

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

WATCH INSPECTORS

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

C. Jansen217 Harrison St., Davenport
 Hubert C. Bates210 East Second Street, Ottumwa
 Kuenkel's Jewelry Co.517 Church St., Ottumwa
 Louise QuistMystic
 J. H. Mace Co.Kansas City
 K. E. Kleinman, c/o Mace's, Inc.Kansas City
 Martyr Jewelry Co.5512 St. John Ave., Kansas City
 Drenon Jewelry Shop.....10221 Independence Ave., Kansas City
 Hale's Jewelry Co.3605 St. John Ave., Kansas City

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

**DUBUQUE & ILLINOIS
DIVISION**

Third District

**TIME
TABLE
No. 11**

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

Sunday, April 27, 1958

**For the government and information
of employes only**

**R. L. HICKS,
Assistant Superintendent.**

**A. O. THOR,
Superintendent.**

**V. P. SOHN,
General Superintendent of Transportation.**

**L. V. ANDERSON
Assistant General Manager.**

**F. G. MCGINN,
General Manager.**

FIRST SUBDIVISION—WESTWARD

TIME TABLE No. 11 April 27, 1958 STATIONS	Distance from Davenport	Telegraph calls	Capacity in cars		SEE RULE 6-A	SECOND CLASS						
			Sittings Incl. D. B. & Caboose	Other trucks		65	75	179				
						Time Freight Daily	Time Freight Daily	Time Freight Daily Except Sunday				
DAVENPORT	0.0	DN		Yard	JP							
WEST DAVENPORT	1.9	WN			J							
NAHANT	3.7	NA		Yard	BKOPTVWX	L 7.00AM	L 6.45PM					
LINWOOD	8.0	WD										
BUFFALO	9.1											
MONTPELIER	13.9											
FAIRPORT	19.7											
MUSCATINE	27.3	BT			HTVXZ							
CULVER	28.6	DY	84	34	LPRV	L 7.45AM	L 7.25PM					
ARDON	35.7		105	28	P	8-09	7-40					
(C. R. I. & P. Crossing) CONE	44.3		125	24	IP	8-27	7-53					
HASKINS	54.8		84	28	P	8-46	8-08					
WASHINGTON	62.9	WS	119	150	IPV	9-01	8-20					
(C. R. I. & P. Crossing) TITUS	68.5		86		P	9-14	8-29					
RUBIO	77.1		121	26	P	9-32	8-42					
RICHLAND	80.5	RD	47	26	P	9-41	8-47					
(M. & St. L. Crossing) LINBY	88.9		127	12	IP	10-15 ⁷⁰	9-00					
FARSON	95.2	FS	58	26	P	10-25	9-08					
RUTLEDGE	104.9		117	88	JPX	10-40	9-20	L 9-48PM				
(C. R. I. & P. and C. B. & Q. Crossings) OTTUMWA	107.7			Yard	IPX							
	109.0	OA		Yard	BHKOPRTVWXX	A 11-00AM	A 9-40PM	A 10-10PM				

Passenger trains must not exceed maximum speed of 59 miles per hour—other trains 49 miles per hour

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

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

Manual Block System is in use between Culver and Rutledge.

Automatic Block System is in use between Rutledge and Ottumwa.

Centralized Traffic Control System is in use between Rutledge and Quincy Avenue, Ottumwa.

Rule 83(B) does not apply at Rutledge.

INDUSTRIAL TRACKS NOT OTHERWISE SHOWN AS STATIONS

NAME	LOCATION	CAPACITY
Orphan's Home Spur	2 miles west of Culver Tower	6 Cars

FIRST SUBDIVISION—EASTWARD

TIME TABLE No. 11 April 27, 1958 STATIONS	Distance from Ottumwa	Office Hours Also see page 5 for other assigned hours	SECOND CLASS			
			186	70	64	86
			Time Freight Daily Except Sunday	Time Freight Daily	Time Freight Daily	Time Freight Daily
DAVENPORT 1.9	109.0	Continuous				
WEST DAVENPORT 1.8	107.1					
NAHANT 4.3	105.3	7:00 am to 3:00 pm	A	1.00PM	A	3.45PM
LINWOOD 1.1	101.0					
BUFFALO 4.8	99.9					
MONTPELIER 5.8	95.1					
FAIRPORT 7.6	89.3					
MUSCATINE 1.3	81.7					
CULVER 7.1	80.4	Continuous	A	12.15PM	A	2.30PM
ARDON 8.6	73.3	No Office		11.50		12.56
(C. R. I. & P. Crossing) COME 10.5	64.7	No Office		11.30		12.44
HASKINS 8.1	54.2	No Office		11.14		12.30
WASHINGTON (C. R. I. & P. Crossing) 5.6	46.1	5:00 am to 8:00 am Except Mon. & Tue. 8:00 am to 4:00 pm Except Sat. & Sun.		10.55		12.18
TITUS 8.6	40.5	No Office		10.45		12.10AM
RUBIO 3.4	31.9	No Office		10.32		11.58
RICHLAND 8.4	28.5	7:55 am to 4:55 pm Except Sat. & Sun.		10.27		11.53
(M. & St. L. Crossing) LINBY 6.3	20.1	No Office		10.15 ⁵⁵		11.41
FARSON 9.7	13.8	8:00 am to 5:00 pm Except Sat. & Sun.		10.05		11.32
RUTLEDGE 2.8	4.1	No Office	A	12.20AM		11.18
(C. R. I. & P. and C. B. and Q. Crossings) 1.3	1.3	No Office				
OTTUMWA	0.0	Continuous	L	12.01AM	L	9.30AM
					L	12.30PM
						L 11.00PM

Passenger trains must not exceed maximum speed of 69 miles per hour—other trains 49 miles per hour.

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

At Rutledge, the time of No. 186 applies at Junction Switch.

