

## SURGEONS AND PHYSICIANS

Albany, Mo.	DR. B. PARSONS	Surgeon and Examiner.
Albia, Iowa	DR. D. N. ORELUP	Surgeon and Examiner.
Atchison, Kan.	DR. C. S. BRADY	Surgeon.
Bedford, Iowa	DR. J. F. HARDIN	Surgeon.
Bethany, Mo.	DR. W. A. BROYLES	Surgeon.
Burlington, Iowa	DR. F. G. OBER	Surgeon and Examiner.
Burlington, Iowa	DR. C. J. LOHMANN	Surgeon and Examiner.
Burlington, Iowa	DR. W. R. LEE	Eye Specialist.
Burlington, Iowa	DR. T. T. MAZUR	Surgeon and Examiner.
Burlington, Iowa	DR. G. J. PEARSON	Eye Specialist.
Burlington, Iowa	DR. J. L. SAAR	Surgeon.
Chariton, Iowa	DR. DEAN CURTIS	Surgeon.
Chariton, Iowa	DR. A. L. YOCUM	Surgeon and Examiner.
Corning, Iowa	DR. C. L. BAIN	Surgeon.
Corydon, Iowa	DR. C. F. BRUBAKER	Surgeon.
Council Bluffs, Iowa	DR. J. P. COGLEY	Surgeon and Examiner.
Council Bluffs, Iowa	DR. I. J. HANSSMANN	Surgeon and Examiner.
Creston, Iowa	DR. A. F. WATTS	Surgeon and Examiner.
Creston, Iowa	DR. H. G. BEATTY	Surgeon.
Creston, Iowa	DR. J. L. BEATTIE	Surgeon.
Creston, Iowa	DR. J. L. HOYT	Surgeon.
Des Moines, Iowa	DR. D. N. GIBSON	Surgeon and Examiner.
Des Moines, Iowa	DR. G. S. MARQUIS	Eye Specialist.
Fairfield, Iowa	DR. R. A. RYAN	Surgeon.
Ft. Madison, Iowa	DR. H. P. WERNER	Surgeon and Examiner.
Galesburg, Ill.	DR. B. W. COAN	Surgeon and Examiner.
Galesburg, Ill.	DR. S. M. HANAUER	Surgeon.
Galesburg, Ill.	DR. R. L. CANNON	Eye Specialist.
Galesburg, Ill.	DR. G. K. SMART	Eye Specialist.
Glenwood, Iowa	DR. E. C. MAGARET	Surgeon.
Glenwood, Iowa	DR. W. A. DEYOUNG	Surgeon and Examiner.
Grant City, Mo.	DR. F. B. MATTESON	Surgeon.
Hamburg, Iowa	DR. F. M. ASHLER	Surgeon and Examiner.
Humeston, Iowa	DR. C. N. HYATT	Surgeon.
Kansas City, Mo.	DR. E. K. ROBINSON	Surgeon.
Kansas City, Mo.	DR. J. R. RUFÉ	Eye Specialist.
No. Kansas City, Mo.	DR. I. C. FOWLER	Surgeon.
No. Kansas City, Mo.	DR. D. F. WERNER	Surgeon and Examiner.
Knoxville, Iowa	DR. D. A. MATER	Surgeon.
Leavenworth, Kansas	DR. R. S. McKEE	Surgeon.
Leavenworth, Kansas	DR. G. R. COMBS	Surgeon.
Leon, Iowa	DR. W. N. DOSS	Surgeon and Examiner.
Maryville, Mo.	DR. E. D. IMES	Surgeon.
Mt. Pleasant, Iowa	DR. W. H. MEGORDON	Surgeon and Examiner.
Monmouth, Ill.	DR. J. B. EBERSOLE	Surgeon and Examiner.
Mound City, Mo.	DR. JAMES HUMPHREY	Surgeon and Examiner.
Osceola, Iowa	DR. C. R. HARKEN	Surgeon.
Ottumwa, Iowa	DR. WALTER E. HERRICK	Surgeon and Examiner.
Ottumwa, Iowa	DR. D. O. BOVENMYER	Eye Specialist.
Omaha, Neb.	DR. CALVIN DAVIS	Surgeon.
Omaha, Neb.	DR. J. F. GROSS	Surgeon.
Omaha, Neb.	DR. H. GIFFORD	Eye Specialist.
Omaha, Neb.	DR. S. A. SWENSON	Surgeon.
Omaha, Neb.	DR. R. D. VICKERY	Eye Specialist.
Omaha, Neb.	DR. W. L. SUCHA	Consulting Surgeon.
Omaha, Neb.	DR. C. E. WILSON	Surgeon and Examiner.
Omaha, Neb.	DR. E. K. CONNORS	Surgeon and Examiner.
Red Oak, Iowa	DR. H. C. BASTRON	Surgeon and Examiner.
Rockport, Mo.	DR. WALLACE CARPENTER	Surgeon and Examiner.
St. Joseph, Mo.	DR. F. G. THOMPSON	Surgeon.
St. Joseph, Mo.	DR. P. A. KNEPPER	Surgeon.
St. Joseph, Mo.	DR. E. F. BUTLER	Surgeon and Examiner.
St. Joseph, Mo.	DR. R. S. MINTON	Eye Specialist.
Shenandoah, Iowa	DR. E. J. GOTTSCH	Surgeon.
Sidney, Iowa	DR. R. S. LOVELADY	Surgeon.
Villisca, Iowa	DR. E. L. CROXDALE	Surgeon and Examiner.

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.

H. W. HAMMATT,  
Chief Medical Officer,  
Chicago, Illinois

*File*

# Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

# TIME TABLE

OF THE

## OTTUMWA DIVISION

No.

# 9

EFFECTIVE AT 12:01 A. M.

CENTRAL STANDARD TIME

**SUNDAY, APRIL 26, 1964**

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 AND OTTUMWA SUBDIVISION—FOOTNOTES

Two main tracks between Galesburg and M. P. 168.48 and between M. P. 168.37 and Ottumwa; and between Waterman and Graham.

Automatic block system rules D251, D252, D253 and D254 in effect:

Between M. P. 168.45 (West End of Graham) and Connett; and between M. P. 206.55 and Ottumwa.

C. T. C. IN EFFECT FOR WESTWARD MOVEMENTS BETWEEN M. P. 168.45 AND M. P. 163.19 (NORTH TRACK) M. P. 163.06 (SOUTH TRACK) AND FOR EASTWARD MOVEMENTS BETWEEN M. P. 168.45 AND M. P. 163.39 (NORTH TRACK), M. P. 163.24 (SOUTH TRACK); AND BETWEEN CONNETT AND M. P. 206.5 AND ON GRAHAM CUT OFF, ON THE EASTWARD TRACK BETWEEN M. P. 168.45 AND M. P. 164.74; AND ON THE WESTWARD TRACK BETWEEN M. P. 168.45 AND M. P. 165.20.

GRAHAM CUT OFF—EASTWARD TRACK M. P. 168.45 TO M. P. 164.74, WESTWARD TRACK M. P. 168.45 TO M. P. 165.20.

No train order signal Galesburg and Ottumwa. Unless otherwise provided. Conductors and Enginemen must have Clearance Form A.

## MONMOUTH:

Middle siding may be used by either eastward or westward trains as the way is seen to be clear.

To provide proper protection by automatic gates at Main and First Streets, when eastward trains are ready to depart, they must not exceed 10 M.P.H. until head end of train is over Main Street crossing.

At Burlington Passenger station flashing type train order signal located on canopy between two main tracks governs all trains operating through Burlington except trains on which the train or engine crew changes. Trains originating Burlington and trains on which train or engine crew changes must have Clearance Form A.

## BURLINGTON:

Hannibal Division trains use track between Illinois Jct. and Burlington and are governed by Galesburg and Ottumwa Subdivision Timetable and Bulletins.

## FAILED EQUIPMENT SIGNALS:

Located at M. P. 200.53 for westward movements, M.P. 209.12 and M.P. 206.74 for eastward movements. Rule 402 in effect.

Drawbridge 204.66 over Mississippi River is interlocked.

C. R. I. & P. trains and engines move on C. B. & Q. tracks between Sixth Street and yard office on signal indication and must move at reduced speed.

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

Yard Engines making Switching moves between Main Street Burlington Iowa and Pickle Works Switch west of Mt. Pleasant Street, must not exceed 10 MPH.

## NEW LONDON:

Spring switch at east end of eastward siding and west end of westward siding.

## FAIRFIELD:

Between Tower 255 and Fairfield Passenger Depot, train and engine movements, in both directions on westward track, will be governed by signal indication.

Enginemen on westward trains or engines which have stopped East of high-way circuit sign at M.P. 255.54 at Fairfield must observe gates in a lowered position when proceeding, before occupying 4th Street crossing.

No. 7 stop Danville and Lockridge on advance request to receive or discharge revenue passengers.

## OTTUMWA AND U. P. TRANSFER SUBDIVISION—FOOTNOTES

Two main tracks between Ottumwa and M. P. 443.26, west of Red Oak; M. P. 466.44, east of Balfour, and Pacific Jct.; Council Bluffs Yard and M. P. 492.8.

Single Track between M. P. 443.26 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.

Automatic Block System in effect between Ottumwa and Maxon; between Halpin and Charlton, and between Shannon and M. P. 441.8 east of Red Oak. Rules D-251, D-252, D253 and D-254 in effect.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN MAXON AND HALPIN, BETWEEN CHARITON AND SHANNON, AND BETWEEN M. P. 441.8 EAST OF RED OAK AND U. P. TRANSFER.

No train order signal Ottumwa, Creston and Omaha. Conductors and enginemen must have Clearance Form "A" unless otherwise provided, except conductors and enginemen of eastward freight trains terminating at Council Bluffs yard will not receive clearance form "A" at Omaha Depot.

Conductor or enginemen or both, arriving at Creston, on all trains must deliver all clearance forms, train orders, and messages to relieving conductor or enginemen or both, in accordance with Modified Rule 220.

Trains or engines originating Creston must receive clearance Form A from operator.

No train order signal Pacific Jct. Conductors and Enginemen must have Clearance Form A on all trains except trains 21, 23, 27 and trains in through movement on Ottumwa-U. P. Transfer 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.

In addition to Clearance Form A received at Omaha authorizing movement from Omaha to Pacific Junction, on Lincoln to Pacific Junction Subdivision, conductor and enginemen in through movements on trains 10, 14 and 18, enroute Ottumwa Division, must receive Clearance Form A authorized by Superintendent, Ottumwa Division, which will confer authority on U. P. Transfer—Ottumwa Subdivision, and these trains are not required to receive Clearance Form A at Pacific Junction.

## OTTUMWA

If interlocking signals at Wabash Crossing fail to clear, a trainman will precede the train through the interlocking, examining switches and assuring himself that they are in proper positions.

C. R. I. & P. trains and engines will use No. 1 track between Wapello and Market Streets and must move at Reduced Speed. 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. Telephones connected with dispatcher on south side of Eastward track at home signals.

Avery on eastward track at M. P. 298.04.

Albia Station on westward track.

## CHARITON:

Signal at M. P. 334.54 west of Charlton governs movement of trains—as follows:

North signal governs westward movements on the north track.

South signal governs westward movements on the south track.

## OSCEOLA:

Spring switch at west end of westward siding.

Office Open Saturday and Sunday

Saturday—12:01 a.m. to 5:30 a.m. Sunday—12:01 a.m. to 5:30 a.m.

8:00 a.m. to 12mn. 9:30 a.m. to 12:30 p.m.

1:30 p.m. to 12 mn.

## TALMAGE JUNCTION:

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.

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

At Talmage Jct. when interlocking signals are in stop position train or enginemen will promptly communicate with train dispatcher on telephone located near crossover. Train dispatcher, after communicating with operator at Talmage when such operator 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 trains use this crossover, train or enginemen 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.

## CORNING:

Middle siding, spring switches on eastward track at east end and on westward track at west end and siding may be used by both eastward and westward trains as the way is seen to be clear.

