Tracks |   | Daily Passenger | Daily Passenger | Daily Passenger | Daily Passenger | Daily Passenger |
| 29              | 23              | 15              | 3               | 27              | 7               |                      |                       |   |             |              |   | 21              | 19              | 11              | 17              | 1               |
| L A.M. 3.05     |                 | L A.M. 4.25     | L A.M. 5.19     |                 | L P.M. 12.25    | B.C.K.O.R. T.W.Y.Yd. | 0.00                  | .....CRESTON.....   |             | Yard         | Continuous  |                 | L P.M. 5.59     | L P.M. 6.59     | L P.M. 9.45     | L P.M. 10.44    |
|                 |                 |                 |                 |                 |                 |                      | 5.65                  | .....CROMWELL.....  |             | 17           | No Office   |                 |                 |                 |                 |                 |
|                 |                 |                 |                 |                 | c 12.40         |                      | 13.77                 | .....PRESCOTT.....  |             | 24           | 7:15 a.m. to 4:15 p.m.                            |                 |                 |                 |                 |                 |
| 3.26            |                 | s 4.53          | 5.40            |                 | s 12.49         |                      | 20.72                 | .....CORNING.....   | 132         | 57           | 6:00 a.m. to 9:30 p.m.                            | c               | 6.19            | 7.17            | 10.03           | 11.02           |
|                 |                 |                 |                 |                 |                 |                      | 24.73                 | .....BROOKS.....  |             | 4            | No Office   |                 |                 |                 |                 |                 |
|                 |                 |                 |                 |                 |                 |                      | 29.74                 | .....NODAWAY.....   |             | 13           | No Office   |                 |                 |                 |                 |                 |
| 3.37            |                 | s 5.15          | c 5.54          |                 | s 1.08          | K.W.T.               | 34.47                 | .....VILLISCA.....  |             | 89           | 5:00 a.m. to 1:00 p.m.<br>3:00 p.m. to 11:00 p.m. | s               | 6.38            | 7.27            | 10.13           | 11.12           |
|                 |                 |                 |                 |                 | c 1.18          |                      | 42.28                 | .....STANTON.....   |             | 44           | 7:15 a.m. to 4:15 p.m.                            |                 |                 |                 |                 |                 |
| 3.52            |                 | s 5.42          | s 6.13          |                 | s 1.37          | K.O. T.W.Y.          | 49.48                 | .....RED OAK.....   |             | 69           | Continuous  | s               | 7.00            | 7.45            | s 10.30         | 11.25           |
|                 |                 |                 |                 |                 |                 | F                    | 55.17                 | .....McPHERSON.....   | 178         | 28           | No Office   |                 |                 |                 |                 |                 |
|                 |                 |                 |                 |                 | s 1.53          | F                    | 58.71                 | .....EMERSON.....   | 127         | 46           | No Office   |                 |                 |                 |                 |                 |
| 4.04            |                 | c 6.03          | 6.29            |                 | s 2.03          | F.Y.                 | 63.96                 | .....HASTINGS.....  | 227         | 78           | No Office   |                 | 7.14            | 7.59            | 10.44           | 11.35           |
|                 |                 | c 6.09          |                 |                 | s 2.12          | F                    | 68.74                 | .....MALVERN.....   | 175         | 49           | No Office   |                 |                 |                 |                 |                 |
| 4.12            |                 | 6.17            |                 |                 |                 | F                    | 74.95                 | .....BALFOUR.....   |             |              | No Office   |                 |                 |                 |                 |                 |
|                 |                 | 6.22            | 6.43            |                 | s 2.30          | F                    | 78.43                 | .....GLENWOOD.....  |             | 69           | No Office   |                 | 7.26            | 8.13            | 10.57           | 11.45           |
| 4.21            | L A.M. 5.05     | 6.27            | 6.50            | L P.M. 1.23     | f 2.36          | B.C.K. T.W.Y.Yd.     | 82.04                 | .....PACIFIC JCT.....   |             | Yard         | Continuous  | L P.M. 7.26     | 7.31            | A 8.18          | A 11.05         | 11.50           |
|                 |                 |                 |                 |                 |                 | F                    | 87.75                 | .....FOLSOM.....  |             | 98           | No Office   |                 |                 |                 |                 |                 |
|                 |                 |                 |                 |                 |                 | F                    | 93.10                 | .....ISLAND PARK.....   |             | 98           | No Office   |                 |                 |                 |                 |                 |
|                 |                 |                 |                 |                 |                 |                      | 98.37                 | .....Wabash Crossing (Intrl.).....  |             |              |   |                 |                 |                 |                 |                 |
| 4.39            | 5.27            | 6.47            | 7.10            | 1.42            | 2.55            | B.C.K.O. T.W.        | 98.81                 | .....COUNCIL BLUFFS YARD.<br>CMStP&P Crossing (Intrl.)<br>..CRI&P Crossing (Intrl.).. |             | Yard         | Continuous  | 7.42            | 7.50            |                 |                 | L A.M. 12.06    |
| 4.40            | s 5.33          | c 6.49          | c 7.14          | s 1.46          | s 2.59          |                      | 99.19                 | .....COUNCIL BLUFFS.....  |             | Yard         | No Office   | s 7.44          | c 7.53          |                 |                 | c 12.08         |
|                 |                 |                 |                 |                 |                 |                      | 99.76                 | .....C&NW Crossing (Intrl.).....  |             |              |   |                 |                 |                 |                 |                 |
|                 |                 |                 |                 |                 |                 |                      | 100.05                | .....IC Crossing (Intrl.).....  |             |              |   |                 |                 |                 |                 |                 |
|                 |                 |                 |                 |                 |                 |                      | 100.07                | .....CRI&P Crossing (Intrl.).....   |             |              |   |                 |                 |                 |                 |                 |
| A 4.45          | A 5.37          | A 6.52          | A 7.18          | A 1.50          | A 3.03          | Yd.                  | 100.40                | .....U. P. TRANSFER.....  |             |              | No Office   | A 7.48          | 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 5.30 A.M. | Via U. P. A 6.30 A.M. | Via U. P. A 7.25 A.M. | Via U. P. A 7.45 A.M. | Via U. P. A 2.20 P.M. | Via U. P. A 3.40 P.M. | B.K.R. W. Yd. | 103.26 | .....OMAHA.....   |  | Continuous | Via U. P. A 8.20 P.M. | Via U. P. A 8.35 P.M. | Via Platts. A 8.55 P.M. | Via Platts. A 11.45 P.M. | Via U. P. A 12.30 A.M. |
| 1:40<br>60.2          | 0:32<br>34.4          | 2:27<br>40.9          | 1:59<br>50.6          | 0:27<br>40.8          | 2:38<br>38.0          |               |        | .....SCHEDULE TIME.....<br>.....AVERAGE MILES PER HOUR..... |  |            | 0:22<br>50.1          | 2:05<br>48.2          | 1:19<br>62.2            | 1:20<br>61.5             | 1:28<br>68.4           |

**FOOTNOTES ON PAGE 8.**

# Omaha to Creston—Subdivision—Eastward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 81.

EFFECTIVE FEBRUARY 1, 1953.

