

Chicago, Burlington & Quincy Railroad Co.

LINES EAST OF THE MISSOURI RIVER

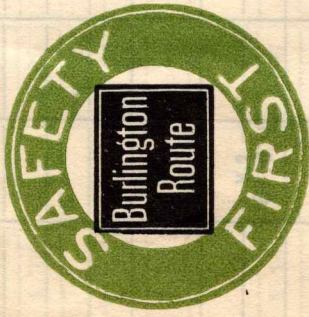
TIME TABLE OF THE OTTUMWA DIVISION OF THE IOWA DISTRICT

No. 33

EFFECTIVE AT 12:01 A. M.

SUNDAY, JULY 31, 1927

DESTROY ALL TIME TABLES OF PREVIOUS DATE



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

Creston to Ottumwa—Sub-division—Eastward.

OTTUMWA DIVISION.

TIME TABLE No. 33.

EFFECTIVE JULY 31, 1927.

FIRST CLASS										SECOND CLASS											
Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Mail	Daily Passenger	Daily Passenger	Daily Express	Daily Passenger	Signs	Distance from Chicago	Distance from Creston	STATIONS.	Capacity of Siding	Other Tracks	Office Closed	Daily Ex. Monday Mixed	Daily Ex. Sunday Freight	Tuesday, Thursday and Sunday Stock	Tuesday, Thursday and Sunday Stock	
10 A.M. A 8.42	32 A.M. A 10.45	6 P.M. A 12.39	178 A.M. A 11.20	4 P.M. A 6.15	8 P.M. A 6.27	28 P.M. A 9.30	2 P.M. A 11.13	30 A.M. A 12.07	12 A.M. A 12.45	B.C.K. O.P.T. W.Y. Yd.	279.8	113.3	..... OTTUMWA	Yard			74 P.M. A 12.05	82 P.M. A 10.25	80 A.M. A 12.05	78 A.M. A 4.30
8.30	10.32	12.29	11.06	6.02	6.16	9.15	11.01	11.56	12.34		280.6	112.5	LAWLER TOWER C. M. & St. P. Crossing (Interlocked).	41	4:45 p. m. to 7:45 a. m.						
8.24	10.26	12.23	10.59	5.56	6.10	9.07	10.56	11.50	12.29		280.6	112.5	..... CHILlicothe	10						
8.18	10.20	12.16	10.52	5.47	6.03	8.59	10.49	11.42	12.23		291.0	102.1	..... DUDLEY	21	No Office.					
8.12	10.15	12.11	10.46	5.41	5.58	8.54	10.44	11.37	12.19		295.5	97.6	..... FREDERIC	30	6:30 p. m. to 8:30 a. m.					
8.07	10.10	12.06	10.40	5.35	5.53	8.49	10.38	11.32	12.14		298.4	95.1	..... AVERY	80						
S 8.03	L 10.05	S 12.01	S 10.35	S 5.30	L 8.45	S 10.33	S 11.27	S 12.10		B.C.K. T.W.			..... ALBIA	Yard 178			Station on Westward Track	L 9.25		
7.53		11.49	10.16	5.14	5.39		10.22	11.18	12.01		307.7	85.4	..... HALPIN	Yard						
7.46		11.42	10.03	5.04	5.32		10.14	11.11	11.54		312.9	80.2	..... TYRONE	22	No Office.					
7.39		11.34	9.51	4.55	5.25		10.06	11.03	11.44		318.8	74.3	..... MELROSE	26						
7.28		11.23	9.36	4.41	5.15		f 9.53	10.53	11.33		327.0	66.1	..... RUSSELL	48	5:30 p. m. to 8:30 a. m.					
7.16		11.13	9.20	4.28	5.04		s 9.40	s 10.43	s 11.22		334.5	58.6	..... CHARITON	85			P.M. A 6.15			
7.08				4.18							337.4	55.7	..... INDIANOLA JCT				L 6.05			
											337.9	55.2	..... HARRISON							
											340.8	52.3 SHANNON	65	No Office.						
6.53		10.55	8.58	3.58	4.47		9.21	10.26	11.05		342.9	50.2	..... LUCAS	27	5:30 p. m. to 8:30 a. m.					
6.42		10.46	8.46	3.46	4.37		9.10	10.18	10.56		350.5	42.6	..... WOODBURN	21	5:30 p. m. to 8:30 a. m.					
S 6.27		s 10.32	S 8.30	S 3.30	4.24		S 8.54	10.05	s 10.42		359.9	38.2	..... OSCEOLA	86						
6.12		10.17	S 8.12	S 3.10	4.10		f 8.37	9.50	10.29		370.6	22.5	..... MURRAY	76	5:00 p. m. to 8:00 a. m.					
6.04		10.10	S 8.00	S 2.59	4.02		8.25	9.42	10.20		376.0	17.1	..... THAYER	37	4:30 p. m. to 7:30 a. m.					
5.54		9.59	S 7.54	S 2.53			f 8.12	9.32	10.09		379.6	13.5	..... GREAT WESTERN CROSSING		No Office.					
L 5.40		L 9.47	L 7.30	L 2.30	3.40		L 7.55	L 9.20	L 9.55		383.7	9.4	..... AFTON	80	11:30 p. m. to 7:30 a. m.					
Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily		383.1		..... CRESTON	113.3	Yard		L 6.30	L 5.00	L 10.40	
3:02 37.3	6:40 36.1	2:52 36.5	3:50 29.6	3:45 30.2	2:47 40.7	0:45 32.1	8:18 34.3	2:47 40.7	2:50 39.9				..... SCHEDULE TIME				Daily Ex. Sunday	Daily Ex. Sunday	Mon., Wed. and Sat.	5:50 19.4
													..... AVERAGE MILES AN HOUR				0:10 17.4	1:00 23.6	7:05 18.0	