Office Open Saturday and Sunday Saturday —10:30 a.m. to 1:30 p.m.  
Sunday —Closed

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

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

Freight trains handling flat cars loaded with trailers and passenger trains with dome cars must not use tracks 2, 3 and 4 at U. P. Transfer account insufficient clearance.

Time shown at Omaha is for information only.

## Other tracks:

Chilliothe	M. P. 287.42	8 Cars Eastward track.
Tyrone	M. P. 312.90	8 Cars Westward track.
Brooks	M. P. 417.67	4 Cars Eastward track.
Standard Oil tracks	M. P. 489.30,	capacity 95 cars.
Iowa Power and Light	M. P. 489.01.	

No. 3 reduce speed to 40 MPH at Villisca, Hastings, Malvern and Glenwood to permit safe dispatch of mail.

No. 17 stop Red Oak to receive revenue passengers for west of Denver, and at Council Bluffs to discharge revenue passengers from Chicago and to pick up passengers for Denver.

No. 11 stop at Corning to let off revenue passengers from Chicago, and to receive revenue passengers for Omaha or beyond.

No. 8 stop Villisca to discharge revenue passengers.

# Ottumwa to U. P. Transfer—Subdivision—Westward—Main Line

OTTUMWA DIVISION. TIME TABLE No. 9. EFFECTIVE APRIL 26, 1964

FIRST CLASS					STATIONS	Capacity of Siding	Office Open Week Days, except Saturday	FIRST CLASS			
Daily Mail	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger				Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
29	23	3	7	27				11	21	17	1
A. M. L 1:25		A. M. L 3:13	A. M. L 7:55		B.C.K.O.R. T.W.Yd.Z	..... OTTUMWA ..... 0 84	Continuous	P. M. L 4:30		P. M. L 7:31	P. M. L 9:31
						..... C.M.St.P.&P. Cros'g (Intrl) ..... 10 35	No Office				
1:43		3:31	8:13			..... DUDLEY ..... 11 01E	No Office	4:48		7:50	9:49
						..... MAXON ..... 11 01E	No Office				
s 1:53		s 3:42	s 8:26		KZ	..... C. & N. W. Crossing on Westward Track (Intrl.) ..... 1 79W	Continuous	s 4:54		7:52	9:51
						..... ALBIA ..... 3 83W	No Office				
			f 8:44			..... HALPIN ..... 11 08	No Office				
2:13		4:03	s 8:55			..... MELROSE ..... 8 23	7:00 a.m. to 4:00 p.m.	5:13		8:11	10:09
						..... RUSSELL ..... 7 47	7:00 a.m. to 4:00 p.m.				
2:20		s 4:15	s 9:10		B.C.K.O. W.Y.Yd.Z	..... CHARITON ..... 7 34	W80	s 5:26		8:18	10:16
						..... SHANNON ..... 1 13	No Office				
			f 9:19			..... LUCAS ..... 7 53	No Office				
			f 9:28			..... WOODBURN ..... 9 42W	No Office				
s 2:51		s 4:42	s 9:43		Z	..... OSCEOLA ..... 10 67	W100	s 5:52		8:40	10:38
						..... MURRAY ..... 5 45	No Office				
						..... THAYER ..... 3 89	No Office				
						..... TALMAGE JCT. (Intrl.) ..... 3 82	No Office				
3:10		5:02	s 10:10			..... AFTON ..... 9 37	7:00 a.m. to 4:00 p.m.	6:10		8:58	10:56
						..... CRESTON ..... 5 65	6:00 a.m. to 3:00 p.m.	s 6:26		s 9:11	s 11:11
						..... CROMWELL ..... 8 12	No Office				
			f 10:54			..... PRESCOTT ..... 6 95	7:00 a.m. to 4:00 p.m.				
3:45		f 5:36	s 11:05		Z	..... CORNING ..... 9 02	132	c 6:44		9:29	11:29
						..... NODAWAY ..... 4 73	No Office				
3:55		f 5:47	s 11:21			..... VILLISCA ..... 7 81	E67	s 6:58		9:39	11:39
						..... STANTON ..... 7 20	No Office				
4:07		s 6:07	s 11:47		C.K.O.Y.Z.	..... RED OAK ..... 5 69	77	s 7:18		c 9:50	s 11:53
						..... McPHERSON ..... 3 54	178	No Office			
						..... EMERSON ..... 5 25	127	No Office			
4:19		6:19	s 11:57 P. M. s 12:05		F.Y.	..... HASTINGS ..... 4 78	160	No Office	7:31	10:02	-A. M.- 12:05
						..... MALVERN ..... 5 21	175	No Office			
						..... BALFOUR ..... 3 48	No Office				
		6:30	s 12:27			..... GLENWOOD ..... 3 51	No Office				
4:34	f A. M. L 3:18	6:32	s 12:32	s P. M. L 1:05	B.C.K.O.Z. T.W.Y.Yd.	..... PACIFIC JCT. .... 5 71	Continuous	7:45	P. M. L 8:18	10:16	A 12:21 -A. M.-
						..... FOLSOM ..... 5 35	98	No Office			
						..... ISLAND PARK ..... 5 27	98	No Office			
						..... Wabash Crossing (Intrl.) ..... 0 44	Continuous				
					B.C.K.O. T	..... COUNCIL BLUFFS YARD ..... 0 36	Continuous				
4:50	s 4:10	s 6:49	s 12:50	s 1:22		..... COUNCIL BLUFFS ..... 0 57	No Office	f 8:01	s 8:35	c 10:33	
						..... C&NW Crossing (Intrl.) ..... 0 29	No Office				
						..... IC Crossing (Intrl.) ..... 0 62	No Office				
						..... CRI&P Crossing (Intrl.) ..... 0 33	No Office				
A 5:09	A 4:15	A 6:59	A 1:00	A 1:27	Yd.	..... U. P. TRANSFER ..... 0 33	No Office	A 8:10	A 8:40	A 10:36	

Between U. P. Transfer and Omaha Union Station trains are governed by Union Pacific Rules, Bridges Subdivision Special Rules, and Bridge Subdivision time table.

Via U. P. A 5:55 A. M.	Via U. P. A 5:20 A. M.	Via U. P. A 7:45 A. M.	Via U. P. A 2:00 P. M.	Via U. P. A 2:15 P. M.	B.K.R.Z.	-3 86-	Continuous	Via U. P. A 9:15 P. M.	Via U. P. A 9:25 P. M.	Via U. P. A 10:57 P. M.	Via Platts. A 12:54 A. M.
3:44 57.3	0:57 19.0	3:46 56.5	5:05 42.1	0:22 49.0	..... OMAHA ..... 0 33	SCHEDULE TIME AVERAGE MILES PER HOUR	Continuous	3:40 58.3	0:22 50.0	3:05 59.3	2:50 58.2

# U. P. Transfer to Ottumwa—Subdivision—Eastward—Main Line

## OTTUMWA DIVISION. TIME TABLE No. 9. EFFECTIVE APRIL 26, 1964

FIRST CLASS					Mile Post Location	STATIONS	Capacity of Other Tracks	Office Open Saturday and Sunday	FIRST CLASS											
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger					26	14	8	30	22							
10	18	20	12	P.M.					A.M.	P.M.	P.M.	A.M.	P.M.							
	A.M. 4:40	A.M. 9:31		A.M. 3:16	279.62	OTTUMWA	Yard	Continuous												
					280.46	C.M.St.P.&P.Cros'g(Intrl.)														
	4:26	9:20		2:58	290.81	DUDLEY	7	No Office			7:45	11:03	2:00							
	4:19	9:12		2:51	301.92	MAXON C. & N. W. Crossing on Westward Track (Intrl.)	165	No Office			7:35	10:56	1:53							
				s 2:49	303.71	ALBIA		Continuous				s 10:54								
	4:12	9:05		2:41	307.54	HALPIN	11	No Office			7:27	10:44	1:45							
					318.62	MELROSE	18	No Office												
					326.85	RUSSELL	66	Closed												
	3:51	8:44		s 2:18	334.32	CHARITON	Yard	7:00 a.m. to 3:00 p.m. 9:45 p.m. to 5:45 a.m.			6:58	s 10:20	1:21							
					341.66	SHANNON		No Office												
	3:44	8:37		2:05	342.79	LUCAS	20	No Office			6:49	10:04	1:13							
					350.32	WOODBURN	16	No Office												
	3:29	8:22		s 1:51	359.74	OSCEOLA		See Footnote			6:31	s 9:51	12:58							
					370.41	MURRAY	37	No Office												
					375.86	THAYER	20	No Office												
					379.75	TALMAGE JCT. (Intrl.)		No Office												
					383.57	AFTON	191	Closed												
	s 3:01	s 7:54		s 1:22	392.94	CRESTON		6:00 a.m. to 3:00 p.m.			s 5:58	s 9:21	s 12:28							
	2:52	7:45		1:10	398.59	CROMWELL	17	No Office			5:42	9:06	12:12							
					406.71	PRESCOTT	24	Closed												
	2:40	7:33		s 12:58	413.66	CORNING	57	See Footnote			5:29	s 8:53	11:58							
					422.68	HODAWAY	93	No Office												
	2:30	7:23		s 12:44	427.41	VILLISCA	89	Closed			5:16	c 8:40	s 11:48							
					435.22	STANTON	122	No Office												
	2:17	s 7:11		s 12:27	442.42	RED OAK	69	6:00 a.m. to 2:00 p.m. 4:30 p.m. to 12:30 a.m. Eastward only			5:02	s 8:26	s 11:34							
					448.11	MCPHERSON	13	No Office												
					451.65	EMERSON	46	No Office												
	2:06	6:58		12:10 P.M.	456.90	HASTINGS	78	No Office			4:48	8:07	11:19							
					461.68	MALVERN	49	No Office												
					467.89	BALFOUR		No Office												
					471.37	GLENWOOD	69	No Office												
	L 1:50 A.M.	L 6:43 A.M.	A.M. 8:54	11:54	474.98	PACIFIC JCT.	Yard	Continuous			P.M. 4:51	L 4:30 P.M.	7:50	11:03	A.M. 1:59					
					480.69	FOLSOM		No Office												
					486.04	ISLAND PARK		No Office												
					491.31	Wabash Crossing (Intrl.)														
					491.75	COUNCIL BLUFFS YARD		Continuous												
					492.13	COUNCIL BLUFFS		No Office			s 4:35		s 7:33	s 10:45	s 1:43					
					492.70	C&NW Crossing (Intrl.)														
					492.99	IC Crossing (Intrl.)														
					493.01	CRI&P Crossing (Intrl.)														
					493.34	U. P. TRANSFER	Yard	No Office			s 4:30		s 7:30	10:40	s 1:38					

Between Omaha Union Station and U. P. Transfer trains are governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision time table.