| FIRST CLASS     |                 |                 |                 |                 |                 | Distance from Chicago | STATIONS                          | Distance from Omaha | Capacity of |              | Office Open Saturday and Sunday                   | FIRST CLASS     |                 |                 |                 |                 |         |           |  |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------------|-----------------------------------|---------------------|-------------|--------------|---|-----------------|-----------------|-----------------|-----------------|-----------------|---------|-----------|--|
| Daily Passenger | 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              | 32              | 6               | 12              |                       |                                   |                     |             |              |   | 26              | 14              | 8               | 30              | 22              |         |           |  |
| A.M.            | A.M.            |                 | A.M.            | P.M.            | P.M.            | 392.94                | .....CRESTON.....                 | 103.26              |             | Yard         | Continuous  |                 |                 |                 |                 |                 |         |           |  |
| A 3:05          | A 6:58          |                 | A 11:20         | A 12:04         | A 2:03          | 5.65                  | .....CROMWELL.....                | 97.61               |             | 17           | No Office   |                 |                 | P.M. A 9:25     | P.M. A 9:35     | A.M. A 12:35    |         |           |  |
| 2:58            | 6:51            |                 | 11:13           | 11:54           | 1:55            | 8.12                  | .....PRESCOTT.....                | 89.49               |             | 24           | Closed  |                 |                 | s 9:13          | 9:27            | 12:26           |         |           |  |
|                 |                 |                 |                 |                 |                 | 6.95                  | .....CORNING.....                 | 82.54               | 132         | 57           | See Footnote                                      |                 |                 | s 9:02          |                 |                 |         |           |  |
| 2:43            | 6:36            |                 | 10:58           | 11:42           | 1:41            | 4.01                  | .....BROOKS.....                  | 78.53               |             | 4            | No Office   |                 |                 | s 8:52          | 9:11            | 12:13           |         |           |  |
|                 |                 |                 |                 |                 |                 | 5.01                  | .....NODAWAY.....                 | 73.52               | 80          | 13           | No Office   |                 |                 | s 8:41          |                 |                 |         |           |  |
|                 |                 |                 |                 |                 |                 | 4.73                  | .....VILLISCA.....                | 68.79               | 59          | 89           | 5:00 a.m. to 1:00 p.m.<br>3:00 p.m. to 11:00 p.m. |                 |                 | s 8:35          |                 |                 |         |           |  |
| 2:33            | 6:26            |                 | 10:48           | 11:26           | 1:31            | 7.81                  | .....STANTON.....                 | 60.98               | 78          | 44           | Closed  |                 |                 | s 8:28          | 8:58            | 12:01           |         |           |  |
|                 |                 |                 |                 |                 |                 | 7.20                  | .....RED OAK.....                 | 53.78               | 77          | 69           | Continuous  |                 |                 | s 8:15          | 8:49            | A.M. 12:01      |         |           |  |
| 2:21            | c 6:14          |                 | 10:34           | 11:06           | s 1:18          | 5.69                  | .....McPHERSON.....               | 48.09               | 178         | 28           | No Office   |                 |                 | s 8:05          | s 8:40          | s 11:43         |         |           |  |
|                 |                 |                 |                 |                 |                 | 3.54                  | .....EMERSON.....                 | 44.55               | 127         | 46           | No Office   |                 |                 |                 |                 |                 |         |           |  |
| 2:10            | 6:03            |                 | 10:21           | 10:47           | 1:05            | 5.25                  | .....HASTINGS.....                | 39.30               | 227         | 78           | No Office   |                 |                 | s 7:39          |                 |                 |         |           |  |
|                 |                 |                 |                 |                 |                 | 4.78                  | .....MALVERN.....                 | 34.52               | 175         | 49           | No Office   |                 |                 | s 7:30          | 8:12            | 11:24           |         |           |  |
|                 |                 |                 |                 |                 |                 | 6.21                  | .....BALFOUR.....                 | 28.31               |             |              | No Office   |                 |                 | s 7:24          |                 |                 |         |           |  |
|                 |                 |                 |                 |                 |                 | 3.48                  | .....GLENWOOD.....                | 24.83               |             | 69           | No Office   |                 |                 |                 |                 |                 |         |           |  |
| L 1:52          | L 5:45          | A.M. 9:33       | 10:03           | L 10:30         | 12:47           | 3.61                  | .....PACIFIC JCT.....             | 21.22               |             | Yard         | Continuous  |                 |                 | A 4:45          | L 7:10          | 7:55            | 11:05   | A.M. 1:07 |  |
| A.M.            | A.M.            |                 |                 | A.M.            |                 | 5.71                  | .....FOLSOM.....                  | 15.51               | 98          |              | No Office   |                 |                 |                 |                 |                 |         |           |  |
|                 |                 |                 |                 |                 |                 | 5.35                  | .....ISLAND PARK.....             | 10.16               | 98          |              | No Office   |                 |                 |                 |                 |                 |         |           |  |
|                 |                 |                 |                 |                 |                 | 5.27                  | Wabash Crossing (Intrl.)          | 4.89                |             |              |   |                 |                 |                 |                 |                 |         |           |  |
|                 |                 | 9:15            | 9:45            |                 | 12:30           | 0.44                  | .....COUNCIL BLUFFS YARD.....     | 4.45                |             | Yard         | Continuous  |                 |                 | 4:25            |                 | 7:35            | 10:47   | 12:26     |  |
|                 |                 |                 |                 |                 |                 | 0.38                  | CMSt&P Crossing (Intrl.)          |                     |             |              |   |                 |                 |                 |                 |                 |         |           |  |
|                 |                 |                 |                 |                 |                 | 0.38                  | .....COUNCIL BLUFFS.....          | 4.07                |             | Yard         | No Office   |                 |                 | s 4:21          |                 | 7:34            | s 10:46 | s 12:25   |  |
|                 |                 | s 9:14          | 9:44            |                 | s 12:29         | 0.57                  | .....C&NW Crossing (Intrl.).....  | 3.50                |             |              |   |                 |                 |                 |                 |                 |         |           |  |
|                 |                 |                 |                 |                 |                 | 0.29                  | .....IC Crossing (Intrl.).....    | 3.21                |             |              |   |                 |                 |                 |                 |                 |         |           |  |
|                 |                 |                 |                 |                 |                 | 0.02                  | .....CRI&P Crossing (Intrl.)..... | 3.19                |             |              |   |                 |                 |                 |                 |                 |         |           |  |
|                 |                 | s 9:10          | s 9:40          |                 | 12:25           | 0.33                  | .....U. P. TRANSFER.....          | 2.86                |             |              | No Office   |                 |                 | s 4:15          |                 | s 7:30          | 10:42   | s 12:20   |  |
|                 |                 |                 |                 |                 |                 |                       |                                   |                     |             |              |   |                 |                 |                 |                 |                 |         |           |  |

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 Platts | Via U. P. | Via U. P. | Via Platts | Via U. P. |        |                                  |      |      | Via U. P.  | Via Platts | Via U. P. | Via U. P. | Via U. P. |         |
|------------|------------|-----------|-----------|------------|-----------|--------|----------------------------------|------|------|------------|------------|-----------|-----------|-----------|---------|
| L 1:15     | L 5:00     | L 9:00    | L 9:30    | L 9:50     | L 12:15   | 496.20 | .....OMAHA.....                  | 2.86 | 0.00 | Continuous | L 4:00     | L 6:30    | L 6:00    | L 10:30   | L 11:45 |
| A.M.       | A.M.       | A.M.      | A.M.      | A.M.       | P.M.      |        |                                  |      |      | P.M.       | P.M.       | P.M.      | P.M.      | P.M.      |         |
| 1:13       | 1:13       | 0:23      | 1:40      | 1:34       | 1:38      |        | .....SCHEDULE TIME.....          |      |      |            | 0:30       | 2:15      | 2:05      | 1:53      | 0:47    |
| 67.4       | 67.4       | 47.9      | 60.2      | 62.3       | 61.5      |        | .....AVERAGE MILES PER HOUR..... |      |      |            | 36.7       | 36.4      | 48.2      | 53.2      | 23.4    |

### FOOTNOTES ON PAGE 8.

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

Iowa Power and Light Company industry track M.P. 489.01.