TRAIN 8 AND 30 MUST NOT EXCEED 55 MILES AN HOUR. PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR. MAXIMUM SPEED, MAIL TRAINS WITH R-4 OR R-5 ENGINES, 50 MILES AN HOUR; PASSENGER AND EXPRESS TRAINS, 45 MILES AN HOUR. PASSENGER, MAIL AND EXPRESS TRAINS WITH O-1-A ENGINES, 45 MILES AN HOUR; WITH O-2 ENGINES, 35 MILES AN HOUR. STOCK AND TIME FREIGHT TRAINS, 40 MILES AN HOUR; WITH O-2 ENGINES, 35 MILES AN HOUR. ALL TRAINS WITH M ENGINES, 30 MILES AN HOUR.

Double track between Creston and Shannon and between Harrison and Ottumwa; Rules D-251, D-252 and D-254 in effect. Automatic Block System in effect between Creston and Shannon; Harrison and Halpin; Maxon and Ottumwa. Manual Block System in effect on eastward track between Halpin and Maxon, Rules 318-A and 318-B in effect. Rule 318-B may be used in blocking freight trains behind freight trains carrying passengers or caretakers, with permissive signal or permissive Card C. Controlled Manual Block System in effect between Shannon and Harrison, and on westward track between Halpin and Maxon. Rule 417-A in effect. In case of failure of Controlled Manual Block Signals, or when means of communication have failed, eastward trains are superior to westward trains of same class. No train order signals, Creston and Ottumwa; conductors and enginemen must have Clearance Card A. Passenger and through freight trains are not required to register at Chariton. No. 30 must not exceed 10 miles an hour when dispatching mail at Great Western crossing. Trains must not exceed 10 miles an hour over Main Street, Osceola. No. 2 must not exceed 10 miles an hour when dispatching mail at Maxon.