Via Platt L 1:16 A.M.	Via Platt L 6:09 A.M.	Via U. P. L 8:15 A.M.	Via U. P. L 11:15 A.M.	496.20	2.86	Continuous	Via U. P. L 4:15 P.M.	Via Platt L 3:25 P.M.	Via U. P. L 6:30 P.M.	Via U. P. L 10:30 P.M.	Via U. P. L 1:15 A.M.
2:50 68.8	2:48 69.7	0:22 48.0	3:44 57.0		..... OMAHA .....		0:21 51.3	3:28 56.5	3:50 55.8	3:35 59.7	0:21 51.3
SCHEDULE TIME						AVERAGE MILES PER HOUR					

# Kansas City and Pacific Junction—Subdivision—Main Line

OTTUMWA DIVISION. TIME TABLE No. 9. EFFECTIVE APRIL 26, 1964

NORTHWARD					STATIONS	Capacity of		SOUTHWARD							
SECOND CLASS		FIRST CLASS				Signs	Mile Post Location	Siding	Other Tracks	Office Open Week Days, except Saturday	FIRST CLASS			SECOND CLASS	
Daily Freight	Daily Except Sunday	Daily Passenger	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Daily Passenger	Daily Freight	Daily Except Sunday
75	71	27	21	23						22	20	26	70	72	
		A.M. 9:15	P.M. 4:45	P.M. 11:15	B.C.K.R. Yd.	KANSAS CITY U. S.	Yard		Continuous	A.M. 6:30	P.M. 12:15	P.M. 8:59			
Trains between Kan. City Union Station and M.P. 0.41, (Fifth Street) are governed by rules of Kan. City Term. Ry. Co.															
					Z.	1 44			No Office						
					B.C.K.O.Y. R.T.Yd.Z.	2 67		Yard	Continuous						
		9:30	5:02	11:30	Yd. F.	4 22			No Office	5:50	11:45	8:19			
					F.	7 91		57	No Office						
		9:36			F.	9 49		24	No Office	s 5:31					
			5:12	11:41	F.	16 50		197	No Office						
					F. Y.	23 90		356	No Office	5:19					
		9:58	5:23		F.	27 36		19	No Office	s 11:28	s 8:02				
		10:03			F.	30 86		87	No Office	s 5:12	c 7:55				
		10:19	5:41	12:10	F.	34 81		155	No Office						
					F.	43 45		301	No Office	s 4:59	s 11:11	s 7:44			
					F.	45 92			No Office						
					F.	49 57		195	No Office						
		10:29	5:52	12:23	F.	56 67			No Office	4:44		7:28			
					Yd.	58 13			No Office						
P.M. 9:00	P.M. 2:00	A 10:38	A 6:05	A 12:40	B.C.K.O.R. T.Yd.Y.Z.	60 40		Yard	Continuous	L 4:40	L 10:53	L 7:25	A.M. 3:15	P.M. 2:00	
		L 10:50	L 6:15	L 12:55		61 51				A 4:20	A 10:48	A 7:07	A 3:15	A 2:00	
						61 90									
		10:58	6:20	12:59	F.	64 01			No Office	3:50	10:40	6:45			
					F.	66 90		15	No Office						
		11:06	6:28	1:07	F.	72 16		13	No Office	3:43	10:33	6:38			
		c 11:10			F.	77 03		210	No Office			c 6:34			
					F.	84 97		191							
		11:26	6:45	1:25	F.	91 52		62	8:00 a.m. to 5:00 p.m.	c 3:28	10:18	c 6:23			
10:10	3:10	c 11:32	6:50	1:30	R.	97 42		202	6:15 p.m. to 3:15 a.m.	3:23	10:13	c 6:18	2:06	12:40	
10:17	3:17	s 11:38	6:55	s 1:37	Y.	101 88		75	8:00 a.m. to 12:01 p.m.	s 3:18	10:08	6:13	2:00	12:25	
10:27	3:27	s 11:48	7:04	s 1:47		109 27		125	8:00 a.m. to 5:00 p.m.	s 3:11	s 10:01	s 6:05	1:47	12:03	
10:34	3:34	7:25	7:10	1:53	F.Y.	114 98		125	No Office	3:03	9:55	5:57	1:32	11:54	
10:40	3:40	11:59	7:15	1:58	F.	119 39		80	No Office	2:57	9:50	5:52	1:26	11:45	
10:47	3:47	12:05	7:21	2:07		124 96		61	12:01 a.m. to 4:00 p.m.	cf 2:53	s 9:45	s 5:47	1:18	11:35	
10:52	3:52	12:10	7:26	2:12	F.	128 25		70	No Office	2:48	9:41	5:42	1:13	11:30	
10:59	4:00	c 12:16	7:32	c 2:19		133 78		125	8:00 a.m. to 5:00 p.m.	cf 2:43	9:36	5:37	1:04	11:21	
11:11	4:15	s 12:27	7:44	s 2:34	Y.	142 00		N 87 S 57	Continuous	s 2:34	s 9:27	s 5:28	12:52	11:05	
11:21	4:40	c 12:37	7:52	s 2:47	Yd. F.	149 25		125	No Office	2:24	9:19	s 5:18	12:40	10:50	
11:30	4:50	12:44	7:59	s 2:56		155 61		69	8:00 a.m. to 5:00 p.m.	2:18	9:13	5:11	12:30	10:35	
11:38	5:06	12:49	8:04	3:01		160 63		125	8:00 a.m. to 5:00 p.m.	2:13	9:08	5:06	12:23	10:25	
11:46	5:20	12:54	8:09	s 3:06	F.	165 12		68	No Office	2:08	9:03	5:01	12:16	10:15	
A.M. 12:01	A.M. 6:30	A 1:04	A 8:18	A 3:18	B.C.K.O.P. T.W.Y.Z. Yd.	174 18		Yard	Continuous	L 1:59	L 8:54	L 4:52	L 12:01	L 10:00	
A.M.	P.M.	P.M.	P.M.	A.M.						A.M.	A.M.	P.M.	A.M.	A.M.	
3:01	4:30	3:48	3:33	4:03						4:29	3:21	4:07	3:18	4:0	
38.1	25.0	45.6	50.0	43.8						38.8	52.0	42.2	34.3	28.4	
SCHEDULE TIME															
AVERAGE MILES PER HOUR															

## KANSAS CITY AND PACIFIC JUNCTION SUBDIVISION—FOOTNOTES

Two main tracks between M. P. 0.41 and Clarke; M. P. 60.66 AND M. P. 67.12.

Single track between Clarke and M. P. 60.02 St. Joseph; M. P. 67.12 TO NAPIER.

Interlocking in effect between M. P. 0.41 and Begin-End CTC sign M. P. 4.31 Block 4. Interlocking remotely controlled from Ustick.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN M. P. 4.31 BLOCK 4, AND M. P. 60.02 ST. JOSEPH, AND ON ADVANCE FREIGHT LEAD BETWEEN FRENCH M. P. 56.67 AND M. P. 58.77. BETWEEN M. P. 60.40 ST. JOSEPH, AND M. P. 97.45 NORTH OF NAPIER, ALSO KANSAS CITY AND PACIFIC JCT. SUBDIVISION M. P. 97.40 AND LINCOLN DIVISION M. P. 0.08.

TRAINS HAVE NO TIMETABLE SUPERIORITY BETWEEN BEGIN-END C. T. C. SIGN AT M. P. 60.02 AND M. P. 60.40 AND BETWEEN M. P. 204.90 EAST OF SOUTH PARK ON THE HANNIBAL DIVISION AND M. P. 60.02 ST. JOSEPH. ALL TRAINS AND ENGINES MUST RUN AT REDUCED SPEED BETWEEN THESE POINTS.

MANUAL BLOCK SYSTEM; RULE 318 (B) IN EFFECT BETWEEN PACIFIC JCT. AND BEGIN-END CTC SIGN M. P. 97.45 NAPIER.

BETWEEN NAPIER AND PACIFIC JCT. TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.

No train order signal Kansas City U. S., St. Joseph and Pacific Jct. Conductors and Enginemen must have Clearance Form A.

No train order signal Murray. Conductors and Enginemen of trains originating must have Clearance Form A.

Train order signal at Forest City and Napier for northward trains only, do not govern trains enroute Lincoln Division.

St. Joseph: Clearance Form A received at St. Joseph by trains 21, 23 and 27, in addition to authorizing movement St. Joseph to Pacific Junction, will authorize movement to U.P. Transfer on the Ottumwa and U.P. Transfer Subdivision.

In addition to Clearance Form A authorizing movement from St. Joseph to Napier, Conductor and Enginemen of trains enroute Lincoln Division must receive Clearance Form A authorized by Superintendent Lincoln Division which will confer authority on Napier and Lincoln Subdivision.

Forest City: Conductors and Enginemen of trains enroute to Lincoln Division must receive Clearance Form A authorized by Superintendent Lincoln Division when operator on duty. Southward trains from Lincoln Division will throw off register ticket Form 1643 when operator on duty showing time of arrival at Napier.

Napier: Conductors and Enginemen of westward Lincoln Division trains must receive Clearance Form A when operator on duty. Trains will register by register ticket Form 1643 when operator on duty, and will register only when instructed to do so by train dispatcher when office is closed.

Dual Control Switches: Turnouts all controlled sidings. Clarke—End of double track. French—Advance freight lead M. P. 56.67—Turnout M. P. 58.70 in advance freight lead. Waterworks, end of double track M. P. 67.12, Lincoln Division Main track turnout Napier M. P. 97.40.

Electric Switch locks on all hand operated main track switches within Centralized Traffic Control limits except: Between M. P. 60.40 and M. P. 63.91. Hand operated switches between M. P. 60.40 and M. P. 63.91 must not be used until permission has been secured from operator at Florence Street Yard Office. Operator must be informed of completion of movement and that switch is properly lined and locked.

Mechanical Locks: Parkville Government track M. P. 8.20. House Track—Waldron, West Elev.—Rushville M. P. 46.15, House Track Nodaway, and Mill Track Forest City.

Hand operated switches: Stub track M. P. 8.32 and M. P. 8.02 not equipped with electrical or mechanical locks. Modified Rule 533 in effect.

Spring switches: Freight lead north end Murray Yard, Hannibal Division freight lead west of railroad grade crossing Atchison Street St. Joseph.

St. Joseph Passenger Station: Conductors of trains or engineers of light engines call operator on phone located in conductor's room in station, identify self and give operator number of train, engine etc. Operator will send orders to passenger station in carrier designated by red band on tube carrier.

USE OF SIDING AT HAMBURG. Northward trains use siding south of depot; southward trains use siding north of depot, unless otherwise provided.

The time of trains at Pacific Jct., per Rule 5, applies at the Southeast Y track switch.

Operator at Pacific Jct. will register for first class trains. Conductors will leave register ticket Form 1643.

At Kansas City Airport, trains receiving mail must stop when pouch is not hung on mail crane.

No. 22 stop Forest City to discharge passengers and to entrain passengers when notified prior to departure Hamburg. Stop Langdon Monday to unload newspapers, reduce speed to 30 M.P.H. week days to dispatch mail. Stop Watson Sunday and Monday to unload mail and reduce speed to 30 M.P.H. at Percival to permit safe dispatch of mail.

No. 23 stop Watson to discharge passengers and to pick up passengers when notified at St. Joseph prior to 12:30 A.M. Reduce speed to 40 M.P.H. passing Forest City to permit safe dispatch of mail.

No. 27 stop at Watson to discharge revenue passengers from St. Joseph or beyond and on flag to receive revenue passengers for Council Bluffs and beyond.

No. 27 stop at Nodaway, Forbes M. P. 83.28 and Napier to discharge or receive revenue passengers when notified before departure from St. Joseph.

No. 27 stop Payne daily except Saturday, Sunday and Holidays.

No. 26 stop Napier, Forest City, Forbes M. P. 83.28 and Nodaway to discharge or receive revenue passengers when notified before departure Hamburg.

No. 26 stop Weston to pick up revenue passengers for Kansas City when notified at St. Joseph prior to 7 p. m.

Office Open Saturday and Sunday:

Kansas City U. S.	Continuous
Murray	Continuous
St. Joseph	Continuous
Forest City	8:00 a.m. to 5:00 p.m.
Napier	6:15 p.m. to 3:15 a.m.
Langdon	Saturday—12:01 a.m. to 8:00 a.m. 9:30 a.m. to 12:30 p.m.
	Sunday —12:01 a.m. to 8:00 a.m.
Hamburg	Saturday—12:01 a.m. to 4:00 p.m. 5:10 p.m. to 8:10 p.m.
	Sunday —12:01 a.m. to 8:00 a.m.
Pacific Junction	Continuous

Spur and other tracks:

Kansas City Quarries	M. P. 4.85	Capacity 5 cars northward track.
Inter-continental	M. P. 7.66	Switch off southward main track.
Chambers Gas Co.	M. P. 8.02	Capacity 4 cars.
Parkville Government	M. P. 8.20	Capacity 40 cars.
River Track	M. P. 8.32	Capacity 9 cars.
Farley	M. P. 21.04	Capacity 24 cars.
Iatan	M. P. 37.12	Capacity 12 cars.
Rushville	M. P. 46.16	Capacity 28 cars.
Forbes	M. P. 83.28	Capacity 23 cars.