# Creston—Omaha—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 81.

EFFECTIVE FEBRUARY 1, 1953.

## 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. Extra trains which change engines at Pacific Jct. must have Clearance Form A.

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 stop at Council Bluffs to discharge revenue passengers from Chicago.

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

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

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

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

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

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

No. 15 stop at Hastings and Malvern Tuesday to Saturday, inclusive, to dispatch newspaper mail.

No. 18 stop at Red Oak to discharge passengers from Denver.

# Burlington and Washington—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 81.

EFFECTIVE FEBRUARY 1, 1953.

| WESTWARD     |  |  |  | STATIONS              | Distance from<br>Washington | Capacity of<br>Other Tracks | Office Open<br>Week Days,<br>except Saturday | EASTWARD     |                |  |  |
|--------------|--|--|--|-----------------------|-----------------------------|-----------------------------|--|--------------|----------------|--|--|
| SECOND CLASS |  |  |  |                       |                             |                             |  | SECOND CLASS |                |  |  |
|              |  | Daily Ex.<br>Sat. and<br>Sunday<br>Mixed |  |                       |                             |                             |  |              |                |  | Daily Ex.<br>Sat. and<br>Sunday<br>Mixed |
|              |  | 23                                       |  | Signs                 |                             |                             |  | 22           |                |  |  |
|              |  | A.M.<br>L 7.20                           |  | B.C.K.O.<br>R.T.W.Yd. | .....BURLINGTON.....        | 52.5                        | Yard   | Continuous   | P.M.<br>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 | ..... <sup>15 4</sup> MEDIAPOLIS.....                          | 37.1 | 22 | 6:30 a.m. to 3:30 p.m. | s 2.10         |  |  |
|  |  | s 8.40         |             | 20.6 | ..... <sup>6 2</sup> ROSCOE.....                               | 31.9 | 21 | No Office              | s 1.30         |  |  |
|  |  | s 8.50         |             | 23.9 | ..... <sup>3 3</sup> YARMOUTH.....                             | 28.6 | 25 | No Office              | s 1.15         |  |  |
|  |  | s 9.05         |             | 28.3 | ..... <sup>4 4</sup> MT. UNION.....                            | 24.2 | 25 | 8:30 a.m. to 5:30 p.m. | s 1.00         |  |  |
|  |  |                |             | 32.9 | ..... <sup>4 6</sup> M. & St. L. Crossing (Grade).....         | 19.6 |    |                        |                |  |  |
|  |  | s 9.45         |             | 34.0 | ..... <sup>1 1</sup> WINFIELD.....                             | 18.5 | 52 | 8:30 a.m. to 5:30 p.m. | s12.35         |  |  |
|  |  | s10.00         |             | 38.7 | ..... <sup>4 7</sup> WYMAN.....                                | 13.8 | 13 | No Office              | s12.15         |  |  |
|  |  | s10.15         |             | 42.4 | ..... <sup>3 7</sup> CRAWFORDSVILLE.....                       | 10.1 | 21 | 8:30 a.m. to 5:30 p.m. | s12.01         |  |  |
|  |  | s10.25         |             | 47.0 | ..... <sup>4 6</sup> HAVRE.....                                | 5.5  |    | No Office              | s11.45         |  |  |
|  |  |                |             | 48.0 | ..... <sup>1 0</sup> C. R. I. & P. Crossing (Interlocked)..... | 4.5  |    |                        |                |  |  |
|  |  | A10.45<br>A.M. | R.Y.<br>Yd. | 52.5 | ..... <sup>4 5</sup> WASHINGTON.....                           |      | 35 | 8:30 a.m. to 5:30 p.m. | L11.30<br>A.M. |  |  |
|  |  | 3:25<br>15.4   |             |      | .....SCHEDULE TIME.....  |      |    |                        | 3:25           |  |  |
|  |  |                |             |      | .....AVERAGE MILES PER HOUR.....                               |      |    |                        | 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. 81.

EFFECTIVE FEBRUARY 1, 1953.

| 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 | Signs | Distance from Fort Madison         | STATIONS |                          |                          |  | Distance from Birmingham | Capacity of Other Tracks | Office Open Week Days, except Saturday | SECOND CLASS |                   |                         |
|              |  |  | 97           |       |                            |                                 |       |                                    |          |                          | B.C.K.R. T.W.Yd.         | ..... FORT MADISON .....               |                          |                          |  | 41.2         | Yard              | 7:00 a.m. to 11:00 p.m. |
|              |  |  | P.M. L 9.00  |       |                            |                                 |       | 5 8                                |          |                          |                          |  |                          |                          |  |              |                   | A.M. A 3.50             |
|              |  |  | s 9.30       |       | 5.8                        |                                 |       | ..... SAWYER .....                 | 35.4     | 11                       | No Office                |  |                          |                          |  |              | s 3.20            |                         |
|              |  |  | s 9.55       |       | 11.3                       | W                               |       | 5 5                                | 29.9     | 11                       | No Office                |  |                          |                          |  |              | s 3.00            |                         |
|              |  |  | s 10.15      |       | 17.0                       |                                 |       | 5 7                                | 24.2     | 7                        | No Office                |  |                          |                          |  |              | s 2.30            |                         |
|              |  |  | s 10.30      |       | 20.7                       | R.Yd.                           |       | 3 7                                | 20.5     |                          | No Office                |  |                          |                          |  |              | s 2.10            |                         |
|              |  |  | s 10.45      |       | 28.1                       |                                 |       | 7 4                                | 13.1     | 20                       | No Office                |  |                          |                          |  |              | s 12.50           |                         |
|              |  |  | s 11.10      |       | 34.7                       |                                 |       | 6 6                                | 6.5      | 20                       | No Office                |  |                          |                          |  |              | s 12.10           |                         |
|              |  |  | A 11.35 P.M. |       | 41.2                       | R.Y.Yd.                         |       | 6 5                                |          | 18                       | No Office                |  |                          |                          |  |              | A.M. L 11.45 P.M. |                         |
|              |  |  | 2:35         |       |                            |                                 |       | ..... SCHEDULE TIME .....          |          |                          |                          |  |                          |                          |  |              | 4:05              |                         |
|              |  |  | 13.3         |       |                            |                                 |       | ..... AVERAGE MILES PER 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 not 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.

No office at Hamill, Houghton and Salem.

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

Saturday and Sunday: Ft. Madison open 7:00 a. m. to 11:00 p. m.

## Indianola Jct. and Indianola—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 81.

EFFECTIVE FEBRUARY 1, 1953.

| 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 | Signs | Distance from Chariton             | STATIONS |                         |                          |  | Distance from Indianola | Capacity of Other Tracks | Office Open Week Days, except Saturday | SECOND CLASS |             |             |
|              |  |  | 65           |       |                        |                                 |       |                                    |          |                         |                          | ..... INDIANOLA JCT .....              |                         |                          |  | 30.4         |             | No Office   |
|              |  |  | A.M. L 11.10 |       | 2.8                    |                                 |       | 11 0                               |          |                         |                          |  |                         |                          |  |              |             | P.M. A 3.00 |
|              |  |  | s 11.45      |       | 13.8                   |                                 |       | 8 0                                | 19.4     | 12                      | 7:45 a.m. to 4:45 p.m.   |  |                         |                          |  |              | s 2.25      |             |
|              |  |  | P.M. s 12.15 |       | 21.8                   |                                 |       | 11 4                               | 11.4     | 24                      | 8:00 a.m. to 5:00 p.m.   |  |                         |                          |  |              | s 1.55      |             |
|              |  |  | A 12.55 P.M. |       | 33.2                   | R.Y.Yd.                         |       | ..... INDIANOLA .....              |          | 22                      | 8:00 a.m. to 5:00 p.m.   |  |                         |                          |  |              | L 1.20 P.M. |             |
|              |  |  | 1:45         |       |                        |                                 |       | ..... SCHEDULE TIME .....          |          |                         |                          |  |                         |                          |  |              | 1:40        |             |
|              |  |  | 17.3         |       |                        |                                 |       | ..... AVERAGE MILES PER 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 make flag stops 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. 81.