Centralized
Traffic Control
System

SECOND SUBDIVISION—WESTWARD

TIME TABLE No. 11 April 27, 1958 STATIONS	Distance from Ottumwa	Telegraph calls	Capacity in cars		SEE RULE 6-A	Office Hours Also see page 5 for other assigned hours	SECOND CLASS	
			Siding Incl. D. H. & Caboose	Other trucks			65	75
							Time Freight Daily	Time Freight Daily
OTTUMWA 5.1	0.0	OA		Yard	BHKOPRTVWXX	Continuous	L 11-15AM	L 9-50PM
BIDWELL 7.5	5.1		80		P	No Office	11-26	10-00
BLAKESBURG 11.2	12.6	EG	125	26	P	7:30 am to 4:30 pm Except Sat. & Sun.	12-01 ⁶⁴ PM	10-16 ⁸⁶
MORAVIA (Wabash Crossing) 2.5	23.8		116	25	IP	No Office	12-20	10-32
TRASK 9.1	26.3			17	PV	No Office		
MYSTIC 6.4	35.4	MY	39	22	P	8:00 am to 5:00 pm Except Sat. & Sun.	12-47	10-49
JEROME 5.4	41.8		72		P	No Office	12-59	11-03
SEYMOUR 0.4	47.2	S	119	57	P	7:30 am to 3:30 pm 8:00 pm to 4:00 am	1-08	11-20
O. R. I. & P. Crossing) 8.0	47.6				IPV	No office		
SEWAL 7.5	55.6	BA	45		P	No Office	1-20	11-32
POWERSVILLE 6.3	63.1	VR	134	27	P	7:00 am to 4:00 pm Except Sat. & Sun.	1-33	11-43
LUCERNE 6.8	69.4	ON	93	26	P	No office	1-43	11-52
NEWTOWN 4.9	76.2	WN	125	22	P	7:30 am to 4:30 pm Except Sat. & Sun.	1-52	12-02AM
HARRIS 7.5	81.1	HR	50	27	P	8:00 am to 5:00 pm Except Sat. & Sun.	2-00	12-19
OSGOOD 5.9	88.6	GD	83	24	P	No office	2-12	12-30
GALT 7.7	94.5	GA	105	41	P	7:45 am to 4:45 pm Except Sat. & Sun.	2-19	12-39
LAREDO	102.2	RD	122	Yard	BHKPRWXY	Continuous	A 2-30PM	A 12-50AM

Passenger trains must not exceed maximum speed of 59 miles per hour—other trains 49 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Manual Block System is in use between Ottumwa and Laredo.

Rule 319-A applies at Ottumwa and Laredo.

EMERGENCY TELEPHONES

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

Culver..... West Switch
Culver..... 2½ Miles West
Cranston..... 1½ Miles West
Cone..... West End of Siding
Cone..... 4 Miles West Old Station Location
Washington..... Opposite Stock Yards
Washington..... East end of siding
Rubio..... 3 Miles East
Richland..... 3 Miles West
Rutledge..... 4½ Miles East
Rutledge..... East end of siding
Rutledge..... 1½ Miles West
Bidwell..... East Switch
Bidwell..... 4 Miles West
Blakesburg..... 4 Miles East
Brompton..... 2 Miles East
Brompton..... 1½ Miles West
Trask..... 2½ Miles West

Mystic..... 4 Miles East
Mystic..... East Switch
Mystic..... 2½ Miles West
Seymour..... C.R.I.&P. Crossing
Jerome..... East Switch
Sewal..... West End of Siding
Sewal..... 3½ Miles West
Powersville..... West Switch
Powersville..... 2 Miles West
Newtown..... West End of Siding
Harris..... 4 Miles West
Osgood..... 2½ Miles West
Galt..... East Siding Switch
Laredo..... 2 Miles East
Laredo..... 4½ Miles West
Chula..... 3 Miles West
Chillicothe..... 3 Miles West
Between Ludlow and Braymer..... MP 246.5 and MP 245
Cowgill..... 4½ Miles East
Eastward Main Track..... MP 473 + 26 Poles
MP 474 + 29 Poles
Westward Main Track..... MP 475 + 24 Poles
MP 284 + 4 Poles

SECOND SUBDIVISION—EASTWARD

TIME TABLE No. 11 April 27, 1958 STATIONS	Distance from Laredo	SECOND CLASS								
		70	64	86						
		Time Freight	Time Freight	Time Freight						
		Daily	Daily	Daily						
OTTUMWA 5.1	102.2	A 8.30AM	A 12.20PM	A 10.45PM						
BIDWELL 7.5	97.1	7.50	12.13	10.32						
BLAKESBURG 11.2	89.6	7.30	12.01 ⁶⁵ PM	10.16 ⁷⁵						
MORAVIA (Wabash Crossing) 2.5	78.4	7.00	11.44	9.59						
TRASK 9.1	75.9									
MYSTIC 6.4	66.8	6.35	11.29	9.39						
JEROME 5.4	60.4	6.25	11.19	9.29						
SEYMOUR 0.4	55.0	6.15	11.13	9.21						
(C. R. I. & P. Crossing) 8.0	54.6									
SEWAL 7.5	46.6	6.00	11.01	9.09						
POWERSVILLE 6.3	39.1	5.45	10.49	8.57						
LUCERNE 6.8	32.8	5.35	10.41	8.48						
NEWTOWN 4.9	26.0	5.25	10.32	8.39						
HARRIS 7.5	21.1	5.18	10.25	8.33						
OSGOOD 5.9	13.6	5.09	10.16	8.23						
GALT 7.7	7.7	4.56	10.08	8.15						
LAREDO	0.0	L 4.25AM	L 9.55AM	L 8.05PM						

Passenger trains must not exceed maximum speed of 69 miles per hour—other trains 49 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAY	SUNDAY	HOLIDAY
Nahant.....	-----	-----	7.00 AM to 3.00 PM
Seymour.....	-----	-----	{ 7.30 AM to 3.30 PM
			{ 8.00 PM to 4.00 AM
Excelsior Springs.....	-----	-----	6.20 AM to 3.20 PM

At stations where office hours are shown as continuous, such stations will be open continuous daily including holidays.
 At all other stations the office will be closed on holidays unless hours are assigned as specified above or by bulletin.
 Holidays include New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas, on days set by proclamation.