**Mediapolis and Washington—Subdivision  
WESTWARD BRANCH LINE EASTWARD**

SECOND CLASS	STATIONS	SECOND CLASS
Daily Ex. Sat. and Sunday Mixed		Daily Ex. Sat. and Sunday Mixed
<b>23</b>		<b>22</b>
A.M. 7.20	<b>BURLINGTON</b>	P.M. 2.55
L	Yard	A

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

A.M.	R.	Mile Post Location	STATIONS	Capacity of Other Tracks	P.M.
8.25		15.4	<b>MEDIAPOLIS</b>	22	2.10
8.40		20.6	<b>ROSCOE</b>	21	1.30
8.50		23.9	<b>YARMOUTH</b>	25	1.15
9.05		28.3	<b>MT. UNION</b>	25	1.00
		32.9	<b>C. &amp; N. W. Crossing (Gate)</b>		
9.45		34.0	<b>WINFIELD</b>	52	12.35
10.15		42.4	<b>CRAWFORDSVILLE</b>	21	12.01
		48.0	<b>C. R. I. &amp; P. Crossing (Interlocked)</b>		P.M.
10.45	R.Y. Yd.	52.5	<b>WASHINGTON</b>	35	11.30
A.M.					A.M.
3:25			SCHEDULE TIME		3:25
15.4			AVERAGE MILES PER HOUR		15.4

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

Time shown at Burlington is for information only.

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

Rule 907 in effect.

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.

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. Engines must not pass over coal unloading pit Baxter Track.

At C. & N. W. Crossing, M. P. 32.9, normal position of gates will be against C. B. & Q. R. R. Train or enginemn 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 C. & N. W. track to permit movement of C. B. & Q. train or engine over crossing. If, upon opening the electric lock door, the indicator lamp is not lighted, and no C. & N. W. 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 enginemn 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, when interlocking home signals are in stop position, train or enginemn 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 communicating 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.

Office Open:  
Burlington ..... Continuous  
Other Offices ..... Closed

**Spur Tracks are Within Yard Limits. Rule 908 in Effect.  
Corydon Spur Grant City Spur Skidmore Spur**

Mile Post Location	STATIONS	Capacity of Tracks
130.9	<b>HUMESTON</b>	44
125.6	<b>CAMBRIA</b>	2
117.8	<b>CORYDON</b>	53

Trains must receive Clearance Form A at Humeston when operator on duty.

Mile Post Location	STATIONS	Capacity of Tracks
65.75	<b>ALBANY JCT.</b>	0
57.44	<b>GENTRY</b>	13
52.06	<b>WORTH</b>	5
45.65	<b>GRANT CITY</b>	25

Mile Post Location	STATIONS	Other Tracks
0	<b>BIGELOW</b>	29
3.36	<b>MOUND CITY</b>	45
8.70	<b>DECKER'S SIDING</b>	17
14.34	<b>MAITLAND</b>	38
20.51	<b>SKIDMORE</b>	33

Trains must receive Clearance Form A at Bigelow when operator on duty. Trains and engines en-route from Bigelow to Skidmore must not leave Mound City before 7:30 a.m.

**Mt. Ayr Spur**

Mile Post Location	STATIONS	Capacity of Tracks
0.00	<b>GILES</b>	18
2.89	<b>LAMONI</b>	34
12.48	<b>KELLERTON</b>	19
23.40	<b>MT. AYR</b>	26

**Westboro Spur**

Mile Post Location	STATIONS	Capacity of Tracks
0	<b>CORNING</b>	50
7.64	<b>FAIRFAX</b>	32
14.93	<b>TARKIO</b>	53
22.14	<b>WESTBORO</b>	27

Trains entering Kansas City and Pacific Jct. Subdivision at Corning require Clearance Form A at Fairfax.

**Clearfield Spur**

Mile Post Location	STATIONS	Capacity of Tracks
196.05	<b>MERLE</b>	9
189.67	<b>CLEARFIELD</b>	36

**Spur Tracks are Within Yard Limits. Rule 908 in Effect.**

**Stockport Spur**

Mile Post Location	STATIONS	Capacity of Other Tracks
	<b>FORT MADISON</b> .....	Yard
	5.8 <b>SAWYER</b> .....	3
11.3	<b>WEST POINT</b> .....	11
17.0	<b>PILOT GROVE</b> .....	7
20.7	<b>MERTENSVILLE</b> .....	
28.1	<b>HILLSBORO</b> .....	20
34.7	<b>STOCKPORT</b> .....	20

Normal position of east and west wye switches Mertensville is for Stockport Spur. Trains must receive Clearance Form A at Fort Madison.

**Salem Spur**

Mile Post Location	STATIONS	Capacity of Other Tracks
29.5	<b>HAMILL</b> .....	6
30.5	<b>MERTENSVILLE</b> .....	
32.8	<b>HOUGHTON</b> .....	12
35.8	<b>SALEM</b> .....	16

Normal position of north wye switches Mertensville is for Salem-Hamill Spur. Derail on maintrack each side of Thrasher Feed Company, Houghton, protects cars unloading.

**Riverton Spur**

Mile Post Location	STATIONS	Capacity of Other Tracks
	<b>RED OAK</b> .....	
5.6	<b>COBURG</b> .....	21
12.9	<b>ESSEX</b> .....	21
18.2	<b>Wabash Crossing (Grade)</b> .....	
18.8	<b>SHENANDOAH</b> .....	
25.2	<b>FARRAGUT</b> .....	20
30.7	<b>RIVERTON</b> .....	41

Trains must receive Clearance Form A at Red Oak when operator on duty.

**Cumberland Spur**

Mile Post Location	STATIONS	Capacity of Other Tracks
	<b>CRESTON</b> .....	Yard
4.7	<b>SNYDER</b> .....	22
12.6	<b>ORIENT</b> .....	20
21.3	<b>GREENFIELD</b> .....	33
26.7	<b>FONTANELLE</b> .....	32
35.5	<b>BRIDGEWATER</b> .....	20
41.3	<b>MASSENA</b> .....	26
47.2	<b>CUMBERLAND</b> .....	31

Trains must receive Clearance Form A at Creston.

**Clarinda Spur**

Mile Post Location	STATIONS	Capacity of Other Tracks
67.80	<b>VILLISCA</b> .....	85
60.47	<b>HEPBURN</b> .....	22
52.82	<b>CLARINDA</b> .....	71

Trains must receive Clearance Form A at Villisca when operator on duty. Hospital spur track M.P. 55 switch on north end capacity 50 cars. State Hospital grounds enclosed by fence with gates closed. Gates must be opened and promptly closed when switching this institution. Anderson Stub track M.P. 55.97 switch on north end capacity 8 cars.

**Leavenworth Spur**

Mile Post Location	STATIONS	Capacity of Tracks
0.00	<b>EAST LEAVENWORTH</b> .....	70
2.00	<b>Q Jct.</b> .....	0
3.70	<b>LEAVENWORTH</b> .....	Yard

Spur track between East Leavenworth and Leavenworth, within yard limits. Rule 908 in effect between East Leavenworth and Q Jct. Trains and engines between Q Jct. and Leavenworth are governed by automatic signals and rules of C. G. W. At Leavenworth Engines must not operate over bridges on the six yard tracks, including scale track, west of 7th street, and south of Freight House, also must not operate over bridge on Barnsdall track over 7th street. Hold on to cars, if necessary, to prevent engines from using these bridges. See Special Instructions.

**Hastings Spurs**

Mile Post Location	STATIONS	Capacity of Other Tracks
16.2	<b>CARSON</b> .....	65
13.1	<b>MACEDONIA</b> .....	30
9.3	<b>HENDERSON</b> .....	19
00.0	<b>HASTINGS</b> .....	14
3.2	<b>Wabash Crossing (Grade)</b> .....	
5.7	<b>CLARK</b> .....	10
11.3	<b>RANDOLPH</b> .....	30
16.8	<b>ANDERSON</b> .....	9
21.0	<b>SIDNEY</b> .....	25

Trains must receive Clearance Form A at Hastings when operator on duty.

**Griswold Spur**

Mile Post Location	STATIONS	Capacity of Other Tracks
	<b>RED OAK</b> .....	Yard
8.1	<b>STENNETT</b> .....	9
12.6	<b>ELLIOTT</b> .....	25
18.9	<b>GRISWOLD</b> .....	44

Trains must receive Clearance Form A at Red Oak when operator on duty.

**Atchison Spur**

Mile Post Location	STATIONS	Capacity of Tracks
0.00	<b>ARMOUR</b> .....	44
3.50	<b>WINTHROP</b> .....	8
4.00	<b>ATCHISON</b> .....	Yard

Spur track between Armour and Atchison, within yard limits. Rule 908 in effect between Armour and home signal governing movements over Missouri River bridge. At Atchison, when necessary to occupy 4th Street in making movement to Missouri Pacific track, a member of crew must proceed to crossing ahead of movement and must know that crossing protection is operating before crossing is occupied. If crossing protection is not operating for CB&Q movement over crossing, train must stop and member of crew go to crossing and put switch key in small box located on northeast corner of crossing marked CB&Q and turn key. See Special Instructions.

### Freight Trains (Information Only)

WESTWARD							STATIONS	EASTWARD				
Daily Time Freight	Denver Mdse. Fri.-Sat. Sun. Tues.	Denver Daily Mdse.	Daily Time Freight	Daily Time Freight	Daily Time Freight	Denver Time Mdse.		Daily Fruit	So. Omaha Daily Meat	Daily Ex. Sunday Meat	Daily Fruit	Daily Mdse.
67	Adv. CD	61	73	79	CGI	CD		GI68	LC	74A	LW68	66
A.M. 1-30	A.M. 9-45	A.M. 4-15	A.M. 5-30	P.M. 9-30	P.M. 2-00	P.M. 2-00	..... WATERMAN .....	P.M. 5-50	A.M. 5-30	P.M. 8-45	P.M. 7-25	A.M. 9-15
4-30	P.M. 12-15	7-00	10-00	A.M. 1-30	4-30	4-30	..... OTTUMWA .....	2-25	2-00	L 5-00	4-50	6-35
4-45	12-20	7-10	10-15	3-15	4-35	4-35	..... CRESTON .....	P.M. 2-15	A.M. 1-45	P.M. 11-55	4-45	6-30
7-30	2-40	9-50	2-15	9-30	6-55	6-55	..... PACIFIC JCT. ....	11-45	10-45		2-20	4-00
7-45	2-50	10-00	2-30	11-00	7-05	7-05	..... COUNCIL BLUFFS YARD .....	9-45	8-00		2-10	3-50
9-45	A 4-30		5-45	A 3-00	A 8-45	A 8-45					P.M. 11-50	L 2-00
10-30	L 4-40	L 11-55	6-45	P.M. 3-00	L 9-15	L 9-15					A 11-35	A 1-45
A 11-30	P.M. 4-40	A.M. 11-55	A 7-30								L 10-30	A.M. 1-45
A.M.			P.M.								A.M.	

NORTHWARD						STATIONS	SOUTHWARD					
	Daily	Daily	Daily	Daily Except Sunday	Daily		Daily	Daily	Daily Except Sunday	Daily	Daily	
	W-71	67	75	N-71	61		70	78	72	80	S-68	
			P.M. 9-00	P.M. 6-30	A.M. 10-30	A.M. 8-00	..... MURRAY .....	A.M. 5-30	P.M. 4-30		A.M. 4-30	
			A.M. 11-00	8-30	12-15	9-45	..... ST. JOSEPH .....	3-45	2-30	P.M. 2-00	2-45	A.M. 11-50
			L 10-55	11-30	9-00	2-00	10-15	3-15	1-45		2-00	
			11-55	12-40	10-10	3-10	11-20	1-57	12-35	12-40	1-00	10-55
			A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.

### SPEED RESTRICTIONS.

1. Passenger, mail, express, and troop trains consisting of passenger cars only (including cabooses equipped with ride-control trucks numbered in series 13625 to 13639, inclusive, or drovers cars 5760 to 5765, inclusive) will be governed by speed authorized for passenger trains; when consisting of passenger cars only, but including cabooses not equipped with ride-control trucks, will be governed by speed authorized for passenger trains, except must not exceed 65 M.P.H.; and when handling freight cars will be governed by speed authorized for freight trains.