Passenger, mail and express trains reduce speed to 45 miles an hour, freight trains 20 miles an hour, from Mile Post 353, to 1,500 feet east of Mile Post 352. Eastward passenger, mail and express trains using westward track, reduce speed to 40 miles an hour, freight trains 20 miles an hour, from Mile Post 356 to Mile Post 351, and from Mile Post 300 to Mile Post 295. Eastward passenger, mail and express train using westward track reduce speed to 30 miles an hour, freight trains 20 miles an hour, from Mile Post 326 to Mile Post 324 and 20 miles an hour through facing point crossover at Woodburn. Trains must not exceed 20 miles an hour through turnout at Shannon. Trains must not exceed 20 miles an hour through facing point crossover at Halpin. Trains must not exceed 25 miles an hour through crossovers at Halpin. O and M engines must not exceed 5 miles an hour on curve, north end Hiteman yard. Trains must not exceed 25 miles an hour on eastward track between Halpin and Maxon. Trains must not exceed 25 miles an hour through west crossover at Maxon. Trains must not exceed 40 miles an hour on eastward track Mile Post 297 to Mile Post 296. Normal position junction switch Shannon, is for westward main track. No. 2 will stop at Melrose to discharge passengers from Omaha, and receive passengers for Chicago.

Fort Madison and Batavia—Sub-division.

TIME TABLE No. 33.

OTTUMWA DIVISION.

EFFECTIVE JULY 31, 1927.

WESTWARD		EASTWARD	
SECOND CLASS	FIRST CLASS	FIRST CLASS	SECOND CLASS
Daily Ex. Sunday Freight	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Freight
97	213	212	98
P.M.	A.M.	P.M.	P.M.
L 2.00	L 8.45	A 5.50	A 12.05
S 2.23	S 9.00	S 5.32	S 11.30
S 2.44	S 9.14	S 5.20	S 11.10
S 3.04	S 9.26	S 5.05	S 10.45
f 3.18	f 9.34	f 4.55	f 10.20
S 3.28	S 9.39	S 4.51	S 10.10
S 3.43	S 9.53	S 4.40	S 9.53
f 3.55	f 10.02	f 4.29	f 9.35
S 4.05	S 10.10	S 4.24	S 9.25
S 4.18	f 10.14	f 4.18	f 9.11
S 4.36	S 10.27	S 4.10	S 8.58
f 4.51	f 10.35	f 3.59	f 8.46
S 5.06	S 10.45	S 3.52	S 8.35
A 5.45	A 11.05	L 3.37	L 8.15
P.M.	A.M.	P.M.	A.M.
3.45	2.20	2.13	3.50
14.6	24.0	25.2	14.5

PASSENGER TRAINS MUST NOT EXCEED 30 MILES AN HOUR, 25 MILES AN HOUR WITH "H" ENGINES; FREIGHT TRAINS AND LIGHT ENGINES 25 MILES AN HOUR.

Trains eastward are superior to trains of the same class westward.
 Manual block system rule 318(B) in effect.
 No train order signal at Ft. Madison and Batavia. Conductors and Enginemen must have Clearance Card A.
 Capacity of siding at top of Ft. Madison hill is 10 cars.
 Ellmaker Mile Post 62.94 is a flag stop for Nos. 212 and 213.
 Nos. 97 and 98 will carry passengers.
 Special Time Table Rule 20 in effect.

SPEED RESTRICTIONS.
 Passenger trains 15 miles an hour and freight trains 10 miles an hour around curves on Ft. Madison hill.
 Passenger trains 25 miles an hour and other trains 15 miles an hour over C. R. I. & P. interlocking crossing at Libertyville.
 Trains must move at restricted speed in Ft. Madison yard.
 Trains handling loaded oil tank cars, 20 miles an hour.
 Trains must stop and flag over Front, Third and Fifth Streets, Ft. Madison.
 Trains must not exceed 5 miles an hour over first four street crossings west of station West Point.