THIRD SUBDIVISION—WESTWARD

TIME TABLE No. 11 April 27, 1958 STATIONS	Distances from Laredo to Kansas City via Westward Track	Telegraph calls	FIRST CLASS							
			C. R. I. & P.				WABASH			
			509	139	507	103	9			
			Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily			
LAREDO 7.7	0.0	RD								
CHULA 9.6	7.7	HU								
CHILLICOTHE 9.8	17.3	Q								
DAWN 3.8	27.1									
LUDLOW 6.8	30.9	UK								
BRAYMER 7.8	37.7	BY								
COWGILL 5.9	45.5									
(East End of Double Track) POLO 7.2	51.4	PO	L 6.28 AM	L 6.35 AM	L 8.15 PM	L 8.44 PM				
ELMIRA 4.0	58.6	MR								
LAWSON JUNCTION 1.3	62.6									
LAWSON 6.6	63.9	SN								
EXCELSIOR SPRINGS 4.7	70.5	EX		f 6.57	f 8.37					
MOSEBY 0.6	75.2									
MOSEBY JUNCTION 2.6	75.8									
STOCKDALE 4.9	78.4									
LIBERTY 5.5	83.3	BO								
(Wabash Crossing) BIRMINGHAM 2.5	88.8	BG	7.13	7.18	8.58	9.23	L 8.39 PM			
(West End of Double Track) MO. RIVER DRAWBRIDGE (East End of Double Track) 1.5	91.3	DB	7.16	7.21	9.01	9.26	8.42			
FREIGHT LINE JCT. 0.3	92.8		7.18	7.23	9.03	9.28	8.44			
WEST WYE TOWER 1.3	93.1	WY								
KNOCHE YARD	94.4									
FREIGHT LINE JCT. 0.4	92.8		7.18	7.23	9.03	9.28	8.44			
AIR LINE JCT. 0.6	93.2		A 7.20 AM	A 7.25 AM	A 9.05 PM	A 9.29 PM	A 8.45 PM			
(C. & A. and Mo. Pac. Crossings) K. C. S. JCT. 0.3	93.7									
K. C. T. JCT. 5.4	94.0									
KANSAS CITY (Union Depot)	99.4	US	A 7.45 AM	A 7.50 AM	A 9.30 PM	A 9.50 PM	A 9.10 PM			

Passenger trains must not exceed maximum speed of 70 miles per hour between Laredo and Birmingham; 50 miles per hour between Birmingham and Air Line Jct. except between Moseby Jct. and Lawson Jct. on eastward track only a maximum speed of 79 miles per hour is authorized. Other trains must not exceed maximum speed of 50 miles per hour between Laredo and Birmingham; 35 miles per hour between Birmingham and Air Line Jct.

Double track is in use between Polo and Air Line Jct., and between Freight Line Jct. and West Wye Tower, except across Missouri River Drawbridge; trains must keep to the left unless otherwise directed.

Automatic Block System is in use between Laredo and Air Line Jct. Centralized Traffic Control System is in use between a point 230 feet east of the west switch of the yard at Laredo and Air Line Jct. This time-table confers no authority between West Wye Tower and Knoche Yard. Kansas City Southern time-table and rules govern.

This time-table confers no authority between Air Line Jct. and Kansas City Union Depot.

Kansas City Southern Ry. time-table and rules govern between Air Line Jct. and K. C. S. Jct. Kansas City Terminal time-table and rules govern between K. C. S. Jct. and Kansas City Union Depot. Rule 83(B) does not apply at Birmingham and Air Line Jct.

The normal route of 103 and 509 is via eastward track Lawson Junction to Moseby Junction.

No. 139 stops Excelsior Springs to receive for beyond Topeka and discharge from points Allerton and east.

THIRD SUBDIVISION—WESTWARD

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TIME TABLE No. 11 April 27, 1958 STATIONS	Office Hours Also see page 5 for other assigned hours	SECOND CLASS							THIRD CLASS
		C. M. St. P. & P.			C. R. I. & P.				C.M.ST.P.&P.
		75	65		991	915	995	911	909
Time Freight	Time Freight		Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Way Freight
Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Tuesday and Friday Only
LAREDO 7.7	Continuous	L 1.00AM	L 2.45 ⁹⁶ PM						L 7.45AM
CHULA 9.6	7:00 am to 4:00 pm Except Sat. & Sun.								
CHILLICOTHE 9.8	7:00 am to 4:00 pm Except Sat. & Sun.								
DAWN 3.8	No office								9.11 ⁶⁴
LUDLOW 6.8	7:00 am to 4:00 pm Except Sat. & Sun.								
BRAYMER 7.8	7:30 am to 4:30 pm Except Sat. & Sun.								
COWGILL 5.9	No Office								
(East End of Double Track) POLO 7.2	7:00 am to 4:00 pm Except Saturday	2.10	3.55	L 1.20AM	L 3.00AM	L 1.00PM	L 3.25PM	L 8.00PM	10.15
ELMIRA 4.0	No Office								
LAWSON JUNCTION 1.3	No Office								
LAWSON 6.6	7:00 am to 4:00 pm Except Sat. & Sun.								
EXCELSIOR SPRINGS 4.7	6:20 am to 3:20 pm								
MOSEBY 0.6	No Office								
MOSEBY JUNCTION 2.6	No Office								
STOCKDALE 4.9	No Office								
LIBERTY 5.5	7:00 am to 4:00 pm Except Sat. & Sun.								
(Websash Crossing) BIRMINGHAM 2.5	Continuous	3.45	5.35	2.20	4.30	2.00	5.00	9.15	12.40PM
(West End of Double Track) MO. RIVER DRAWBRIDGE (East End of Double Track) 1.5	Continuous	3.55	5.46	2.25	4.40	2.05	5.10	9.20	12.45
FREIGHT LINE JCT. 0.3	No Office	4.00	5.55	2.30	4.50	2.10	5.20	9.30	12.50
WEST WYE TOWER 1.3	Continuous	A 4.45AM	A 6.15PM	A 2.35AM	A 4.55AM	A 2.15PM	A 5.25PM	A 9.35PM	A 12.55PM
KNOCHE YARD				A 2.40AM	A 5.00AM	A 2.20PM	A 5.30PM	A 9.40PM	
FREIGHT LINE JCT. 0.4	No Office								
AIR LINE JCT. 0.6	No Office								
(C. & A. and Mo. Pac. Crossings) K. C. R. JCT. 0.3	No office								
K. C. T. JCT. 5.4	No office								
KANSAS CITY (Union Depot)	Continuous								

Passenger trains must not exceed maximum speed of 70 miles per hour between Laredo and Birmingham; 50 miles per hour between Birmingham and Air Line Jct. except between Moseby Jct. and Lawson Jct. on eastward track only a maximum speed of 79 miles per hour is authorized. Other trains must not exceed maximum speed of 50 miles per hour between Laredo and Birmingham; 35 miles per hour between Birmingham and Air Line Jct.