EFFECTIVE FEBRUARY 1, 1953.

| WESTWARD                           |                                  |                                  |                                  | Office Open<br>Week Days,<br>except Saturday | Signs | Distance from<br>Albia | STATIONS        |                 |  |                                | Distance from<br>Des Moines | Capacity of    |  | Office Open<br>Saturday and<br>Sunday | EASTWARD               |  |  |
|------------------------------------|----------------------------------|----------------------------------|----------------------------------|--|-------|------------------------|-----------------|-----------------|--|--------------------------------|-----------------------------|----------------|--|---------------------------------------|------------------------|--|--|
| SECOND CLASS                       |                                  | FIRST CLASS                      |                                  |  |       |                        | Siding          | Other<br>Tracks | FIRST CLASS                                  |                                |                             | SECOND CLASS   |  |                                       |                        |  |  |
| Daily Ex.<br>M. & St.L.<br>Freight | Daily Ex.<br>Saturday<br>Freight | Daily<br>Ex. Sunday<br>Passenger | Daily<br>Ex. Sunday<br>Passenger |  |       |                        |                 |                 | Daily Ex.<br>Sunday<br>M. & St.L.<br>Freight | Daily Ex.<br>Sunday<br>Freight |                             |                |  |                                       |                        |  |  |
| <b>895</b>                         | <b>81</b>                        |                                  | <b>27</b>                        | Continuous                                   | K.Yd. | 0                      | .....ALBIA..... | 68.0            | 32   | Yard                           | Continuous                  | <b>28</b>      |  | <b>894</b>                            | <b>82</b>              |  |  |
|                                    | P.M.<br>11:05                    |                                  | A.M.<br>10:00                    |  |       |                        |                 |                 |  |                                |                             | P.M.<br>A10:15 |  |                                       | A.M.<br>A 1:25<br>A.M. |  |  |

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

| P.M.   | A.M.       |  |       |   | R.                        |      |                                     |      |    |      |            |              |        |           |        |        |  |  |  |
|--------|------------|--|-------|---|---------------------------|------|-------------------------------------|------|----|------|------------|--------------|--------|-----------|--------|--------|--|--|--|
| L 5:40 | A.M. 12:01 |  | 10:50 | Continuous  |                           | 19.4 | .....TRACY.....                     | 48.6 | 35 | 30   | Continuous | 9:37         |        | P.M. 3:30 | 11:55  |        |  |  |  |
| 5:50   | 12:15      |  | 10:57 | No Office   |                           | 23.1 | .....HARVEY.....                    | 44.9 |    | 23   | No Office  | 9:29         |        | 3:22      | 11:30  |        |  |  |  |
| 5:55   | 12:20      |  | 11:01 | No Office   |                           | 24.9 | .....DURHAM.....                    | 43.1 | 36 |      | No Office  | 9:24         |        | 3:12      | 11:25  |        |  |  |  |
| 6:05   | 12:30      |  | 11:08 | No Office   |                           | 28.4 | .....FLAGLER.....                   | 39.6 |    | 26   | No Office  | 9:18         |        | 3:02      | 11:15  |        |  |  |  |
| 6:20   | 1:05       |  | 11:23 | 7:00 a.m. to 10:00 p.m.   |                           | 33.1 | .....KNOXVILLE.....                 | 34.9 |    | 118  | Closed     | 9:10         |        | 2:50      | 11:05  |        |  |  |  |
| 6:35   | 1:15       |  | 11:33 | No Office   |                           | 37.1 | .....DONNELLY.....                  | 30.9 | 50 |      | No Office  | 9:00         |        | 2:37      | 10:45  |        |  |  |  |
| 6:45   | 1:35       |  | 11:46 | 7:15 a.m. to 4:15 p.m.  |                           | 43.2 | .....PLEASANTVILLE.....             | 24.8 | 37 | 38   | Closed     | 8:50         |        | 2:22      | 10:35  |        |  |  |  |
| 7:00   | 1:50       |  | 11:59 | No Office   |                           | 49.1 | .....SWAN.....                      | 18.9 |    | 25   | No Office  | 8:39         |        | 2:05      | 10:16  |        |  |  |  |
| 7:10   | 2:05       |  | 12:08 | No Office   |                           | 53.4 | .....FORD.....                      | 14.6 |    | 23   | No Office  | 8:32         |        | 1:45      | 10:06  |        |  |  |  |
| 7:20   | 2:20       |  | 12:15 | No Office   |                           | 57.1 | .....CLARKSON.....                  | 10.9 |    | 31   | No Office  | 8:26         |        | 1:35      | 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  |              |        |           |        |        |  |  |  |
| 7:32   | 2:37       |  | 12:25 | No Office   |                           | 62.9 | .....GLAKE.....                     | 5.1  | 50 | 50   | No Office  | 8:17         |        | 1:20      | 9:37   |        |  |  |  |
|        |            |  |       | No Office   |                           | 65.7 | C. R. I. & P. Cross'g (Interlocked) | 2.3  |    |      |            |              |        |           |        |        |  |  |  |
| 7:40   | 2:50       |  | 12:33 | No Office   |                           | 66.2 | .....EAST D. M. U. JCT.....         | 1.8  |    |      | No Office  | 8:10         |        | 1:12      | 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  |    |      |            |              |        |           |        |        |  |  |  |
|        |            |  | 12:40 | No Office   |                           | 67.3 | .....EAST DES MOINES.....           | 0.7  |    | Yard | Yard       | No Office    | 8:05   |           |        |        |  |  |  |
| A 7:55 | A.M. 3:05  |  | 12:45 | 7:15 a.m. to 3:15 p.m.<br>4:01 p.m. to 12:01 a.m.<br>See footnote | B.C.K.<br>O.R.T.<br>W.Yd. | 68.0 | .....DES MOINES.....                |      |    | Yard | Yard       | See footnote | L 8:00 |           | L 1:00 | L 9:15 |  |  |  |
|        |            |  |       |   |                           |      | .....SCHEDULE TIME.....             |      |    |      |            |              | 2:15   |           | 2:30   | 4:10   |  |  |  |
| 2:15   | 4:00       |  | 2:45  |   |                           |      | .....AVERAGE MILES PER 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 open Saturday 7:15 a.m. to 3:15 p.m.; 4:01 p.m. to 12:01 a.m. Sunday closed.

Wye at M.P. 8, east of Lovilla.

Avon Lake at M. P. 59.45.

No. 27 and No. 28 make flag stops at Avon Lake.

Abbott Spur 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 doubleheading over Bridges 62.08 and 67.43, engines must be separated by not less than five cars, or operate separately over the bridges.