STATIONS	Distance from Fort Madison	Signs	Distance from Batavia	Capacity of Sidings	Office Closed
..... FORT MADISON.....	5.8	B.C.R. T.W. Yd.	56.0 Yard		
..... SAWYER.....	11.3	W.	50.2 12	No Office	
..... WEST POINT.....	17.0		44.7 40	5:30 p. m. to 8:30 a. m.	
..... PILOT GROVE.....	20.7		39.0 11	5:30 p. m. to 8:30 a. m.	
..... MERTENSVILLE.....	23.2		35.3 8	No Office	
..... COTTONWOOD.....	28.1		32.8 14	No Office	
..... HILLSBORO.....	32.4		27.9 30	5:30 p. m. to 8:30 a. m.	
..... McVEIGH.....	34.7	W.	23.6 12	No Office	
..... STOCKPORT.....	36.8		21.3 28	5:30 p. m. to 8:30 a. m.	
..... LONGVIEW.....	41.2		19.2 6	No Office	
..... BIRMINGHAM.....	45.1		14.8 27	5:30 p. m. to 8:30 a. m.	
..... COLLETT.....	49.0		10.9 19	No Office	
..... LIBERTYVILLE.....			7.0 24	4:45 p. m. to 7:45 a. m.	
C. R. I. & P. Crossing (Interlocked)					
..... BATAVIA.....	56.0	R.		3:50 p. m. to 6:50 a. m.	
..... SCHEDULE TIME.....					
..... AVERAGE MILES AN HOUR.....					

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MEDICAL AND SURGICAL DEPARTMENTS

Location of Company Medical Examiners, Surgeons and Oculists.

Albia, Iowa.....	DR. C. B. POWELL.....	Surgeon.	Galesburg, Ill.....	DR. R. C. MATHENY.....	Oculist.
Burlington, Iowa.....	DR. BURKE POWELL.....	Surgeon.	Kirkwood, Ill.....	DR. J. M. McGLANAHAN.....	Surgeon.
Burlington, Iowa.....	DR. C. E. KAUFMAN.....	Surgeon.	Knoxville, Iowa.....	DR. C. S. CORNELL.....	Surgeon.
Burlington, Iowa.....	DR. F. M. TOMBAUGH.....	Surgeon.	Leon, Iowa.....	DR. B. L. EIKER.....	Surgeon.
Burlington, Iowa.....	DR. H. B. YOUNG.....	Oculist.	Maquoketa, Iowa.....	DR. T. A. MORAN.....	Surgeon.
Burlington, Iowa.....	DR. E. F. LA FORGE.....	Oculist.	Monmouth, Ill.....	DR. J. R. EBERSOLE.....	Surgeon.
Carnesville, Mo.....	DR. HARVEY NALLY.....	Surgeon.	Monmouth, Ill.....	DR. JOSEPH L. SHERRICK.....	Surgeon.
Carthage, Ill.....	DR. G. E. PUMPHREY.....	Surgeon.	Monmouth, Ill.....	DR. H. G. EBERSOLE.....	Surgeon.
Chariton, Iowa.....	DR. JAMES B. ROBB.....	Surgeon.	Mt. Pleasant, Iowa.....	DR. W. A. STERNBERG.....	Surgeon.
Creston, Iowa.....	DR. EDW. SCHIFFERLE.....	Medical Examiner.	New London, Iowa.....	DR. F. C. MEHLER.....	Surgeon.
Creston, Iowa.....	DR. J. W. FRY.....	Surgeon.	Oscola, Iowa.....	DR. F. W. SELLS.....	Surgeon.
Creston, Iowa.....	DR. F. E. SAMPSON.....	Surgeon.	Oscola, Iowa.....	DR. C. R. HARKEN.....	Surgeon.
Creston, Iowa.....	DR. JAMES G. MACPRAE.....	Surgeon.	Oskaloosa, Iowa.....	DR. B. G. WILLIAMS.....	Surgeon.
Creston, Iowa.....	DR. J. W. REYNOLDS.....	Oculist.	Ottumwa, Iowa.....	DR. L. R. WELLSTEAD.....	Medical Examiner.
Creston, Iowa.....	DR. O. S. BARBER.....	Oculist.	Ottumwa, Iowa.....	DR. S. A. SPILMAN.....	Surgeon.
Des Moines, Iowa.....	DR. O. J. FAY.....	Surgeon.	Ottumwa, Iowa.....	DR. M. BANNISTER.....	Surgeon.
Des Moines, Iowa.....	DR. J. W. MARTIN.....	Surgeon.	Ottumwa, Iowa.....	DR. A. B. FAIR.....	Oculist.
Fairfield, Iowa.....	DR. J. F. CLARKE.....	Surgeon.	Washington, Iowa.....	DR. H. C. HULL.....	Surgeon.
Galesburg, Ill.....	DR. E. T. ZESSIN.....	Medical Examiner.	West Burlington, Iowa.....	DR. A. B. GEORGE.....	Medical Examiner.
Galesburg, Ill.....	DR. C. A. FINLEY.....	Surgeon.	West Burlington, Iowa.....	DR. E. E. KIRKENDALL.....	Surgeon.
Galesburg, Ill.....	DR. J. M. BOHMAN.....	Surgeon.			