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

Trains making back up movement must not exceed 20 M.P.H. unless otherwise provided.

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

On subdivisions where maximum speed restrictions for steam engines is not shown, movement of steam engines will be governed by train order.

Gas or gas-diesel-electric motor cars may operate on the various subdivisions at speed authorized for passenger trains, but must not exceed 50 M.P.H.

Diesel engines in 200, 300 and 400 series must not exceed 65 M.P.H., 500 and 900 series must not exceed 75 M.P.H.

Diesel engines 9103, 9104, 9105, 9106, 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	Passenger Trains M.P.H.	Freight Trains M.P.H.
On sidings .....	Reduced speed	Reduced speed
All crossovers and turnouts, not otherwise specified .....	10	10
Trailing movement through spring switches not otherwise specified .....	15	15
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 and bridge derrick 204620 must not exceed 10 M.P.H. on any siding. Must not operate on any branch line.		
Bridge derrick 204620 and 250 ton wrecking derrick over bridge 65.21 on Kansas City Pacific Jct. Subdivision.		10
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
Loaded air dump cars in rear of train when possible:		
Main line .....		35
Wholly disconnected or dead steam engines .....		20

## SPEED RESTRICTIONS

## GALESBURG AND OTTUMWA SUBDIVISION

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
Waterman-Graham .....	35	35
ZONE—M.P. 162.23—M.P. 163.50 .....	30	Yd.
ZONE—M.P. 163.50—M.P. 164.00 .....	75	50
ZONE—M.P. 164.00—M.P. 177.40 .....	79	50
M.P. 165.48, turnout, end of two main tracks .....	30	30
Head end of eastward train on westward freight main track between M.P. 165.89 and M.P. 165.60 .....	30	30
Graham, out-off eastward track between M.P. 165.20 and M.P. 164.74 .....	20	20
Graham, turnouts, except crossover between freight main tracks .....	30	30
ZONE—M.P. 177.40—M.P. 178.75 .....	79	Yd.
ZONE—M.P. 178.75—M.P. 179.50 .....	40	Yd.
ZONE—M.P. 179.50—M.P. 181.09 .....	79	Yd.
ZONE—M.P. 181.09—M.P. 203.00 .....	79	50
Connett through crossovers .....	40	40
ZONE—M.P. 203.00—M.P. 204.00 .....	70	50
ZONE—M.P. 204.00—M.P. 204.99 .....	30	20
ZONE—M.P. 204.99—M.P. 206.80 .....	20	20
Eastward and westward movements on main tracks and Hawkeye lead MP 205.93—5th Street to MP 205.67, east of Main Street and lead car or engine between MP 205.38 and MP 204.99 .....	10	10
Westward movements on all other tracks from 150 feet east to Main Street crossing .....	5	5
ZONE—M.P. 206.80—M.P. 207.33 .....	50	Yd.
ZONE—M.P. 207.33—M.P. 208.95, westward track .....	50	40
ZONE—M.P. 207.33—M.P. 208.95, eastward track .....	50	40
ZONE—M.P. 208.95—M.P. 210.99 .....	79	Yd.
ZONE—M.P. 210.99—M.P. 276.50 .....	79	50
Head end of train M.P. 232.75 to M.P. 233.75, Mt. Pleasant .....	40	40
Head end of eastward trains on eastward track, and westward trains on westward track over street crossings, Fairfield .....	60	50
Head end of eastward trains on westward track, and westward trains on eastward track over street crossings, Fairfield .....	50	50
ZONE—M.P. 276.50—M.P. 277.55 .....	60	50
ZONE—M.P. 277.55—M.P. 279.00 .....	40	Yd.
ZONE—M.P. 279.00—M.P. 279.62 .....	30	Yd.
Ottumwa, Wabash Crossing .....	15	15

Light engines and single units over highway crossing M.P. 269.80, 15 M.P.H.

Freight trains G1 68, LW 68, 74A, LC, 66, CGI, CD, ADV-CD and 51, authorized by message over signature of Superintendent, and No. 14 when handling freight cars, may observe maximum speed as follows (observing all other speed restrictions):

55 M.P.H.  
Between M.P. 247.00 and 263.00  
60 M.P.H.  
Between M.P. 211.00 and 247.00  
263.00 and 276.00

## OTTUMWA AND U. P. TRANSFER SUBDIVISION

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
Ottumwa, Wabash Crossing .....	15	15
ZONE—M.P. 279.62—M.P. 280.46 .....	30	Yd.
ZONE—M.P. 280.46—M.P. 281.30 .....	79	Yd.
ZONE—M.P. 281.30—M.P. 301.92 .....	79	50
ZONE—M.P. 301.92—M.P. 304.40, westward track .....	70	50
Head end of train between M.P. 303.60 and M.P. 304.40 .....	40	20
ZONE—M.P. 304.40—M.P. 306.80, westward track .....	70	45
ZONE—M.P. 301.92—M.P. 308.25, eastward track .....	65	50
Maxon, east crossover .....	40	30
Maxon, west crossover .....	40	40
Maxon, eastward track over east switch of west crossover .....	50	50
Halpin, east crossover .....	40	30
Halpin, west crossover .....	40	40
ZONE—M.P. 306.90—M.P. 315.00, westward track .....	79	50
ZONE—M.P. 308.25—M.P. 315.00, eastward track .....	79	50
ZONE—M.P. 315.00—M.P. 321.50 .....	70	50
Curve M.P. 316.78 .....	65	50
ZONE—M.P. 321.50—M.P. 323.25 .....	60	50
ZONE—M.P. 323.25—M.P. 333.85 .....	79	50
ZONE—M.P. 333.85—M.P. 334.32 .....	40	Yd.
ZONE—M.P. 334.32—M.P. 336.33 .....	79	Yd.
ZONE—M.P. 336.33—M.P. 339.75 .....	79	50
ZONE—M.P. 338.75—M.P. 340.00, westward track .....	50	40
ZONE—M.P. 338.50—M.P. 340.00, eastward track .....	79	50
ZONE—M.P. 340.00—M.P. 391.65, westward track .....	79	50
Shannon, crossover .....	40	40
ZONE—M.P. 340.00—M.P. 351.50, eastward track .....	79	50
ZONE—M.P. 351.50—M.P. 356.00, eastward track .....	55	45
ZONE—M.P. 356.00—M.P. 391.65, eastward track .....	79	50
Osceola, head end of train over Main Street crossing .....	40	40
ZONE—M.P. 391.65—M.P. 393.03 .....	50	Yd.
ZONE—M.P. 393.03—M.P. 393.73 .....	30	Yd.
ZONE—M.P. 393.73—M.P. 491.00 .....	79	50
M.P. 441.80, east crossover .....	40	40
Red Oak, west crossover between main tracks .....	40	30
M.P. 443.26, turnout, end of two main tracks .....	40	40
McPherson, Emerson, Hastings, Malvern, Folsom and Island Park, sliding turnouts .....	40	30
Emerson and Hastings, head end of train over public crossings on siding .....	10	10
M.P. 465.44, turnout, end of two main tracks .....	40	40
M.P. 467.95, crossover .....	40	30

SPEED RESTRICTIONS—Continued.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>OTTUMWA AND UP TRANSFER SUBDIVISION—CONCLUDED</b>		
Pacific Jct., east crossover between main tracks at M.P. 473.75	30	30
Pacific Jct., crossover between main tracks at M.P. 475.00	30	30
Pacific Jct., northeast wye	25	20
Curve, M.P. 487.88	70	50
Curve, M.P. 490.60	55	30
<b>ZONE—M.P. 491.00—East end of curve, Council Bluffs</b>	30	15
Wabash crossing, Council Bluffs Yard, main track	30	15
Wabash crossing, Council Bluffs Yard, freight track	Stop	Stop
Council Bluffs, turnout, east end of two main track	30	15
<b>ZONE—Thru curve at Council Bluffs passenger station, 492.24-M.P. 492.43. Westward track</b>	20	15
Eastward track	25	15
Council Bluffs, turnout, west end of two main tracks	15	15
C. & N. W. Crossing, M.P. 492.86; I. C. crossing, M.P. 492.99; C. R. I. & P. crossing, M.P. 493.01	20	15

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

Light engines and single units over Main Street crossing, Prescott, 20 M. P. H.

Light engines and single units over highway crossings M.P. 423.08 and M.P. 426.47, 20 M. P. H.

Engines using Iowa Power track M.P. 489.01 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.

Freight trains GI 68, LW 68, LC, 66, CGI, CD, ADV-CD and 61, authorized by message over signature of Superintendent, and No. 14 when handling freight cars, may observe maximum speed as follows (observing all other speed restrictions):

60 M.P.H.	
Between M.P. 281.00 and 301.00	308.00 and 321.00
	323.25 and 333.00
	340.00 and 359.00
	360.00 and 391.65
	393.73 and 472.00

SPEED OF TRAINS

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

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>KANSAS CITY AND PACIFIC JUNCTION SUBDIVISION</b>		
Maximum Speed:		
Between Kansas City and Napier	79	50
Between Napier and Pacific Junction	59	49
Between M.P. 0.41 and east end Missouri River Bridge	10	10
Between east end Missouri River Bridge and Ustick	15	15
Around Curve M.P. 1.68	50	50
Around Curve M.P. 3.90	50	50
Through Crossover between main tracks Block 4	30	30
Turnout freight lead to northward main track Block 4	15	15
Turnout end of two main tracks Clarke	60	50
Around Curve M.P. 9.50	70	50
Curve M.P. 43.60	70	50
Through turnout advance freight lead French	40	30
Through turnout freight lead M.P. 58.70	30	25
Curve M.P. 60.02	25	Yd.
Lake, Missouri, and Illinois Avenues, St. Joseph	20	20
Between M.P. 60.40 and M.P. 64.00	20	20
Between M.P. 64.00 and M.P. 65.25	45	30
Turnout end of two main tracks Waterworks M.P. 67.12	60	60
Over Bridge 77.54	50	50
Lincoln Division Main track turnout M.P. 97.40 Napier	30	30
Waldron, E. Leavenworth, Sadler, Armour, Halls, Nodaway, Starks, and Napier, siding turnouts	30	30
Around Curve M.P. 141.75	55	49
E Street, Hamburg, protect movement	Stop	Stop
At Pacific Jct., head end train 500 feet from railroad crossing until crossing occupied	15	15
At St. Joseph: Trains and engines between M. P. 61.90 and 600 feet north of Monterey Street Hannibal yard, must not exceed 10 M.P.H.		
Trains and engines on old Hannibal passenger main must not exceed 10 MPH between M.P. 205.14 and 400 feet west of 10 St.		
No. 22 and No. 23 when handling freight cars, may observe maximum speed of 60 MPH between M.P. 4.25 and M.P. 60, and between M.P. 65.25 and M.P. 97.45, and 59 M.P.H. between M.P. 97.45 and M.P. 174.18 (observing all other speed restrictions for freight trains.)		
Freight trains 67, 75, N-71, W-71, 61, 70, 78, 80 and S-68 authorized by message over signature of superintendent may observe maximum speed of 60 MPH between Kansas City, St. Joseph, and Napier (observing all other speed restrictions.)		