# Creston and Cumberland—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 81.

EFFECTIVE FEBRUARY 1, 1953.

| NORTHWARD    |  |  |  |  | STATIONS                    | Distance from<br>Cumberland | Capacity of<br>Other Tracks        | Office Open<br>Week Days,<br>except Saturday | SOUTHWARD    |                |  |  |  |  |
|--------------|--|--|--|--|-----------------------------|-----------------------------|------------------------------------|--|--------------|----------------|--|--|--|--|
| SECOND CLASS |  |  |  |  |                             |                             |                                    |  | SECOND CLASS |                |  |  |  |  |
|              |  |  |  | Daily Ex.<br>Sat. and<br>Sunday<br>Mixed |                             |                             |                                    |  |              |                |  |  | Daily Ex.<br>Sat. and<br>Sunday<br>Mixed |  |
|              |  |  |  | <b>97</b>                                | Signs                       | Distance from<br>Creston    |                                    |  |              | <b>96</b>      |  |  |  |  |
|              |  |  |  | A.M.<br>L 9.45                           | B.C.R.O.<br>R.T.W.<br>Y.Yd. |                             | 47.2                               | Yard   | Continuous   | P.M.<br>A 4.15 |  |  |  |  |
|              |  |  |  | f 9.55                                   |                             | 4.7                         | 42.5                               | 22   | No Office    | f 3.56         |  |  |  |  |
|              |  |  |  | s 10.25                                  |                             | 12.6                        | 34.6                               | 20   | No Office.   | s 3.40         |  |  |  |  |
|              |  |  |  | s 11.00                                  |                             | 21.3                        | 25.9                               | 33   | No Office.   | s 3.15         |  |  |  |  |
|              |  |  |  | s 11.30                                  |                             | 28.7                        | 18.1                               | 32   | No Office.   | s 2.35         |  |  |  |  |
|              |  |  |  | P.M.<br>s 12.01                          |                             | 35.6                        | 11.6                               | 20   | No Office    | s 2.10         |  |  |  |  |
|              |  |  |  | s 12.30                                  |                             | 41.3                        | 5.9                                | 26   | No Office    | s 1.50         |  |  |  |  |
|              |  |  |  | A 12.50                                  | R.T.<br>Yd.                 | 47.2                        |                                    | 31   | No Office    | L 1.30         |  |  |  |  |
|              |  |  |  | P.M.                                     |                             |                             |                                    |  |              | P.M.           |  |  |  |  |
|              |  |  |  | 3:05<br>15.3                             |                             |                             |                                    |  |              | 2:45<br>17.1   |  |  |  |  |
|              |  |  |  |  |                             |                             | ..... SCHEDULE TIME .....          |  |              |                |  |  |  |  |
|              |  |  |  |  |                             |                             | ..... AVERAGE MILES PER HOUR ..... |  |              |                |  |  |  |  |

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

Manual Block System; Rule 318(B) in effect.

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

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.

Clearance Form A not required at Cumberland.

## Red Oak and Griswold—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 81.

EFFECTIVE FEBRUARY 1, 1953.

| NORTHWARD    |  |  |                              | STATIONS                  | Distance from<br>Griswold | Capacity of<br>Other Tracks        | Office Open<br>Week Days,<br>except Saturday | SOUTHWARD      |                        |  |                              |  |              |  |
|--------------|--|--|------------------------------|---------------------------|---------------------------|------------------------------------|--|----------------|------------------------|--|------------------------------|--|--------------|--|
| SECOND CLASS |  |  |                              |                           |                           |                                    |  | SECOND CLASS   |                        |  |                              |  |              |  |
|              |  |  | Daily Ex.<br>Sunday<br>Mixed |                           |                           |                                    |  |                |                        |  | Daily Ex.<br>Sunday<br>Mixed |  |              |  |
|              |  |  | <b>93</b>                    | Signs                     | Distance from<br>Red Oak  |                                    |  | <b>94</b>      |                        |  |                              |  |              |  |
|              |  |  | A.M.<br>L 11:45              | B.K.O.<br>R.T.W.<br>Y.Yd. |                           |                                    |  | P.M.<br>A 3:35 |                        |  |                              |  |              |  |
|              |  |  | P.M.<br>s 12:35              |                           | 8 1                       | ..... RED OAK .....                | 18.9   | Yard           | Continuous             |  |                              |  |              |  |
|              |  |  | s 1:05                       |                           | 12 8                      | ..... STENNETT .....               | 10.8   | 9              | No Office              |  |                              |  |              |  |
|              |  |  | A 1:30                       | R.T.<br>Yd.               | 18 9                      | ..... ELLIOTT .....                | 6.1  | 23             | 8:30 a.m. to 5:30 p.m. |  |                              |  |              |  |
|              |  |  | P.M.<br>1:45                 |                           |                           | ..... GRISWOLD .....               |  | 44             | 8:00 a.m. to 5:00 p.m. |  |                              |  | L 2:05       |  |
|              |  |  | 10.8                         |                           |                           | ..... SCHEDULE TIME .....          |  |                |                        |  |                              |  | P.M.<br>1:30 |  |
|              |  |  |                              |                           |                           | ..... AVERAGE MILES PER HOUR ..... |  |                |                        |  |                              |  | 12.8         |  |

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. 81.

EFFECTIVE FEBRUARY 1, 1953.

| SOUTHWARD    |  |  |                              | STATIONS                  | Distance from<br>Hamburg | Capacity of<br>Other Tracks         | Office Open<br>Week Days,<br>except Saturday | NORTHWARD      |                        |  |                              |  |                 |  |
|--------------|--|--|------------------------------|---------------------------|--------------------------|-------------------------------------|--|----------------|------------------------|--|------------------------------|--|-----------------|--|
| SECOND CLASS |  |  |                              |                           |                          |                                     |  | SECOND CLASS   |                        |  |                              |  |                 |  |
|              |  |  | Daily Ex.<br>Sunday<br>Mixed |                           |                          |                                     |  |                |                        |  | Daily Ex.<br>Sunday<br>Mixed |  |                 |  |
|              |  |  | <b>101</b>                   | Signs                     | Distance from<br>Red Oak |                                     |  | <b>102</b>     |                        |  |                              |  |                 |  |
|              |  |  | A.M.<br>L 8:30               | B.K.O.<br>R.T.W.<br>Y.Yd. |                          |                                     |  | P.M.<br>A 4:45 |                        |  |                              |  |                 |  |
|              |  |  | s 8:45                       |                           | 6.6                      | ..... RED OAK .....                 | 39.1   | Yard           | Continuous             |  |                              |  |                 |  |
|              |  |  | s 8:58                       |                           | 12.9                     | ..... COBURG .....                  | 32.5   | 21             | No Office              |  |                              |  |                 |  |
|              |  |  |                              |                           | 18.2                     | ..... ESSEX .....                   | 26.2   | 21             | 8:30 a.m. to 5:30 p.m. |  |                              |  |                 |  |
|              |  |  |                              |                           |                          | ..... Wabash Crossing (Grade) ..... | 20.9   |                |                        |  |                              |  |                 |  |
|              |  |  | s 9:18                       | O.T.W.<br>Yd.             | 18.8                     | ..... SHENANDOAH .....              | 20.3   | Yard           | 8:30 a.m. to 5:30 p.m. |  |                              |  | 4:00            |  |
|              |  |  |                              |                           |                          | ..... FARRAGUT .....                | 13.9   | 29             | 8:00 a.m. to 5:00 p.m. |  |                              |  | P.M.<br>s 11:20 |  |
|              |  |  | s 9:32                       |                           | 25.2                     | ..... RIVERTON .....                | 8.8  | 41             | 8:00 a.m. to 5:00 p.m. |  |                              |  | s 11:05         |  |
|              |  |  | s 9:45                       |                           | 30.7                     | ..... HAMBURG .....                 |  | 75             | Continuous             |  |                              |  | s 10:50         |  |
|              |  |  | A 10:05                      | C.R.W.Y.<br>Yd.           | 39.1                     | ..... SCHEDULE TIME .....           |  |                |                        |  |                              |  | L 10:35         |  |
|              |  |  | A.M.<br>1:35                 |                           |                          | ..... AVERAGE MILES PER HOUR .....  |  |                |                        |  |                              |  | A.M.<br>6:10    |  |
|              |  |  | 24.6                         |                           |                          |                                     |  |                |                        |  |                              |  | 6.3             |  |

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. 81.