THIRD SUBDIVISION—EASTWARD

TIME TABLE No. 11 April 27, 1958 STATIONS	Distance from Kansas City to Laredo via Eastward Track	SEE RULE 6-A	FIRST CLASS																
			C. R. I. & P.				WABASH												
			104	508	510	140	10												
			Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily												
LAREDO 7.7	98.5	BHKPRWXY																	
CHULA 9.6	90.8	P																	
CHILLICOTHE 9.8	81.2	PW																	
DAWN 3.8	71.4	P																	
LUDLOW 6.8	67.6	P																	
BRAYMER 7.8	60.8	P																	
COWGILL 5.9	53.0	P																	
(East End of Double Track) POLO 7.2	47.1	JP	A 2.20AM	A 10.28AM	A 10.10PM	A 10.30PM													
ELMIRA 4.0	39.9	P																	
LAWSON JUNCTION 1.3	35.9	JP																	
LAWSON 6.6		PV																	
EXCELSIOR SPRINGS 4.7		PW		110.09		810.09													
MOSEBY 0.6		P																	
MOSEBY JUNCTION 2.6	26.3	JP																	
STOCKDALE 4.9	21.0	P																	
LIBERTY 5.5	16.1	P																	
(Wabash Crossing) BIRMINGHAM 2.5	10.6	IJPV	1.45	9.50	9.31	9.50	A 7.50AM												
(West End of Double Track) MO. RIVER DRAWBRIDGE (East End of Double Track) 1.5	8.1	IPX	1.42	9.47	9.28	9.47	7.47												
FREIGHT LINE JCT. 0.3	6.6	JPX	1.40	9.45	9.26	9.45	7.45												
WEST WYE TOWER 1.3		JKOPRTVXYZ																	
KNOCK YARD		BHKPRVXX																	
FREIGHT LINE JCT. 0.4	6.6	JPX	1.40	9.45	9.26	9.45	7.45												
AIR LINE JCT. 0.6	6.2	JPX	L 1.39AM	L 9.44AM	L 9.25PM	L 9.44PM	L 7.44AM												
(C. & A. and Mo. Pac. Crossings) K. C. S. JCT. 0.3	5.6																		
K. C. T. JCT. 5.4	5.4																		
KANSAS CITY (Union Depot)	0.0	KR	L 1.25AM	L 9.30AM	L 9.10PM	L 9.30PM	L 7.30AM												

Passenger trains must not exceed maximum speed of 70 miles per hour between Laredo and Birmingham; 50 miles per hour between Birmingham and Air Line Jct. except between Moseby Jct. and Lawson Jct. on eastward track only a maximum speed of 79 miles per hour is authorized. Other trains must not exceed maximum speed of 50 miles per hour between Laredo and Birmingham; 35 miles per hour between Birmingham and Air Line Jct.

Trains starting from Union Depot, Kansas City, will obtain a C. M. St. P. & P. Ry. Clearance Form A at that point. Semaphore type train order signal, south of joint Milwaukee-Rock Island tracks, 900 ft. west of Wabash connection switch Birmingham, governs only eastward Wabash Line trains.

Nos. 507 and 508 stop Excelsior Springs to receive or discharge passengers to or from Des Moines or Topeka and beyond.

The normal routing of Nos. 508, 96, and 140 is via westward track Moseby Junction to Lawson Junction.

THIRD SUBDIVISION—EASTWARD

TIME TABLE No. 11 April 27, 1958 STATIONS	Capacity in cars		SECOND CLASS							THIRD CLASS	
	Siding Incl. D. R. & Caboose	Other tracks	C. M. St. P. & P.			C. R. I. & P.				C.M.ST.P. & P.	
			70	64	86	914	998	912	990	996	96
			Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Way Freight
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Monday and Thursday only		
LAREDO 7.7	122	Yard	A 4.10AM	A 9.50AM	A 7.55PM					A 2.15 ⁶⁵ PM	
CHULA 9.6	82	19									
CHILLICOTHE 9.8	103	Yard									
DAWN 3.8	83	14		⁹⁵ 9.11							
LUDLOW 6.8	85	39									
BRAYMER 7.8	101	70									
COWGILL 5.9	85	25									
(East End of Double Track) POLO 7.2	82	Yard	2.50	8.48	6.45	A 4.45AM	A 7.15AM	A 11.59AM	A 4.00PM	A 6.45PM	9.30
ELMIRA 4.0	51	12									
LAWSON JUNCTION 1.3	102										
LAWSON 6.6	105	50									
EXCELSIOR SPRINGS 4.7	88	24									
MOSEBY 0.6	103	18									
MOSEBY JUNCTION 2.6	103										
STOCKDALE 4.9	105	23									
LIBERTY 5.5	105	70									
(Wabash Crossing) BIRMINGHAM 2.5			1.50	7.48	5.45	3.45	5.45	10.30	2.30	5.55	8.00
(West End of Double Track) MO. RIVER DRAWBRIDGE (East End of Double Track) 1.6			1.46	7.43	5.40	3.40	5.42	10.25	2.25	5.50	7.50
FREIGHT LINE JOT. 0.3			1.42	7.40	5.35	3.36	5.38	10.21	2.21	5.45	7.45
WEST WYE TOWER 1.3		Yard	L 1.40AM	L 7.35AM	L 5.30PM	L 3.35AM	L 5.37AM	L 10.20AM	L 2.20PM	L 5.40PM	L 7.40AM
KNOCHE YARD		Yard	L 1.30AM	L 7.30AM	L 5.20PM	L 3.30AM	L 5.35AM	L 10.15AM	L 2.15PM	L 5.35PM	L 7.35AM
FREIGHTLINE JOT 0.4											
AIR LINE JOT. 0.6											
(C. & A. & Mo. Pac. Cross'gs) K. C. B. JCT. 0.3											
K. C. T. JCT. 5.4											
KANSAS CITY (Union Depot)											