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>CRESTON AND AMAZONIA SUBDIVISION</b>		
Maximum speed		
Engine or leading car over highway crossings at M.P. 95.23 and 95.30	10	30
Around curves between Arkoe and Barnard	25	
Between M.P. 71.90 and M.P. 72.35	20	
Over slides between M.P. 68.30 and M.P. 68.76	15	
Engine or leading car of southward trains over highway crossing at M.P. 67.08	6	
Over bridges 67.20, 67.00, and 50.17	10	
Maryville, M.P. 59.40 to M.P. 59.70	10	
Around curves on Cudahy Pkg. plant track Bedford	5	
Engine or leading car over State Street Bedford	10	
Engines must not go north of south end of sand bin on elevator track at Lenox.		
Loaded tank cars and loaded 30 yard air dump cars:		
Between Amazonia and Arkoe	25	
Between Bedford and Creston	25	
1000 H.P. diesel engines or heavier must not exceed	25	
600 H.P. diesel engines must not exceed	30	
Between: Creston and		
M.P. 10.30	M.P. 59.40 and 60.00	
M.P. 11.95 and 13.53	M.P. 60.05 and 83.00	
M.P. 17.43 and 18.85	M.P. 85.05 and 88.00	
M.P. 24.32 and 24.77	M.P. 90.00 and 90.90	

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>ST. JOSEPH AND CHARITON SUBDIVISION</b>		
Maximum Speed:		
M.P. 0.83-M.P. 4.00	45	
M.P. 4.00-M.P. 9.65	35	
M.P. 9.65-M.P. 10.20	30	
M.P. 10.20-M.P. 46.20	35	
Over Highway crossing M.P. 33.14	15	
M.P. 46.20-M.P. 47.45	30	
M.P. 47.45-M.P. 57.00	35	
M.P. 57.00-M.P. 75.00	25	
M.P. 75.00-M.P. 106.00	35	
Over Highway No. 85, M.P. 94.40	10	
Over turnout each end Albany Yard	10	
1000 HP diesels or heavier over Bridge 98.18	25	
1000 HP diesel engines or heavier doubleheaded over Br. 98.18	15	
Loaded cement hopper cars over Bridge 98.18	10	
M.P. 106.00-M.P. 106.65	30	
M.P. 106.65-M.P. 114.95	35	
M.P. 114.95-M.P. 115.80	30	
M.P. 115.80-M.P. 141.39	35	
1000 HP diesel engines or heavier over Bridge S-138.33	10	
Speed restrictions are modified between M.P. 0.83 and 4.00 as follows:		
Pile drivers, clamshells or similar equipment	25	
Scale Test cars	25	

## SPEED RESTRICTIONS—Concluded.

LOCATION	All Trains M. P. H.	LOCATION	All Trains M. P. H.
<b>TRACY AND DES MOINES SUBDIVISION</b>		<b>VILLISCA AND CLARINDA SPUR</b>	
Maximum speed	35	Maximum Speed	25
First street crossing east of Tracy depot	5	Over Bridge 66.68	10
Street crossing, east end of Knoxville passenger depot.	5		
Between M. P. 28.25 and M. P. 29.80	30		
Between M. P. 34.90 and M. P. 35.15	20		
Over Bridges 62.08 and 67.43	20		
1200-H. P. diesel switch engines	6		
Diesel engines, single or multiple units	10		
Diesel engines doubleheaded, must have at least 5 light cars between the engines	6		
Eastward between approach and home signals at CRI&P Crossing M. P. 65.7	20		
Maury Street, Des Moines	10		
18th Street, Freight trains protect movement	Stop		
Between 18th Street and Des Moines	10		
East Sixth Street, Des Moines freight yard	5		
Loaded tank cars and loaded 30-yard air dump cars	25		
<b>MEDIAPOLIS AND WASHINGTON SUBDIVISION</b>		<b>BIGELOW AND SKIDMORE SPUR</b>	
Maximum speed	20	Maximum speed	25
Between M. P. 33.45 and M. P. 34.10	15	Between M.P. 20 and Skidmore	20
Engine or leading car of train between home signals at C. R. I. & P. crossing, M. P. 48	20	Engines over bridges N-1.24 and 19.48	10
Highways Crossings, M. P. 15.93 and M. P. 42.61	5	Loaded tank cars and 30 yard air dump cars: Between Maitland and Skidmore	20
<b>RED OAK AND RIVERTON SPUR</b>		<b>CORNING AND WESTBORO SPUR</b>	
Maximum speed	30	Maximum Speed	26
Freight and passenger diesels between Red Oak passenger depot and foot of incline	15	Between M.P. 1.90 and M.P. 3.04	10
All diesel engines, may operate over bridge 0.74, on Red Oak—Griswold Spur to enter lower yard.		Engines heavier than 600 H.P. over bridge 12.66	10
Sheridan and Thomas Avenues, Shenandoah protect movement	Stop		
Loaded tank cars and loaded 30-yard air dump cars	20		
<b>FT. MADISON AND STOCKPORT SPUR</b>		<b>GILES AND MT. AYR SPUR</b>	
Maximum speed	15	Maximum speed	20
except 600 H.P. diesel engines, on tangent track, between M.P. 3.00 and Stockport	20	Engine or leading car of northward trains over highway crossing M.P. 18	5
On curves between M.P. 1.00 and M.P. 3.20	10	Engines 200-269-GP-7; 270-289-GP-9; 400-411-SD-7 between Giles and Mt. Ayr	15
Over Highway crossing, M.P. 18.64	5		
Ft. Madison—Avenues D, E, F, G, and H, stop and protect movement over street crossings.			
<b>SALEM SPUR</b>		<b>ALBANY JCT. AND GRANT CITY, SPUR</b>	
Maximum speed	15	Maximum speed	20
		Head end of train over highway crossings M.P. 57.67, and M.P. 63.90 and must whistle freely approaching these crossings	7
		Engines 200-269-GP-7; 270-289-GP-9; 400-411-SD-7 between M.P. 65.40 and M.P. 60.50 and between M.P. 48.00 and M.P. 45.42 between Albany Junction and Grant City	15
<b>CRESTON AND CUMBERLAND SPUR</b>		<b>EAST LEAVENWORTH AND LEAVENWORTH SPUR</b>	
Creston to M.P. 34.00	20	Between East Leavenworth and Q Jct.	25
M.P. 34.00 to Cumberland	15	Between Q Jct. and Leavenworth Bridge C. G. W. R. R.	15
Southward trains over Highway crossing M.P. 42.99	5		
Highway Crossing, M.P. 16.60	5		
Trains handling loaded tank cars and 30 yd. air dump cars	15		
<b>RED OAK AND GRISWOLD SPUR</b>		<b>ARMOUR AND ATCHISON SPUR</b>	
Maximum speed	25	Maximum speed	30
except between M.P. 0.20—M.P. 1.38, M.P. 5.60—M.P. 9.60 and M.P. 18.09—M.P. 18.62	15	Over Missouri River Bridge	15
Red Oak—Over Coolbaugh Street crossing	5		
Over Highway Crossings at M.P. 1.37, M.P. 3.50, M.P. 7.28, M.P. 7.32 and M.P. 12.19	5		
Trains handling loaded tank cars and 30 yd. air dump cars	15		
<b>HASTINGS SPURS</b>		<b>HUMESTON AND CORYDON SPUR</b>	
Maximum speed	15	Maximum Speed	20
Over Highway crossings at M.P. 0.92 and M.P. 3.05 North of Hastings	5		
		<b>MERLE AND CLEARFIELD SPUR</b>	
		Maximum speed	15

## SPECIAL INSTRUCTIONS.

District Master Mechanic	O. W. Gibson, Galesburg
District Master Mechanic	H. H. Niemeyer, Hannibal
Assistant District Master Mechanic	B. S. Carter, Kansas City
Assistant District Master Mechanic	S. F. Kuzma, Galesburg
Road Foreman	J. B. MacLver, Galesburg
Road Foreman	J. E. Jones, Galesburg
Road Foreman	J. C. Cooper, Galesburg
Road Foreman	O. E. Mayne, Ottumwa
Trainmaster—Road Foreman	H. L. Bettger, Creston
Road Foreman	E. J. Graham, St. Joseph
Road Foreman	C. K. Polindexter, Kansas City
Assistant Trainmaster	J. D. Malay, Ottumwa
Assistant Trainmaster	G. D. Archer, St. Joseph
Assistant Trainmaster	H. C. Loucks, Burlington
Assistant Trainmaster	D. H. Seeger, Ottumwa
Terminal Trainmaster	W. T. Dinan, Omaha
Chief Dispatcher	H. R. Davis, Ottumwa
Night Chief Dispatcher	W. F. Bolam, Ottumwa
Night Chief Dispatcher	M. C. Smith, Jr., Ottumwa
Relief Chief Dispatcher	K. E. Welcher, Ottumwa

## TRAIN DISPATCHERS

J. E. Pace	L. D. Pettet	C. H. Pettet	J. S. Brain
E. E. Davis	M. B. Grover	L. E. Carl	H. J. Miller
E. D. Clark	L. H. Beery	B. G. McDowell	

1. Manual Block System Rule 318 (B) in effect for train moving against the current of traffic on train order authority.

Fireman on eastward passenger trains approaching Galesburg enroute to Chicago, will place main cab signal switch in the "ON" position. This switch is located in engine room or nose of Diesel electric engines and can be manipulated without leaving cab.

When cab signal switch is turned on, it will cause cab signal to display its most restrictive indication, and will also cause cab whistle to blow. Enginemen will immediately move acknowledging lever (to the right of the engineman's seat) to the "ACKNOWLEDGE" position, then to the "C.O." position. This will extinguish cab signal and silence the cab whistle.

When cab signal departure test cannot be made due to failure of test circuits, or other causes, locomotives may—in an emergency and upon the authority of the Superintendent—be operated from that terminal, provided the main cab signal switch is in the "ON" position; and just prior to entering cab signal territory the acknowledging lever must be moved from the "CO" position to the acknowledging position. The cab signal should then show a red over yellow aspect, and the whistle should sound. Acknowledging lever should then be returned to normal position complying with Rule 578 for entering cab signal territory.

Movement of train and engines against the current of traffic between crossover east of Iowa Avenue and Tisdale Street at Ottumwa; and between stock yards and New York Avenue at Creston, will be made on authority of the yardmaster.

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 those point. Normal position of switch at east end of yard at U. P. Transfer is for main track.

When train order (Form D-R) authority for crossover, at facing-point hand-throw switch is issued at the point where crossover movement is to be made, train must be stopped before the crossover switches are lined.

Between Napier and Pacific Jct. a train may be permitted to follow a freight train carrying passengers, caretakers or occupied company cars into a block with permissive Form C on authority of the Train Dispatcher.

Flagmen must ride the rear car of all trains, including switch transfer trains in both directions, between Ustick and M.P. 0.41 Fifth Street with flagging equipment.

## 2. USE OF TRACK.

Where Rules D-251, D-252, D-253 and D-254 are in effect unless otherwise advised by Train Dispatcher where there is no operator on duty, second class and extra trains must clear first class trains as per Rule 86.

One long and three short blasts of interlocking horn at Seminary Interlocking Galesburg is signal for train, yard or enginemen to come to telephone.

## At Waterman:

Hand operated switch at M.P. 165.06 must not be used until permission has been secured from the operator at Seminary Street Tower. Operator must be informed upon completion of movement and that switch is properly lined and locked.

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

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.

## ARMOUR-ATCHISON:

Trains and engines using tracks of Atchison Union Station will be governed by rules of that company.

Railroad crossing at Atchison Union Station of track 5 and Missouri Pacific old main track between Signal 3305-R and Missouri Pacific main track is not connected with the signal system. This crossing must be protected against conflicting train and engine movements by a member of crew.

## ATCHISON AND EASTERN BRIDGE CO. AT ATCHISON, KANSAS

Movements of trains will be governed by signal indications. Signals are two position color light type (normal position stop).

Color	Indication	Name
Red	Stop	Stop signal
Green	Proceed	Clear Signal

Eastward is from Missouri to Kansas, Westward is from Kansas to Missouri.

Eastward trains from CB&Q and westward trains on Union Station Track No. 5 after entering clearing section should receive proceed indication provided the route is unoccupied.

Westward trains from Union Station Tracks Nos. 3 and 4 will be governed by a signal located 46 feet west of CB&Q crossing. The signal will indicate proceed after entering clearing section and junction switch has been reversed provided the route is unoccupied.

Westward trains from Mo. Pac. bridge connection will be governed by a signal located at clearance point of switch. This signal will indicate proceed after switch has been reversed provided the route is unoccupied.

Clearing sections are marked by yellow rail joints.