EFFECTIVE FEBRUARY 1, 1953.

| NORTHWARD    |  |  |  |  | STATIONS      | Distance from Carson | Capacity of Other Tracks       | Office Open Week Days, except Saturday | SOUTHWARD              |                        |                 |  |  |
|--------------|--|--|--|--|---------------|----------------------|--------------------------------|--|------------------------|------------------------|-----------------|--|--|
| SECOND CLASS |  |  |  |  |               |                      |                                |  | SECOND CLASS           |                        |                 |  |  |
|              |  |  |  | Tuesday<br>Thursday<br>and Sat.<br>Mixed |               |                      |                                |  | Signs                  | Distance from Hastings |                 |  |  |
|              |  |  |  | 85                                       |               |                      |                                |  |                        |                        | 86              |  |  |
|              |  |  |  | A.M.<br>L 10.01                          | F.R.Y.        |                      | 16.2                           | 14                                     | 7:15 a.m. to 4:15 p.m. |                        | P.M.<br>A 12.20 |  |  |
|              |  |  |  | s 10.35                                  |               | 9.3                  | 6.9                            | 19                                     | No Office              |                        | P.M.<br>s 11.59 |  |  |
|              |  |  |  | s 10.55                                  |               | 13.1                 | 3.1                            | 30                                     | No Office              |                        | s 11.45         |  |  |
|              |  |  |  | A 11.15<br>A.M.                          | W.R.T.<br>Yd. | 16.2                 |                                | 65                                     | No Office              |                        | L 11.30<br>A.M. |  |  |
|              |  |  |  | 1:14<br>12.9                             |               |                      | ..... SCHEDULE TIME .....      |  |                        |                        | 0:50<br>19.4    |  |  |
|              |  |  |  |  |               |                      | ... AVERAGE MILES PER HOUR ... |  |                        |                        |                 |  |  |

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

Manual Block System; Rule 318(B) in effect.

No train order signal Hastings. 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.

Clearance Form A not required at Carson.

## Hastings and Sidney—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 81.

EFFECTIVE FEBRUARY 1, 1953.

| SOUTHWARD    |  |  |  |  | STATIONS    | Distance from Sidney | Capacity of Other Tracks       | Office Open Week Days, except Saturday | NORTHWARD              |                        |                 |  |  |
|--------------|--|--|--|--|-------------|----------------------|--------------------------------|--|------------------------|------------------------|-----------------|--|--|
| SECOND CLASS |  |  |  |  |             |                      |                                |  | SECOND CLASS           |                        |                 |  |  |
|              |  |  |  | Monday<br>Wednesday<br>and Fri.<br>Mixed |             |                      |                                |  | Signs                  | Distance from Hastings |                 |  |  |
|              |  |  |  | 82                                       |             |                      |                                |  |                        |                        | 83              |  |  |
|              |  |  |  | A.M.<br>L 9.50                           | F.R.Y.      |                      | 21.0                           | 14                                     | 7:15 a.m. to 4:15 p.m. |                        | P.M.<br>A 12.20 |  |  |
|              |  |  |  | f 10.05                                  |             | 3.2                  | 17.8                           |  |                        |                        |                 |  |  |
|              |  |  |  | s 10.25                                  |             | 5.7                  | 15.3                           | 10                                     | No Office              |                        | f 12.05         |  |  |
|              |  |  |  | f 10.45                                  |             | 11.3                 | 9.7                            | 30                                     | No Office              |                        | P.M.<br>s 11.55 |  |  |
|              |  |  |  | A 11.00<br>A.M.                          | R.T.<br>Yd. | 16.8                 | 4.2                            | 9                                      | No Office              |                        | f 11.35         |  |  |
|              |  |  |  | 1:10<br>17.0                             |             | 21.0                 |                                | 25                                     | No Office              |                        | L 11.20<br>A.M. |  |  |
|              |  |  |  |  |             |                      | ..... SCHEDULE TIME .....      |  |                        |                        | 1:00<br>21.0    |  |  |
|              |  |  |  |  |             |                      | ... AVERAGE MILES PER HOUR ... |  |                        |                        |                 |  |  |

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

Manual Block System; Rule 318(B) in effect.

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

Rule 907 in effect.

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.

Clearance Form A not required at Sidney.

Rule 907 in effect.

## 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                 | CB68                            |                | 62             | LC                   | 74                    | LW68           |  |
| A.M.<br>L 5.00     | A.M.<br>L 5.30     | P.M.<br>L 2.30     | P.M.<br>L 5.00     | P.M.<br>L 5.30     | ..... WATERMAN .....            | P.M.<br>A 5.45 | A.M.<br>A 2.30 | A.M.<br>A 5.30       | P.M.<br>A 9.45        | P.M.<br>A 5.00 |  |
| 8.30               | 10.00              | 9.00               | 8.15               | 9.00               | ..... OTTUMWA .....             | 2.30           | 10.30          | 2.00                 | L 5.45                | 1.30           |  |
| 8.45<br>P.M.       | 10.15<br>P.M.      | 10.30<br>A.M.      | 8.30<br>A.M.       | 9.15<br>A.M.       | ..... CRESTON .....             | 2.15<br>P.M.   | 10.00          | 1.45<br>A.M.         | P.M.                  | 1.15           |  |
| 12.15              | 2.15               | 6.00<br>P.M.       | 12.30              | 1.00               | ..... PACIFIC JCT .....         | 11.00          | 6.30           | 10.45                |                       | 10.00          |  |
| 12.45              | 2.30               | 3.30               | 1.00               | 1.30               | ..... COUNCIL BLUFFS YARD ..... | 10.45          | 6.00           | 10.15                |                       | 9.45           |  |
| A 3.40<br>P.M.     | 5.45               | A 7.30<br>P.M.     | 3.30               | A 4.00             |                                 | 8.10           | L 3.30<br>P.M. | 8.00                 |                       | L 7.30         |  |
|                    | 6.45               |                    | 5.00               | L 4.30<br>A.M.     |                                 | 7.50           |                | 7.30                 |                       | A 7.00<br>A.M. |  |
|                    | A 7.30<br>P.M.     |                    | A 6.00<br>A.M.     |                    |                                 | L 7.15<br>A.M. |                | L 4.30<br>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.

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 in 200 and 400 series must not exceed 65 M. P. H.

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

Diesel engines 9103, 9104, 9105, 9106 and 9107 must not exceed a maximum of 30 M. P. H. either in service or when being handled dead in train.

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.

| ALL SUBDIVISIONS<br>LOCATION  | Passenger<br>Trains<br>M. P. H. | Freight<br>Trains<br>M. P. H. |
|---|---------------------------------|-------------------------------|
| On Sidings.....   | Reduced<br>speed                | Reduced<br>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—Passenger trains consisting of all light weight cars handled by diesel engines, operated with electro-pneumatic straight air brakes. 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 air brakes instead of electro-pneumatic straight air brakes.