Passenger trains must not exceed maximum speed of 70 miles per hour between Laredo and Birmingham; 50 miles per hour between Birmingham and Air Line Jct. except between Moseby Jct. and Lawson Jct. on eastward track only a maximum speed of 79 miles per hour is authorized. Other trains must not exceed maximum speed of 50 miles per hour between Laredo and Birmingham; 35 miles per hour between Birmingham and Air Line Jct.

L. E. COLEMAN,
W. A. KELSEY,
H. W. BEAN,

E. G. LONG,
P. D. MCKEE

E. L. MCGUIRE
Chief Dispatcher.

Train Dispatchers.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G-1 Engineers operating engines equipped with the oscillating emergency red headlight will be governed by the following:

When the air brakes are applied from any cause other than in normal operation by the engineer, or when it is found necessary to stop train due to some defect, or under circumstances which might cause a derailment and the fouling of adjacent main track, engineer must immediately display the oscillating red headlight.

Engineers on approaching trains will take notice and immediately bring train to a stop, and will not proceed until track is found to be safe and clear for their movement.

These instructions are applicable at all times, both day and night. The emergency headlight should not be used for any other purpose.

The operation and use of this device does not in any way relieve trainmen and enginemen from full compliance with Rules 99 and 102.

Emergency Red Rear End Lights. Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following:

The emergency red rear end light will be used on trains so equipped in the following manner:

To provide protection to trains on adjacent tracks as required by Rule 102.

To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.

A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagman.

The use of this emergency red light does not in any way relieve the flagman from full compliance with Rules 99 and 102.

Portable emergency red lights must be removed before coupling onto the car.

G-2 The Mars white light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and when approaching trains in the opposite direction on double or three or more tracks.

In case of failure of the regular headlight, the Mars white light should be used in stationary position as the headlight.

G-3 Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signal will be considered as the Home signal.

G-4 Employees are prohibited from:

Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

Standing on top of high cars while passing under bridges or through tunnels.

Getting on the end of an engine or of a car as it approaches them.

Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

Kicking or holding draw bar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

G-5 When, for any reason, adjustment is necessary to a draw bar,

knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

G-6 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employees are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

G-7 Employees must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

G-8 When using hand holds and ladder or stirrup steps to descend from engines, cars or other equipment, employees must face the equipment and be sure of a secure handhold and footing.

G-9 Employees must not step on track rails nor other similar objects when it can be avoided.

G-10 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G-12 Employees are prohibited from riding:

On engine footboards or pilot steps between engine and car when cars are being pushed.

On leading footboard or pilot steps while coupling engine to cars. On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

On ends of cars containing lading which may shift.

On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.

On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employee must ride on the footboard.

In the gangway of engines.

G-13 When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or running board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.

G-14 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

The use of oil and bottled gas (propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards.

The above does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army Commissioned Officer and operated by his men.

To avoid personal injuries and possible damage by fire, when lighting and operating Ajax Baughan caboose oil stoves, employees must be governed by the instructions which are posted in each caboose so equipped.

G-15 The provisions of Rule 815 also apply to transfer movements within yards.

G-17 The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except

that at least one car must be handled between a flat car loaded with rails and the caboose:

Bad order cars.

Switch rear "S.R." cars.

G-18 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

G-19 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the fireman will simply shut off the steam as soon as the train stops in the station.

G-20 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-21 A yellow flag by day stencilled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

DEFINITIONS

G-22 Centralized Traffic Control. — A block or a series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.

Remote Control Interlocking. — A system of operating outlying signal appliances from a designated point.

C.T.C. — Abbreviation for Centralized Traffic Control.

CENTRALIZED TRAFFIC CONTROL

- G-23 (a) On portions of the railroad so specified in the time-table, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.
- (b) Except as affected by Special Instructions G-23 (a), all block signal rules and operating rules remain in force.
- (c) The movement of trains and engines will be supervised by the Train Dispatcher, who may also control the C.T.C. When the C.T.C. is controlled by other than the Dispatcher, the Dispatcher will issue the necessary instructions to the operator at the control station. Location of control station will be designated by special instructions.
- (d) Train or engines must not enter C.T.C. territory unless the governing signal displays a Proceed indication or unless authority is obtained from the authorized employe at the control station.
- (e) In case of failure of a Stop signal, authority to proceed will be issued orally by the authorized employe at the control station.
- (f) Trains or engines must not move beyond the limits of C.T.C. territory without the proper authority including the information required by Rules S-83 and D-83.
- (g) When the governing signal displays a Stop indication and the operator knows that the interlocked switches are in proper position and there are no opposing or conflicting train or engine movements involved, he will authorize the train or engine to proceed in the following form:
"You may proceed at restricted speed to the next signal."

If the operator does not positively know that there are no opposing or conflicting train or engine movements involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following form:

"You may proceed under protection of a flagman to the first signal that displays a Proceed indication."

These instructions must be repeated by the conductor or engineer to insure correct understanding.

See rule 663(A).

- (h) When the governing signal displays a Stop indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a flagman, to the next signal that displays a Proceed indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.
- (i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine enters a siding or other track or makes a crossover movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.
- (j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.
- (k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.
- (l) Dual Control switches are located at Interlocking in C.T.C. territory. See Rules 663 (A), 663 (B) and 663 (C).