After waiting five minutes, should signal fail to indicate proceed and no conflicting train or engine movement is evident, train may proceed when preceded by a flagman to the opposing signal expecting to find broken rail, switch improperly lined, bridge locked, draw-span open or crossing gate improperly set.

## Q JCT.—LEAVENWORTH AUTOMATIC SIGNAL PROTECTION

Automatic protection signals are operated between Q Junction (M.P. 26.3) and south end Leavenworth Bridge (M.P. 25.3).

All trains and engines will run with caution between Q Junction and Leavenworth Bridge, expecting to find main track occupied and unprotected, or draw span of Leavenworth Bridge open.

C. B. & Q. southward trains or engines before entering on C.G.W. tracks at Q Junction will first make certain there are no C.G.W. trains approaching and then may operate the switch and be governed by indication of signal per Rules 501 and 501-A. If signal does not immediately clear, after waiting five minutes the movement may proceed with caution, following flagman through the block.

C. B. & Q. northward trains or engines will be governed by indications of signal located at south end of Missouri River Bridge as per Rules 501 or 501-B. If signal does not clear, movement may proceed with caution following flagman through block.

At Leavenworth, trains or engines must approach crossings at Second, Third, Fourth, Fifth, Sixth and Seventh Streets not to exceed three miles per hour.

Trains or engines must not occupy these crossings until flashing signals and bells are operating, unless crossing is protected by a member of the crew.

## BLOCK 4

Northward signals are part of Centralized Traffic Control System. Rules 524, 525, and 663 in effect. Southward signals are interlocked and are a part of Ustick Interlocking, Rule 663 in effect.

## EAST LEAVENWORTH:

Siding from the south end to the branch main, capacity 112 cars and from branch main line to north end, capacity 181 cars.



## SPECIAL INSTRUCTIONS—Continued.

**BEVERLY:**

Interlocking C.G.W. Crossing M.P. 27.36 is automatic and signals are a part of Centralized Traffic Control System. Rules 524, 525 and 672 in effect.

**ARMOUR:**

Siding from the south end to the branch main, capacity 170 cars; and from branch main line to north end, capacity 140 cars.

**C. R. I. & P. CROSSING M.P. 45.92:**

Interlocking C. R. I & P. Crossing M.P. 45.92 is automatic and signals are a part of Centralized Traffic Control System. Rules 524, 525 and 672 in effect.

**MO. PAC. CROSSING M.P. 58.13:**

Interlocking Mo. Pac. crossing M.P. 58.13 is automatic and signals are a part of Centralized Traffic Control System. Rules 524, 525 and 672 in effect.

**ST. JOSEPH:**

All passenger trains use one main passenger track between the Begin-End CTC signs M. P. 60.02 and M. P. 60.40. All passenger trains on the Brookfield-St. Joseph Subdivision of the Hannibal Division use freight main track between M. P. 204.90 (east of South Park) and M. P. 60.02 (Kansas City-St. Joseph Subdivision) making back up movements between M. P. 60.02 and passenger station M. P. 60.40.

**ST. JOSEPH TERMINAL RY. CROSSING M. P. 61.51:**

Interlocking St. Joseph Term. Ry. Crossing. Rules 524, 525 and 563 in effect.

**MO. PAC. CROSSING M. P. 61.90:**

Interlocking Missouri Pacific Crossing. Rules 524, 525 and 663 in effect.

**U. T. CROSSING M. P. 64.01:**

Interlocking U. T. Crossing M.P. 64.01. Rules 524, 525 and 663 in effect.

**CORNING:**

Normal position east switch wye track for south leg of the wye.

**PACIFIC JCT.:**

C. B. & Q. Crossing protected with manually operated gates interlocked with automatic signals.

**3. RULES OF THE OPERATING DEPARTMENT ARE MODIFIED AS FOLLOWS:****RULE H.**

The use of tobacco by employes in uniform while on duty in the presence of patrons, or by employes transacting business with patrons in or about stations, is prohibited.

**RULE M.**

Employes must exercise care to avoid injury to themselves or others. They must observe the condition of equipment and tools which they use in performing their duties and when found defective will, if practicable, put them in safe condition. If defective equipment or tools cannot be put in safe condition, they must be taken out of service, so marked, and defects reported to the proper authority.

Employes are prohibited from riding or walking on the roof of any moving car. They must inform themselves as to location of structures or obstructions where clearances are close. Some bridges, tunnels, freight houses, stock yard platforms and other structures will not clear a man on side of cars. Employes will be governed accordingly and must not occupy a position that will endanger themselves when passing such structures or other locations where clearances are close.

Employes must not stand on the track in front of an approaching engine or car for the purpose of boarding same.

Employes must expect the movement of trains, engines or cars at any time, on any track, in either direction.

**RULE N. (First paragraph).**

Reading of newspapers, books or periodicals, use of radios other than those provided by the railroad, or playing of games by conductors, trainmen, engine-men, firemen, yardmen, train dispatchers and operators while on duty is prohibited.

**RULE Q.**

Courteous department is required of all employes in their dealings with the public, their subordinates and each other.

Employes who are careless of the safety of themselves and others, negligent, insubordinate, dishonest, immoral, quarrelsome or otherwise vicious or who do not conduct themselves in such a manner and handle their personal obligations in such a way that their railroad will not be subject to criticism or loss of good will, will not be retained in the service.

**RULE 3. (Third paragraph).**

When there is no standard clock available, conductors, enginemen, yardmasters and yard engine foremen must compare their watches daily with each other and with conductors or enginemen, who have Standard Time and have registered their watches, or with the train dispatcher, operator or clerk at office where standard clock is maintained, and make a record of such comparison on the back of the time slip showing time, place and with whom comparison was made. At first opportunity other members of the crew must compare watches with the conductor or engineman.

**RULE 7 (a). (Third paragraph).**

When backing or pushing a train or cars or switching cars, the disappearance from view of trainman, yardman, light by which signals are given or failure to hear his voice frequently on radio, must be construed as a stop signal, unless movement is being made as prescribed by Rule 1346.

**RULE 15. (First paragraph).**

The explosion of two torpedoes is a signal to IMMEDIATELY reduce speed and proceed at REDUCED SPEED for one and one-quarter miles from where the torpedoes were exploded. The explosion of one torpedo will indicate the same as two, but the use of two is required.

**RULE 16 (e).**

One long sound of communicating signal, when standing, to apply or release air brakes.

**RULE 16 (k).**

One long sound of communicating signal to shut off train heat.

**RULE 17.**

Full headlight will be displayed to the front of every train by day and by night. It must be concealed or extinguished when a train turns out to meet another train and has stopped clear of main track, is standing to meet a train at end of two or more tracks or a junction, or when oscillating emergency red headlight is displayed and train has stopped.

It must be dimmed while standing in yards where yard engines are employed.

When an engine is running backward a white light must be displayed by night on the leading end.

At night, when standing or moving about yards, road engines without cars must display a light on the rear.

Unless otherwise provided, white oscillating light must be displayed approaching highway crossings at night and during day when weather conditions impair visibility. It must be extinguished when head light is dimmed or extinguished.

**RULE 19 (e).**

A train not equipped to display the prescribed markers will display a red flag by day and a white light by night to indicate the rear of the train.

**RULE 20.**

All sections except the last will display two green lights by day and by night in places provided for that purpose on the front of the engine.

**RULE 21.**

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

**RULE 30.**

Except where the momentary stop and start, forward or backward, is a continual switching movement, the engine bell must be rung when an engine is about to move, and while approaching and passing public crossings at grade and station platforms.

**RULE 35.**

The following signals will be used by flagmen:

Day Signals—A red flag,  
torpedoes and  
red fuses  
Night Signals—Torpedoes and  
red fuses

**RULE 99 (b). (Second paragraph).**

The required flagging equipment for an engine is one red flag, six torpedoes and four red fuses.

**RULE 99 (c)**

On a passenger train a flagman with flagman's equipment, must immediately appear on the ground whenever train stops, protecting as required by Rule 99, except as hereinafter provided:

In Manual Block Territory, or where Rule 81 is in effect, at station stop flagman will stand 20 feet behind his train. When standing time extends beyond that required for the ordinary handling of passengers and other work, or if conditions require, flagman must protect as required by Rule 99.

In Centralized Traffic Control or Automatic Block Signal Territory at station stop flagman may stand at opening to car ready to board train without being recalled when Conductor gives proceed signal. When standing time extends beyond that required for the ordinary handling of passengers and other work, or if conditions require, flagman must comply with Rule 99 except that flagman need not go back farther than the first signal to the rear which requires a following train to stop.

When a train with one trainman is delayed at a station stop beyond time required for the ordinary handling of passengers and other work, or if conditions require, trainman must then protect rear of train as outlined in preceding paragraphs.

Except when operating under procedure outlined in first sentence of third paragraph, Conductor will signal Engineman to recall flagman and will not give signal to proceed until flagman has returned. Engineman will not acknowledge proceed signal with engine whistle.

Regardless of weather, flagman must be clothed so as to properly perform his duty in protecting his train as required by Rule 99, without having to return to his train for any purpose until recalled. By day the red flag must be unfurled.

**RULE 102 (a). (Second sentence, first paragraph).**

The red headlight is displayed automatically by an emergency application of the air brakes.

## SPECIAL INSTRUCTIONS—Continued.

**RULE 109. (First paragraph).**

Bulletins will be issued by authority and over the signature of the Superintendent. They will be numbered consecutively beginning with No. 1 January 1 and July 1 each year, continuing in effect to and including June 30 and December 31 respectively, unless cancelled.

**RULE 208. (Second paragraph).**

The several addresses must be in the order of superiority of trains, each office taking its proper address and when office is open, except within Automatic Block Signal Limits, must include the operator at meeting or waiting point.

**RULE 209. (Second and third paragraphs).**

Should it be necessary to relay a train order by any means of communication beyond the first station to which transmitted by train dispatcher, the operator at the office addressed must repeat the order to the relaying operator who must underscore on his copy each word and figure as repeated by the office addressed.

The relaying operator must then repeat the order to the train dispatcher who will give the response 'Complete', and the time, with the initials of the Superintendent, to the relaying operator to be transmitted to the office addressed.

**RULE 220. (Third paragraph).**

When a conductor or engineman, or both, is relieved before the movement of the train authorized by Clearance Form A is completed, or at stations specified in the timetable, or by bulletin, all clearance forms, train orders and messages held must be delivered to relieving conductor or engineman. Such clearance forms, train orders and messages must be compared by the relieving conductor and engineman before proceeding. This may be done by radio if practicable."

**RULE 221 (a). First paragraph).**

Where trains are operated on single track, Clearance Form A must be filled out by the operator before clearing a train, showing thereon, without erasure or alteration, the total number of train orders and the number of each train order, if any, addressed to a train. He will then repeat from the clearance to train dispatcher the information shown thereon. The dispatcher will make the required record in the train order book, and if operator has correctly repeated the number of all train orders addressed to a train will respond by giving "OK," the time, and the Superintendent's initials, which the operator will endorse on the Clearance.

**RULE 223 (a). Add the following sign:**

Z—Radio Station.

**CLEARANCE FORM F.**

Proceed per Rule 509 A on ..... track.

Train Dispatcher will specify number or name of track that the train will proceed on after passing the signal; viz., in multiple track territory—On No. 2 track, or—on westward track; in single track territory—on Main track, or on siding or yard track. Conductor or Engineman will note track on Clearance Form F and repeat to the Train Dispatcher.

**RULE 318 (B). (Third paragraph).**

A train may be permitted to follow a train other than a passenger train into a block under Permissive Indication, or with permissive Form C, on authority of train dispatcher, provided ten minutes have elapsed since the passage of the last preceding train.

**RULE 374.**

When a train is passed by another train at a non-communicating station, the train passed must wait ten minutes and then proceed at Reduced Speed to the next open block station.

**RULE 402. (New)**

**FAILED EQUIPMENT SIGNAL.**—A wayside signal aspect, consisting of a single lunar light with a letter E. It may be placed below other signal aspects but does not supersede other signal indications or rules pertaining to movement or inspection of train.