When anyone is injured on Company property (whether the Company is liable or not), the nearest Company Surgeon must be summoned at once by the officer or employe of highest rank present.

In cases of emergency, when the attendance of Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives.

Company Surgeon upon arrival shall at once take charge of the case and relieve the called surgeon from further care or attendance so far as the Company is concerned.

No important surgical operation should be made previous to the arrival of a Company Surgeon, except such as may be required for the immediate safety of the patient.

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

This Company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company's Surgeon, and then only for such attendance as it appears to be clearly and immediately demanded.

J. N. REDFERN,
Manager, Chicago.

D. B. MOSS, M. D.,
Chief Medical and Surgical Officer, Chicago.

1. Where manual or controlled man
 cated in foot notes, train order signal
 cation "stop," while operator is on d
 while orders are in effect for trains in
 Rule 906.
 Light engines and freight trains ce
 the same as passenger, mail or expre
 when no passengers or caretakers on t
 Trains may pass train order sign
 station work or take siding, but the p
 may proceed from station. A procee
 or accepted by a train entering a sidin
 When weather conditions obscu
 the Dispatcher, who will decide if an a
 Where Rules D-251, D-252 and
 train order signal at the main track
 Conductor must advise promptly w
 from signalman before he can again r

2. Train order signal must indicate
 movement, and Clearance Card A wh
 completing reverse movement.
3. TRAINS APPROACHING STA
 Except in automatic block signa
 through stations at restricted speed t
4. Where automatic block system
 signal must be "proceed" except v
 that direction, when signal must b
 have been delivered to trains, or cle
5. GRADE SIGNALS.
 The semaphore type is indicate
 and purple marker light on right si
 yellow above and purple light below
 Color light signal type is indicat
 pole below head. Restrictive indica
 and purple light below. Restrictive indi
 purple light below. Restrictive indi
 Trains may pass signal at not
 Rule 509-A or 509-B.
6. RESTRICTED SPEED.
 Proceed prepared to stop, sho
 require the speed of a train to be r
7. A train which is to take siding
 300 feet in advance of an automa
 enter siding at restricted speed, pro
 is known to be clear. In such case
8. RESTRICTING ORDER.
 On single track, in automatic b
 superiority of a passenger, mail or
 In non-automatic block signal
 order restricting the superiority of a
 "19 Form." At division, terminal
 and the signature of a conductor o
 tained previous to the time at wh
 against it, the orders may be given
 ger, mail or express train obtaine
 reports for orders before comment
9. DELIVERING ORDERS.
 Operators must deliver copy
 passenger trains.

W. F. THIEHOFF
General Manager

SPECIAL INSTRUCTIONS.

Master Mechanic, W. A. Kelly, Ottumwa.
 Assistant Master Mechanic, H. C. Turner, Burlington.
 Trainmaster, W. E. Haist, Ottumwa.
 Assistant Trainmaster, J. Costello, Monmouth.
 Road Foreman, M. M. Roberts, Ottumwa.
 Road Foreman, E. W. Fritts, Burlington.

Chief Dispatcher, P. A. Wiegner, Ottumwa.
 Night Chief Dispatcher, E. A. Gustavson.
 Train Dispatchers:
 A. A. Wright,
 C. A. Burkland,
 A. L. Tullis,
 J. V. Menzle,
 C. G. Conard,
 H. S. Raymond.