GENERAL SPEED RESTRICTIONS

- G-24 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.
- G-25 Diesel or electric engines with unobstructed view in either direction may be operated by permissible speeds in either direction.
Diesel or electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.
- G-26 Diesel engines moving dead in train will come under the provisions of Rule 806 and when the doors of the locomotive are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.
The provisions of Rule 806 will apply to oil carrying locomotive tenders X-908160, X-908167 to X-908171 inclusive. These tenders are equipped with roller bearings and when set out must be properly secured to prevent their moving.
- G-27 When diesel-electric or electric engines are handled dead in train, the following will apply:
When engine handling the train is of the wagon type: — Single unit diesel-electric road switcher, yard switcher or wagon type units may be handled next behind the road engine.
When engine handling the train is of the road switcher or yard switcher type: — Wagon type units or series of such units may be handled next behind the road engine, but road switcher and yard switcher type engines must be separated from the road engine by at least one car and must be separated from each other by one or more cars.
Diesel-electric or electric engines will be handled dead in train on authority of Chief Dispatcher who will specify the train they are to be handled on and where they will be placed in the train.
When a 44-ton diesel engine is being handled dead in freight train, it must be placed at rear of train just ahead of the caboose

and when a pusher engine is placed on the rear of the train, the 44-ton diesel engine must be placed behind the pusher. When there is a 44-ton diesel engine on the rear of the train, the train must not be pushed nor pulled from the rear and the dead diesel engine must not be handled in switching movements in conjunction with other cars.

G-28 All diesel engines must not be towed or operated under own power through water over three inches above the rails. When towed or operated under own power through water above rails, a speed of 3 miles per hour must not be exceeded.

G-29 When two or more diesel engine units are coupled together the numerals and suffix letter of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated.

The number and suffix letter of the leading unit only to be used in train orders.

G-30 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction must be made where conditions require.

Type of equipment	M.P.H.
Trains handling loaded airdump cars (must stop when meeting trains on double track).....	25
Work trains with workmen or occupied outfit cars.....	25
Scale test cars.....on branch lines.....	20
.....on main line.....	25
The following diesel engines either dead in train or operating under own power:	
68 ABC	55
1670 and 1671, 2000 to 2006 AB	50
1610 to 1635	45
1600 to 1603	40
1699 to 1709	30

G-31 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special Instructions or bulletin.

The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G-32 The speed of trains handled by Gas-Electric or other similar type power, when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G-33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with or without the black letters R.S. and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 3000 ft. distant corresponds in miles per hour, to the figures shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.

Where these signs have two sets of figures the outside figures apply to the movement of freight trains and those nearest the track apply to passenger trains.

G-34 Spring switches:

Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed. Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed 25 miles per hour. If switch is lined for turnout, the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the switch points must not exceed 40 miles per hour.

If movement is through turnout the allowable turnout speed must be observed.

See Rules 520 to 525 inclusive.

G-34-A Spring switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trailed through.

G-35 In addition to Consolidated Code Rule 801 about handling of occupied outfit cars, the following will also apply on this railroad: When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when, for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G-36 When a train order office is closed during the period authorized by time table or bulletin, the light in the train order signal will be extinguished.

G-37 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-38 When passenger trains are unusually delayed passengers should be informed as to cause and extent of delay.

Conductors will make suitable announcements to passengers on trains, or arrange for brakemen and sleeping or parlor car employees to do so.

Agents or station masters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public Address System should be utilized both at stations and on trains when available.

G-39 In complying with Rule 3, of the Consolidated Code of Operating Rules and General Instructions, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of their timeslip.

G-41 Where Automatic Block and Interlocking rules and signal indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on the lookout for broken rail or anything that may require the speed of a train to be reduced but a speed of 15 miles per hour must not be exceeded.

G-42 When flat spots develop en route on a car or locomotive wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of the train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or locomotives with flat spots at a speed either under seventeen (17) MPH or in excess of twenty-three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty-three (23) MPH.

G-43 A red lantern is not required as part of a flagman's night signals except when operating over a foreign line where the operating rules require its use.

Rule 35 modified accordingly.

All engines in any class of service will be equipped with a red lantern in compliance with Rule 920 and all cabooses will be equipped with a red lantern to comply with Rule 19(A) or any other emergency that might require its use.

All other Operating Rules requiring the use of a red lantern remain in effect.

FIRST SUBDIVISION

G-44 Speedometers on road engines in main line service must be checked by observing time between mile posts on each trip.

Check must be made at first opportunity after departure from point where engineer takes charge of engine.

The location, speed and any variation must be shown on work report.

G-45 The Provisions of Rule 30 of the Manual of Rules and instructions on Air Brake and Train Air Signals, Form 2697 Revised, will apply as follows at the following points:

Aberdeen — Miles City — Deer Lodge — Othello — All Trains
St. Paul ————— Freight Trains Only
Minneapolis ————— Passenger Trains Only

X-1 Trains handling steam derricks must not exceed the following speed limitations. The indicated maximum speeds must be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

	On Tangent Track	On Curves
Between Culver and Air Line Jct.	35 M.P.H.	25 M.P.H.

X-2 Trains handling rotary snow plows, locomotive cranes, Jordan Spreaders, shovels, pile drivers and ditching machines must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement

	On Tangent Track	On Curves
Between Culver and Air Line Jct.	35 M.P.H.	25 M.P.H.

X-3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour, except those turnouts laid with long frogs and designated by Special Instructions or bulletin where the speed may be increased to 25 miles per hour, unless otherwise authorized.

Location of turnouts laid with long frogs:

Station	Location
Polo	At crossover at the west end and at the east end of the depot.
Polo	At connection east of the depot between main track and C.R.I.&P. westward track.
Lawson Jct.	At both main track crossovers.
Lawson	At east switch of siding.
Moseby Jct.	See Special Instruction X-26.
Rutledge	At the junction switch west of the depot.

SPEED

	Psg. Trains	Other Trains
Ends of Double track East & West of Missouri River Drawbridge	45 M.P.H.	25 M.P.H.
Crossover between main tracks at Freight Line Jct.	35 M.P.H.	25 M.P.H.
End of Double Track Air Line Jct.	25 M.P.H.	25 M.P.H.