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 5760 to 5765, inclusive, 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 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, except crossover between freight main tracks.....                      | 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. 206.50.....  | 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             |
| Eastward trains on eastward track, M.P. 205.44 to M.P. 205.13.....                       | 20               | 20 | 20 | Yd.            |
| Burlington, over Main Street.....  | 10               | 10 | 10 | 10             |
| ZONE—M.P. 206.50—M.P. 207.33.....  | 50               | 50 | 30 | Yd.            |
| ZONE—M.P. 207.33—M.P. 208.95, westward track.....  | 50               | 50 | 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             |
| Head of train 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             |

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             |
| Head end of train 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. 321.60.....   | 70               | 65 | 65 | 50             |
| Curve M.P. 316.78.....  | 65               | 60 | 60 | 50             |
| ZONE—M.P. 321.60—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. 391.65.....   | 79               | 79 | 75 | 50             |
| Shannon, crossover.....   | 50               | 40 | 40 | 40             |
| Curve M.P. 351.80, eastward track.....  | 55               | 55 | 55 | 45             |
| Curve M.P. 352.45, eastward track.....  | 55               | 55 | 55 | 45             |
| Osceola, through spring switch at east end of eastward siding, trailing movement..... | 15               | 15 | 15 | 15             |
| Osceola, head end of train over Main Street crossing.....                             | 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, head end of train over public crossings on siding .....           | 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 crossings, M.P. 423.08 and M.P. 426.47, 20 M.P.H.

Engines heavier than O-3 must not use Iowa Power track, M.P. 489.01. Engines using this track must not exceed 15 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<br>M. P. H. | Freight Trains<br>M. P. H. | LOCATION  | Passenger Trains<br>M. P. H. | Freight Trains<br>M. P. H. |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
|--|------------------------------|----------------------------|---|------------------------------|----------------------------|--|--|--|----------------|---------------|--|----------------|---------------|--|---------|---------|---------|---------|--------|----|---|---------|---|---|---------|---|---|---------|---|---|---------|---|---|---------|---|----|---------|---|---|---------|---|----|---------|---|----|---------|---|----|---------|---|---|---------|---|----|---------|---|----|---------|---|----|---------|---|----|---------|---|----|---------|---|----|---------|---|----|---------|---|----|----------|---|----|
| <b>GLADSTONE AND OQUAWKA SPUR</b>  |                              |                            | <b>CRESTON AND CUMBERLAND SUBDIVISION</b>   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Maximum speed.....   |                              | 20                         | Maximum speed.....  | 25                           | 25                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| R-4-A and R-5-A engines.....   |                              | 15                         | Between M. P. 21 and M. P. 23.....  | 20                           | 20                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Bridge 70.34.....  |                              | 15                         | Diesel engines over Bridge 34.55.....   | 15                           | 15                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Steam engines running backward.....  |                              | 10                         | Highway crossing, M. P. 42.95, southward trains.....  | 5                            | 5                          |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
|  |                              |                            | Steam engines running backward.....   | 10                           | 10                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
|  |                              |                            | Loaded tank cars and loaded 30-yard air dump cars in 202800-202884 series.....  |                              | 20                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| <b>BURLINGTON AND WASHINGTON SUBDIVISION</b>   |                              |                            | <b>RED OAK AND HAMBURG SUBDIVISION</b>  |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Maximum speed.....   | 25                           | 25                         | Maximum speed.....  | 30                           | 30                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Between M. P. 33.45 and M. P. 34.10.....   | 20                           | 15                         | R engines.....  | 25                           | 25                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Engine or loading car of train between home signals at C. R. I. & P. crossing, M. P. 48.....   | 20                           | 20                         | S-1-A, S-2-A, S-3 and S-3-A engines.....  | 30                           | 30                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| R engines.....   | 25                           | 25                         | Around curves between M. P. 1 and M. P. 2.40.....   | 30                           |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Highway crossings, M. P. 15.93 and north switch, Crawfordsville.....                           | 5                            | 5                          | R-5 and lighter engines between Red Oak passenger depot and foot of incline.....  | 15                           | 15                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Steam engines running backward.....  | 10                           | 10                         | Heavier than R-5 engines between Red Oak passenger depot and foot of incline.....   | 10                           | 10                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Loaded tank cars and loaded 30-yard air dump cars in 202800-202884 series.....                 |                              | 20                         | R and S engines between switch at foot of incline and M. P. 2.....  | 15                           | 15                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| <b>FT. MADISON AND BIRMINGHAM SUBDIVISION</b>  |                              |                            | <b>Sheridan and Thomas Avenues, Shenandoah. Freight trains protect movement.....</b>  |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Maximum speed:   |                              |                            |   | 5                            | Stop                       |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Ft. Madison to M.P. 3.....   | 20                           | 20                         | S-1-A, S-2-A, R-4 and R-5 engines over Bridge 35.96....   | 10                           | 10                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| M.P. 3 to Birmingham.....  | 15                           | 15                         | S-3 and S-3-A engines over Bridge 35.96.....  | 5                            | 5                          |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Hamil-Salem.....   | 15                           | 15                         | 5400 and 6000 H. P. diesel engines over Bridge 35.96....  | 5                            | 5                          |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| D, E, F, G and H Avenues, Ft. Madison, protect movement.....                                   | Stop                         | Stop                       | Main Street, Hamburg.....   | 5                            | 5                          |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| On curves between M. P. 1 and M. P. 3.20.....  | 10                           | 10                         | E Street, Hamburg, protect movement.....  | Stop                         | Stop                       |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Highway crossing M. P. 18.64.....  | 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                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| <b>OSCEOLA AND TRURO SPUR</b>  |                              |                            | <b>RED OAK AND GRISWOLD SUBDIVISION</b>   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Maximum speed.....   |                              | 25                         | Maximum speed.....  | 15                           | 15                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Around all curves unless otherwise indicated.....  |                              | 20                         | Coolbaugh St., Red Oak.....   | 5                            | 5                          |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Around curves M. P. 38.50, M. P. 40.90 and M. P. 43.25.....                                    |                              | 15                         | Highway crossings M. P. 1.37, M. P. 3.50, M. P. 7.28, M. P. 7.32 and M. P. 12.19.....   | 5                            | 5                          |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Between station switch limits, Truro.....  |                              | 10                         | Steam engines running backward.....   | 10                           | 10                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Steam engines running backward.....  |                              | 10                         |   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Loaded tank cars and loaded 30-yard air dump cars in 202800-202884 series.....                 |                              | 20                         | <b>HASTINGS AND SIDNEY SUBDIVISION</b>  |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| <b>ALBIA AND DES MOINES SUBDIVISION</b>  |                              |                            | Maximum Speed.....  |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Maximum speed.....   | 45                           | 35                         | Steam engines running backward.....   | 20                           | 20                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| First street crossing east of Tracy depot.....   | 5                            | 5                          | Diesel engines over Bridge 15.63.....   | 15                           | 15                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Street crossing, east end of Knoxville passenger depot..                                       | 5                            | 5                          | <b>HASTINGS AND CARSON SUBDIVISION</b>  |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Between M. P. 28.25 and M. P. 29.80.....   | 40                           | 30                         | Maximum speed.....  | 20                           | 20                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Between M. P. 34.90 and M. P. 35.15.....   | 20                           | 20                         | Highway crossings, M. P. 0.92 and M. P. 3.05.....   | 5                            | 5                          |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Over Bridges 62.08 and 67.43.....  | 20                           | 20                         | Steam engines running backward.....   | 10                           | 10                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| S engines and 1200-H.P. diesel switch engines.....   | 6                            | 6                          | Diesel engines over Bridges 0.96 and 8.78.....  | 15                           | 15                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Diesel engines, single or multiple units.....  | 10                           | 10                         | <b>SPEED OF TRAINS:</b>   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Diesel or steam engines doubleheaded, must have at least 4 light cars between the engines..... | 6                            | 6                          | <table border="1"> <thead> <tr> <th rowspan="2">Miles per Hour</th> <th colspan="2">Time per Mile</th> <th rowspan="2">Miles per Hour</th> <th colspan="2">Time per Mile</th> </tr> <tr> <th>Minutes</th> <th>Seconds</th> <th>Minutes</th> <th>Seconds</th> </tr> </thead> <tbody> <tr><td>5.....</td><td>12</td><td>0</td><td>55.....</td><td>1</td><td>5</td></tr> <tr><td>10.....</td><td>6</td><td>0</td><td>60.....</td><td>1</td><td>0</td></tr> <tr><td>15.....</td><td>4</td><td>0</td><td>65.....</td><td>0</td><td>55</td></tr> <tr><td>20.....</td><td>3</td><td>0</td><td>70.....</td><td>0</td><td>51</td></tr> <tr><td>25.....</td><td>2</td><td>24</td><td>75.....</td><td>0</td><td>48</td></tr> <tr><td>30.....</td><td>2</td><td>0</td><td>80.....</td><td>0</td><td>45</td></tr> <tr><td>35.....</td><td>1</td><td>43</td><td>85.....</td><td>0</td><td>42</td></tr> <tr><td>40.....</td><td>1</td><td>30</td><td>90.....</td><td>0</td><td>40</td></tr> <tr><td>45.....</td><td>1</td><td>20</td><td>95.....</td><td>0</td><td>38</td></tr> <tr><td>50.....</td><td>1</td><td>12</td><td>100.....</td><td>0</td><td>36</td></tr> </tbody> </table> |                              |                            |  |  |  | Miles per Hour | Time per Mile |  | Miles per Hour | Time per Mile |  | Minutes | Seconds | Minutes | Seconds | 5..... | 12 | 0 | 55..... | 1 | 5 | 10..... | 6 | 0 | 60..... | 1 | 0 | 15..... | 4 | 0 | 65..... | 0 | 55 | 20..... | 3 | 0 | 70..... | 0 | 51 | 25..... | 2 | 24 | 75..... | 0 | 48 | 30..... | 2 | 0 | 80..... | 0 | 45 | 35..... | 1 | 43 | 85..... | 0 | 42 | 40..... | 1 | 30 | 90..... | 0 | 40 | 45..... | 1 | 20 | 95..... | 0 | 38 | 50..... | 1 | 12 | 100..... | 0 | 36 |
| Miles per Hour   | Time per Mile                |                            | Miles per Hour  | Time per Mile                |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
|  | Minutes                      | Seconds                    |   | Minutes                      | Seconds                    |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| 5.....   | 12                           | 0                          | 55.....   | 1                            | 5                          |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| 10.....  | 6                            | 0                          | 60.....   | 1                            | 0                          |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| 15.....  | 4                            | 0                          | 65.....   | 0                            | 55                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| 20.....  | 3                            | 0                          | 70.....   | 0                            | 51                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| 25.....  | 2                            | 24                         | 75.....   | 0                            | 48                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| 30.....  | 2                            | 0                          | 80.....   | 0                            | 45                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| 35.....  | 1                            | 43                         | 85.....   | 0                            | 42                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| 40.....  | 1                            | 30                         | 90.....   | 0                            | 40                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| 45.....  | 1                            | 20                         | 95.....   | 0                            | 38                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| 50.....  | 1                            | 12                         | 100.....  | 0                            | 36                         |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Eastward between approach and home signals at CRI&P Crossing M. P. 65.7.....                   | 40                           | 20                         |   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Maury Street, East D. M. U. Jct.....   | 10                           | 10                         |   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| 18th Street, East D. M. U. Jct. Freight trains protect movement.....                           | 5                            | Stop                       |   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Between East D. M. U. Jct., and Des Moines.....  | 10                           | 10                         |   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| East Sixth Street, Des Moines freight yard.....  |                              | 5                          |   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Steam engines running backward between Tracy and Iowa Power and Light Company spur.....        | 15                           | 15                         |   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Steam engines running backward between Iowa Power and Light Company spur and Des Moines.....   | 20                           | 20                         |   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Loaded tank cars and loaded 30-yard air dump cars in 202800-202884 series.....                 |                              | 25                         |   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| <b>INDIANOLA JCT. AND INDIANOLA SUBDIVISION</b>  |                              |                            |   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Maximum speed.....   | 20                           | 20                         |   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Between M. P. 11.35 and M. P. 12.80.....   | 15                           | 15                         |   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Between M. P. 20.00 and M. P. 21.90.....   | 15                           | 15                         |   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Between M. P. 26.95 and M. P. 33.00.....   | 15                           | 15                         |   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| 600 H. P. or heavier diesel engines over Bridges 10.57 and 26.91.....                          | 15                           | 15                         |   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |
| Steam engines running backward.....  | 10                           | 10                         |   |                              |                            |  |  |  |                |               |  |                |               |  |         |         |         |         |        |    |   |         |   |   |         |   |   |         |   |   |         |   |   |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |   |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |         |   |    |          |   |    |