**INDICATIONS:** When flashing, no failed equipment has been detected. When illuminated continuously, train must be stopped and inspected for failed equipment. A member of train or engine crew must report to dispatcher by first available means of communication, advising reason for delay.

**RULE 501-501-E.**

A single arm semaphore signal having a yellow blade in a vertical position in the upper quadrant with a green light will indicate proceed in accordance with Rule 501.

A single arm semaphore signal having a yellow blade in the upper quadrant at an angle of 45 degrees to the vertical with a yellow light will indicate approach in accordance with Rule 501-E.

**RULE 509. (First paragraph).**

When a train is stopped by a Stop Indication it must stay until authorized to proceed, and will then proceed at Restricted Speed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying other than a Stop indication.

**RULE 509-C.**

When block signal rules require movement at restricted speed, this speed must not be increased until after the rear of train has passed through the block.

**RULE 512. (Second paragraph).**

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.

**RULE 514.**

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

**RULE 515.**

Train stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at Restricted Speed until indication can be determined.

**RULE 516.**

Engine or engine with cars, stopped by a Stop indication of an Automatic Block Signal, may proceed at Restricted Speed to couple to train or cars standing on main track within 300 feet of signal.

**RULE 530.**

Controlled sidings are not protected by signals between clearance points. Trains must move at Reduced Speed not exceeding speed authorized by timetable through turnouts and on sidings.

**RULE 533.**

Permission must be secured from train dispatcher before using hand operated main track switches.

Unless otherwise provided, train or engines must not clear the main track at a hand operated switch not equipped with an electric or mechanical time switch lock except in territory where maximum train speed is 20 M.P.H., or at specified locations.

When the main track has been cleared at specified locations, before authorizing a train or engine to re-enter the main track through a hand operated switch not equipped with an electric or mechanical time switch lock, the train dispatcher must know positively that there are no trains or engines within the block, after which permission will be granted to open the switch. Train dispatcher must be advised when movement to main track has been completed and switch has been restored to normal position and locked before permitting any following train or engine movements.

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

Second paragraph of Rule 533 does not apply at main track switches at,

Charlton  
Albia

MP 303.09 (East of Albia)  
Maxon MP 302.20.

**RULE 672. (Third paragraph).**

If there is no indication to show that signals on the conflicting routes indicate stop, movement must be made in the following manner: Train or engine will be moved to occupy the track between the home signal and the crossing and clear of the crossing. Burning red fuseses must be placed 100 feet from the crossing on all conflicting routes. Train or engine may proceed after standing two minutes, if no conflicting train or engine movement is evident.

**RULE 674.**

Train stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at Restricted Speed until indication can be determined.

**RULE 711.**

(m) Comparison of time required under Rule 3.

## SPECIAL INSTRUCTIONS—Continued.

## RULE 712.

Train Orders must not be transmitted by radio between head and rear end of a train.

Information concerning the position of switches or aspect of governing signals must not be requested nor accepted by train or engine crews from persons other than members of their own crew.

## RULE 713.

When a train is stopped by a stop indication and normal means of communication have failed, Form F may be transmitted by Radio.

## RULE 901. (First paragraph).

Roadway signs indicate maximum speeds for passenger trains.

## RULE 906 (b). (Second paragraph).

Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

## RULE 908. (Second paragraph).

Before moving engines and cars on station, or industry tracks, train and yardmen must know that the cars can be moved with safety.

## (Fourth paragraph).

Unless otherwise authorized, cars must not be shoved on yard tracks, team tracks, industry or freight house tracks, until a member of the crew is stationed at the opposite end of tracks for the purpose of ascertaining the amount of room or clearance and prevent shoving cars out to foul.

## RULE 913. (First paragraph).

When for any reason an engine leaves its train or part of its train on main track at night or where view is obscured, torpedoes must be placed a safe distance in advance of rear portion of train to warn enginemen returning, and at night a light must be placed on front of rear portion of train.

## RULE 914

A rectangular yellow sign with diagonal black stripe displayed on the right of track indicates that the track one mile distant is safe for a speed of 10 miles per hour unless otherwise directed by train order, timetable or bulletin.

A round green sign with diagonal white stripe displayed on the right of the track signifies that the slow track has been passed and authorized speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear of train.

On subdivisions where maximum speed is 40 MPH or more an octagonal yellow sign with horizontal black stripe displayed on the right of the track will indicate the beginning of slow track.

## RULE 916.

Diesel engines may be deadheaded directly behind road diesel engines between Galesburg and Council Bluffs, and between Kansas City and Pacific Junction.

## RULE 918.

Bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

## RULE 970. (Second paragraph).

Instruct the fireman in his duties including the economical use of fuel and supplies. Enginemen will not permit fireman to operate the engine, except in emergency or when in his judgment the fireman has had sufficient experience to operate engine for the purpose of qualifying himself. This practice must be confined to freight and yard service unless otherwise authorized by Road Foreman of Engines. Enginemen is responsible while the engine is being operated by the fireman.

## RULE 974.

Steam engines left with no one in charge must have steam shut off, reverse lever placed on center, cylinder cocks open and independent driver brake set.

Diesel engines left with no one in charge must have the throttle in idle position, transition lever (on engines so equipped) in off position; reversing handle removed from the control stand, generator field switch open, independent air brake and hand brake applied.

When conditions require, or engine is to be left unattended for more than 30 minutes, wheels must be securely blocked.

## RULE 1088.

The proper position for rear passenger trainman or flagman while train is in motion, is in car as near to rear of train as is practicable and consist will permit and will detrain from opening of such car.

## RULE 1077.

The proper position for forward trainman is on head end of train in cab from which engine is being controlled, leaving only when necessary to protect the train as required by the rules without waiting for signals or instructions to do so, or to perform duties specifically provided by the rules.

## RULE 1304. (First Sentence).

After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive but to not less than 60 pounds as shown by the caboose gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valves lapped and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service.

## RULE 1304 (a).

Transfer train and yard train movements not exceeding 20 miles must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

Transfer train and yard train movements exceeding 20 miles must have brake inspection in accordance with Rules 1303 to 1307, inclusive.

## RULE 1306 (a).

When locomotive used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be out out during train air brake test.

## RULE 1311. (First paragraph).

At a point other than initial terminal where locomotive or caboose is changed on a freight train or where one or more consecutive cars are cut off from rear or head end of train with consist otherwise remaining intact or where engine or train crew is changed but engine is not detached, test of the train brake system will be made as follows:

## RULE 1345.

The emergency air brake valve located in all passenger, baggage and express cars and in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

If it is necessary to stop a train due to inability to transmit signal to the enginemen, open the valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep brakes applied to the stop.

Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

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

- Close throttle to idle.
- Move the reversing handle to reverse position.
- Open throttle to No. 1 position.

5. Air brakes must be used on occupied passenger carrying equipment when switching.

6. To insure against fire damage do not permit engines to stand over or near any open flame.

## 7. Bridge Derrick 204620 may be handled with following restrictions:

Burlington— Proceed with C A R E under 6th Street viaduct, M.P. 205.99, on Westward main track, and watch for close clearance at top. Eastward main track has better clearance.

Talmage Jct.— Do not exceed 10 M. P. H. at Bridge 379.64, and watch for close clearance between lower part of derrick and bridge girders.

Turntables— Must not be moved over turntables, Burlington, Ia., St. Joseph, Mo., Ottumwa, Ia., Creston, Ia., and Pacific Jct., Ia. May be handled on turntables listed above if boiler hood is removed.

C.G.W.R.R.— Derrick may be handled on CGWRR Talmage Jct., to Des Moines, not to exceed 35 MPH when handled in regular train movement. Advance notice must be given CGWRR operating department before movement.

Kansas City— Must not be operated on any tracks under the viaduct, St. Louis Ave., Kansas City.

8. Extra trains will not display classification signals between Red Oak and UP Transfer, Kansas City and Napier.

## SPECIAL INSTRUCTIONS—Concluded.

The following side clearance restrictions are in effect for SD-7, SD-9, SD-24, GP-20 and UP 700 and 800 series diesel engines:

- Burlington—** Will not clear at following locations:  
 Building on spur No. 78 referred to as Chittenden and Eastman track;  
 Platform on track No. 22 referred to as Freight house track;  
 Coal shed on spur No. 86 referred to as Baker Coal track;  
 Through doors, spur No. 96 referred to as Murray Iron Works No. 2;  
 Shed, platform and hydrant on spur No. 104, referred to as Northwest Cabinet No. 2.  
 Look out for close clearance at the following locations:  
 Crane rail post on spur No. 97 referred to as Murray Iron Works No. 1.
- West Burlington—** Will not clear at following locations:  
 Concrete walls on Spur No. 11 referred to as Murray Iron Works.
- Ottumwa** Will not clear at following locations at Morrell Packing Co. tracks:  
 Platforms on track Q-129 referred to as Export track 1  
 Building on track Q-48, referred to as lead to scale.
- Chariton—** Will not clear at following locations:  
 Platform on Spur No. 29 referred to as freight house track.
- Creston—** Will not clear at following locations:  
 Platform on spur No. 96 referred to as Freight House track.  
 Platform on spur No. 99 referred to as Jackson and Sherry track.
- Red Oak—** Will not clear at following locations:  
 Platform on Spur No. 26 referred to as Freight House Track.
- Council Bluffs—** Will not clear at following locations:  
 Lumber shed on spur No. 43 referred to as Warehouse Construction Co.  
 Platform on Spur No. 13 referred to as Lang Construction Company.
- Monmouth—** Look out for close clearance at the following locations:  
 Platform on spur No. 19 referred to as Brown, Lynch Scott Co. track.  
 Shed on spur No. 22 referred to as McCullough Lumber Co. track.
- Fairfield—** Look out for close clearance at the following locations:  
 Platform on spur No. 14 referred to as Dexter-Philco Washing Machine track.
- Des Moines—** Look out for close clearance at the following locations:  
 Platform on spur No. 34 referred to as Freight House track.
- Villsca—** Look out for close clearance at the following locations:  
 Platform on spur No. 12 referred to as Freight House track.
- Council Bluffs—** Look out for close clearance at the following locations:  
 Platform on spur No. 42 referred to as International Harvester Co. tracks.  
 Pipe on spur No. 36 referred to as Citizens Gas and Electric Co. track.

SD-24 engines, 500 series, GP 20 and GP 30 engines, 900 series, and UP 700 and 800 series, may be operated at authorized speed restrictions on the following subdivisions only:

Galesburg to Ottumwa  
 Ottumwa to UP Transfer

Kansas City to Pacific Jct.

These engines must not operate on following tracks:

## GALESBURG AND OTTUMWA SUBDIVISION

Location	Track Number	Local Name of Track
Monmouth	52	W Monmouth Lumber
Monmouth	61	Oil City
Kirkwood	5	P. S. Co.
Burlington	35	Elevator track
West Burlington	12	Murray Iron Works
Danville	4	Elevator track
Mt. Pleasant	9	Hayes Co.
Mt. Pleasant	16	South Scraper Track
Lockridge	2	Stookyard
Fairfield	3	House track

## OTTUMWA AND UP TRANSFER SUBDIVISION

Red Oak	8	Yard track
Red Oak	11	Yard track
Red Oak	16	Standard Oil Co.
Red Oak	28	Elevator track

## KANSAS CITY AND PACIFIC JCT. SUBDIVISION

St. Joseph	235	Biles Lumber Co.
St. Joseph	299	Western Tablet Co.
St. Joseph	377	Artesian Ice Co.
Hamburg	8	North Elevator

R. G. JOHNSON,  
 General Manager, Chicago

I. W. CRIST,  
 Superintendent, Ottumwa

L. H. DYER,  
 Superintendent Terminal, Galesburg,

J. L. KINCAID,  
 Asst. Superintendent Terminal, Galesburg.

W. LOOS  
 Superintendent Terminal, Kansas City

F. W. YOUNG,  
 Assistant Superintendent, St. Joseph,

K. H. BRATTON,  
 Assistant Superintendent, Council Bluffs

E. R. CRAVEN,  
 General Superintendent Transportation, Chicago