X-3(a) All spring switches except those indicated below are equipped with facing point locks, permitting maximum permissible speed in the territory involved while moving against the points. The speed must not exceed 25 MPH while moving against the points at the following spring switches. (See special instruction G-34).
Dubuque and Illinois Division, Third District none.

X-4 At Culver, all trains when not displaying signals for a following section, may register by register ticket.

X-6 Five minute fusesec should be used in Automatic Block System territory and 10 minute fusesec should be used in other territories.

X-7 Dangerous gases are present in the exhaust from engines of the Waukesha or similar type used for air-conditioning and power supply. These gases if present in sufficient concentration may cause illness or even fatalities if they are drawn into the cars by circulating fans such as when a train is stalled in deep snow.

If a passenger train is stalled in snow of sufficient depth which will restrict the dissipation of the exhaust gases from Waukesha or similar type engines, such engines must be stopped immediately.

X-8 SPEED RESTRICTIONS (in addition to general speed restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Cone, C. R. I. & P. crossing	59	49
Washington, C. R. I. & P. crossing	20	20
Linby, M. & St. L. crossing	59	49
Between — C. B. & Q. crossing Ottumwa and West end of C. T. C. at Quincy Ave.	20	20

X-9 C. T. C. operation between Rutledge and East end of Ottumwa Yard (Quincy Ave.) is controlled by the train dispatcher, Ottumwa.

Special Instructions G-23 in conjunction with the Consolidated Code of Operating Rules and General Instructions will govern the movement of trains or engines within this territory.

Extra trains may be run between Ottumwa and Rutledge without train orders when C.T.C. is in use.

X-10 At Ottumwa, signal located 200 feet east of the east switch at Quincy Avenue, will govern eastward movements from the main track and from the yard lead entering C. T. C.

Trains or engines on the main track that are to enter C. T. C. must not foul the crossover located opposite the yard office until this signal displays a proceed indication or authority is received from the Train Dispatcher.

Trains or engines on the yard lead that are to enter C. T. C. must not foul the main track at Quincy Avenue until this signal displays a proceed indication or authority is received from the Train Dispatcher.

At Ottumwa, between the West end of C. T. C. and the Passenger Station, there is no superiority of trains. ALL trains and engines must move at Restricted Speed between these points.

X-11 At the east end of the yard at Ottumwa, a position light type indicator, located on the right-hand side of the track just east of Quincy Avenue, indicates to westward trains what track they are to use. Trains will be governed as follows:

Two lights in vertical position	Use the main track
Two lights in a 45 position	Use yard lead
Two lights in a horizontal position	Use yard lead and the Belt
When no indication is displayed	Stop and communicate with Train Dispatcher

X-12 At Ottumwa, trains or engines from the City Track or from the Sand Pit track will be governed by color-light type signal located at the clearance point. A member of the crew will operate the PUSH BUTTON CONTROL in accordance with instructions posted on inside of telephone box. When the signal displays an indication in accordance with Rule 601-G, the switch may be opened and when the signal displays a proceed indication, train or engine may proceed to the main track.

X-13 For Eastward trains moving beyond Rutledge on the D. & I. Division a check of the train register at Ottumwa will suffice for Rutledge. When opposing trains are due after the train register has been checked, Rule S-83 will apply.

Before eastward trains enter the Manual Block territory at Rutledge, they must secure a train order indicating the condition of the Block "Clear" or "Occupied," between Rutledge and the next open Block station.

X-14 When a westward freight train is delayed at Rutledge an air-brake test must be made before starting.

X-15 Between Jefferson Street, Ottumwa, and Ottumwa, trains making backing movements or engines shoving or pulling cars must approach all street crossings at grade, prepared to stop.

At Ottumwa Diesel engines of 2200 series EMD Class SD-9 must not exceed 5 miles per hour on the Wabash Railroad Des Moines River Bridge. This class engine is restricted from use on No. 2 track in East Yard, inside the gate at Sinclairs, Brewery Track and Tip-top and or Schafers track.

At Vine St., Ottumwa, all train or engine movements in either direction, will stop and will not proceed until flagman has been placed on crossing to stop traffic.

SECOND SUBDIVISION

X-20 SPEED RESTRICTIONS (in addition to general speed restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Moravia, Wabash R. R. crossing -----	40	40
Seymour, C. R. I. & P. crossing-----	35	30
Laredo — between station building and westward approach signal 211-5 -----	Restricted Speed	Restricted Speed

THIRD SUBDIVISION

X-24 SPEED RESTRICTIONS (in addition to general speed restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Laredo — between station building and Westward approach signal 211-5 -----	Restricted Speed	Restricted Speed
Chillicothe — Westward freight trains thru city -----		15
Excelsior Springs across Dunbar Avenue ---	15	15
Moseby Jct. Interlocking:		
West crossover -----	25	25
East crossover -----	40	40

X-26 25 M.P.H. speed restriction applies at Polo for C.M.St.P. & P. trains, in both directions, due to turn-out; but does not effect trains in either direction at Lawson Junction, nor westward trains on westward main track at Moseby Jct., unless crossover movement is being made at these points.

X-27 C.T.C. operation between Laredo and Air Line Jct. is controlled as follows:—

Between Laredo and Polo by the train dispatcher at Ottumwa.

Between Polo and Freight Line Jct. by the Operator at Missouri River Drawbridge under the supervision of the Train Dispatcher at Ottumwa except movements through the Interlocking at Birmingham will be controlled by the Operator at Birmingham.

Between Freight Line Jct. and Air Line Jct. by the Operator at West Wye Tower under the supervision of the Train Dispatcher at Ottumwa.

Extra trains may be run between Laredo and Air Line Jct. without train orders when C.T.C. is in use.

X-28 At Lawson Junction, westward movements from the eastward siding and at Liberty, eastward and westward movements from the siding are governed by Dwarf signals located at the clearance points; these signals will not display Proceed-indication until the switches have been lined nor until the block is clear.

At Liberty, the Dwarf signals governing movements from the siding will display a Proceed-indication only when the switches are lined to correspond with the setting of the levers at Missouri River Drawbridge and Birmingham; the operator at Missouri River Drawbridge will notify the trainman or the engineer how these switches are to be lined.