## SPECIAL INSTRUCTIONS.

|                                 |                             |
|---------------------------------|-----------------------------|
| Master Mechanic.....            | E. W. Fritts, Galesburg     |
| Assistant Master Mechanic.....  | P. E. Poindexter, 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.....           | M. D. Walker, Creston       |
| Night Chief Dispatcher.....     | W. F. Bolam, Ottumwa        |
| Assistant Chief Dispatcher..... | L. J. Zahn, 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  | J. S. Brain  |
| E. D. Clark  |              |              |

## TRAIN DISPATCHERS—Creston

|              |                 |                |
|--------------|-----------------|----------------|
| J. E. Pace   | K. E. Welcher   | M. B. Grover   |
| D. H. Seeger | D. F. Vetterick | E. E. Phillips |

## 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 operator 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 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.

An M-4-A engine may doublehead with diesel engines 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.

United Construction Company track at Oquawka must not be used more than 300 feet back of frog and engines must not go beyond frog.

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&StL 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 engine-men 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 by C. B. & Q. train dispatcher 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 timetable 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. yard engines will use C. B. & Q. track between West D. M. U. Jct. and Bridge Jct. Des Moines. Within yard limits.

## 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 operator 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 U.P. 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 the main track.

Switchtenders on duty at 6th Street, Omaha. Westward trains approaching east end of passenger yard must receive hand signal from switchtender before proceeding into or departing from passenger yard. Between 11:00 p. m. and 7:00 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. Rule 104(c) in effect.

3. If due to accident, on an engine other than steam, operating without cars, causing complete failure of the air brake, proceed as follows:

- (a) Close throttle to idle.
- (b) Move the reversing handle to reverse position.
- (c) Open throttle to No. 1 position.

4. Except as provided for in Rule 512, before train or engine movement is made from siding equipped with a spring switch, not governed by a dwarf signal, spring switch must be opened by hand.

When a train or engine, on a siding equipped with a spring switch and dwarf signal, is stopped by a Stop indication and no conflicting train or engine movement is evident, and movement to main track is authorized as prescribed by Rule 509, spring switch must be opened by hand.

In either case, after waiting three minutes and leading truck has passed fouling point while switch is open, switch must then be closed by hand. Leading truck must not pass fouling point until after expiration of the three minute period.

5. Extra trains will not display classification signals between Galesburg and Council Bluffs.

Where extra trains display classification signals, the display of white flags, as prescribed by Rule 21, will be discontinued, and white lights will be used as classification signals for both day and night operation.

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