At Excelsior Springs a two unit routing signal is located at the approach to the west end of the siding. When the upper unit displays a Proceed-indication, trains will hold the main track prepared to stop at the next signal, and when the lower unit displays a Proceed at Slow Speed-indication, the train must take the siding.

X-29 Between Lawson Junction and Moseby Junction, Figure 9 of Rule 19 will not apply.

X-30 In case of failure of an interlocking home signal at the crossing with the Wabash at Birmingham, in addition to complying with Rule 663(A), train or enginemen will operate emergency switch in sealed box on south side of relay house at the crossing in accordance with posted instructions.

X-31 Eastward C. R. I. & P. freight trains routed through Kansas City Union Station and over the Kansas City Terminal RR. and Kansas City Southern RR. to Air Line Jct., will obtain Clearance Form "A" at Missouri River Drawbridge instead of West Wye Tower and will not exceed 10 miles per hour to pick up the Clearance.

X-32 Rule 83(B) does not apply at Polo.

Westward C.R.I.&P. trains that are to enter the Third Subdivision at Polo must secure a C.M.St.P.&P. Clearance Form A and necessary train orders at Trenton.

Eastward C.R.I.&P. trains starting at Union Depot Kansas City or West Wye Tower that are to operate beyond Polo on the C.R.I.&P. must receive a C.R.I.&P. Clearance in addition to the required C.M.St.P.&P. Clearance Form A.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

Location	Name	Residence and Phone	Office and Phone
Chicago	§†Raymond Householder, Chief Surgeon		Wesley Memorial Hospital, 240 E. Superior St., DElaware 9-6500, Union Station, CEntral 6-7600.
Chicago	§†James R. Hines, Asst. to Chief Surgeon		
Chicago	§†Frederick Wm. Munson, Asst. to Chief Surgeon		
Chicago	*Virgil Wescott, Oculist		30 North Michigan Ave., DEarborn 2-3127.
Chicago	L. F. McBride, Aurist		122 So. Michigan Ave., WAbash 2-2272.
Chicago	H. A. Hooper, Dentist		53 E. Washington St., SState 2-0509.
Davenport	§†W. G. Bessmer	309 Perry St., Phone 3-6142	220 Main St., Phone 3-3665
Davenport	†G. W. Gray (Asst.)	1609 Pine Acre, Phone 6-4175	220 W. Main, Phone 3-3665
Muscatine	G. A. Sywassink	210 Parkington Drive, Phone 707	110 West 2nd St., Phone 272 and 273
Muscatine	William Catalona	1115 Iowa Avenue, Phone 329-J	110 West 2nd St., Phone 272 and 273.
Washington	*C. A. Boice	Phone 426	215 West Main St., Phone 94
Ottumwa	†F. L. Nelson, Jr.	1613 N. Elm, Phone Murray 2-1344	Phone Murray 4-7781, Jefferson St. at Penn. Ave.
Ottumwa	*H. A. Spilman	305 West Park, Phone Murray 2-3743	302 Hoffman Bldg., Phone Murray 4-8872
Ottumwa	D. O. Bovenmyer (Oculist)	434 N. Court St., Phone Murray 2-3660	501 Hoffman Bldg., Phone Murray 4-6566
Ottumwa	W. C. Wolfe (Oculist)	1722 N. Elm, Phone Murray 4-5866	501 Hoffman Bldg., Phone Murray 4-6566
Galt	U. C. Weston	Phone 22	Phone 49
Chillicothe	Virgil Vandiver	1405 Jackson St., Phone 1654	822 Webster, Phone 760
Chillicothe	*D. M. Dowell	1705 Calhoun, Phone 1043	913 Webster, Phone 1825
Chillicothe	Jos. F. Gale	1015 3rd Street, Phone 232	913 Webster, Phone 1825
Chillicothe	Geo. Mandler (Oculist)	1613 Polk St., Phone 1842	913 Webster, Phone 1825
Braymer	*I. E. Goldberg	Phone 94	Phone 94
Cowgill	O. C. Kilbourn	Phone 14	Phone 14½
Lawson	Edwin Shouse	Phone 93	Phone 93
Excelsior Springs	*S. R. McCracken	810 St. Louis Ave., Phone MEdford 7-3240	107 W. Spring St., Phone MEdford 7-4651
Liberty	*G. W. Hendren	516 W. Franklin, Phone 820	112 N. Water, Phone 106
Kansas City	†Rial R. Oglevie	2310 Wyncote Lane, HI-1636	1103 Grand Ave., HA-1611 (522 Professional Building) (8 a.m. to 5 p.m.) If no answer call — VA-7134 Sundays — Nights — Holidays — call St. Luke's Hospital, 44th Street and Mill Creek Parkway, VA-7500
Kansas City	†H. F. Flanders	3820 W. 65th St.	
Kansas City	*K. L. Shireman	3017 Oak St., Phone LO-1-6639	
Kansas City	F. D. Dickson	3615 Gillham Rd., Phone WE-0251	1103 Grand Ave., Phone VI-3533
Kansas City	D. A. Williams	1252 Stratford Pl., DE-1201	1103 Grand Ave., Phone VI-4838
Kansas City	A. W. McAlester, Jr., Oculist	5509 Mission Drive, Phone HI-4830	1102 Grand Ave., Phone HA-7433
Kansas City	A. N. Altringer		
	Rhino-Laryngologist	5630 Mission Dr., Phone Highland 1616	1103 Grand Ave., Phone GR-2440
Kansas City	Claude J. Hunt (Consultant)	615 W. 56th St., Phone JA 6367	1103 Grand Ave., Phone Vi. 4624

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

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

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

YARD LIMITS AT

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

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

Rutledge ----- Extend from 1500 feet west of west switch to 4000 feet east of east switch of siding on the First subdivision and to 3002 feet east of east switch on the Iowa Division Ninth subdivision.

Air Line Jct ----- Extend from 703 feet east of Missouri River Draw Bridge to Air Line Jct., and to West Wye Tower.

Supt. of Trnspn.
Wabash Ry
St Louis, Mo. ①