- Where manual or controlled manual block system rules are in effect, as indicated in foot notes, train order signal will also be used as block signal, normal indication "stop," while operator is on duty, and must not be changed to "proceed" while orders are in effect for trains in that direction, clearing preceding train as per Rule 906.
 Light engines and freight trains carrying passengers or caretakers will be handled the same as passenger, mail or express trains. Conductors will advise dispatcher when no passengers or caretakers on their train.
 Trains may pass train order signal indicating "stop," when convenient to do station work or take siding, but the proper clearance must be obtained before train may proceed from station. A proceed signal indication must not be displayed for or accepted by a train entering a siding.
 When weather conditions obscure the view operators will promptly report to the Dispatcher, who will decide if an absolute block of all trains must be maintained. Where Rules D-251, D-252 and D-254 are in effect, freight trains stopped by train order signal at stations where sidings are located on or near schedule of first class trains will clear the main track at once unless otherwise advised by signalman. Conductors must advise promptly when clear of main track and receive permission from signalman before he can again return to main track.

- Train order signal must indicate "stop" in both directions at end of reverse movement, and Clearance Card A with copy of train order delivered to the train completing reverse movement.

TRAINS APPROACHING STATIONS.

- Except in automatic block signal territory, freight and extra trains must pass through stations at restricted speed unless the way is seen to be clear.

- Where automatic block system is in effect, normal indication of train order signal must be "proceed" except when train orders are in effect for trains in that direction, when signal must be changed to stop, and remain so until orders have been delivered to trains, or cleared as per Rule 906.

- GRADE SIGNALS.**
 The semaphore type is indicated by yellow square end blade with black stripe and purple marker light on right side of pole below. Restrictive light indication yellow above and purple below when the blade is in horizontal position.
 Color light signal type is indicated by a purple marker light on right side of pole below head. Restrictive indication for two light signals one yellow light above and purple light below. For three light signals two yellow lights above and one purple light below. Restrictive indication of signal:
 Trains may pass signal at not to exceed 5 miles an hour, then proceed as per Rule 509-A or 509-B.

RESTRICTED SPEED.

- Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

- A train which is to take siding at a point where the switch to be used is within 300 feet in advance of an automatic block signal may pass such signal at stop to enter siding at restricted speed, provided the switch is set for the siding and the way is known to be clear. In such case Rule 509 will not be effective.

RESTRICTING ORDER.

- On single track, in automatic block signal territory, a train order restricting the superiority of a passenger, mail or express train may be given on "19 Form." In non-automatic block signal territory where the middle order is used a train order restricting the superiority of a passenger, mail or express train may be given on "19 Form." At division, terminal and junction stations where the "31 Form" is used and the signature of a conductor of a passenger, mail or express train cannot be obtained previous to the time at which it is necessary to send orders to other trains against it, the orders may be given and the signature of the conductor of the passenger, mail or express train obtained to the restricting order at the time the conductor reports for orders before commencement of his run on that division or subdivision.

DELIVERING ORDERS.

- Operators must deliver copy of train orders and clearance cards to flagmen on passenger trains.

- ADVANCING TRAINS.**
 When a Train Dispatcher desires to advance a train from a station where by the rule it should enter the siding before passing a train order office, he may instruct the operator to use a green signal as prescribed by Rule 12-(C), or clear the calling on signal. The engine man may then continue to move his train on the main track to the signal at restricted speed and there be governed by train orders that are addressed to his train.

- SAFETY OF TRAINS AT TERMINALS.**
 At terminal station the conductor will be responsible for the safety of his train while on the main track, until relieved.

- PROTECTION OF TRAINS ON GRADE.**
 When necessary to leave a train or portion of a train on a grade, air brakes must be set, then hand brakes set tight and air brakes released before engine is uncoupled.

- PROTECTION OF OIL CARS.**
 Oil cars connected with a loading or unloading device must be protected with signs reading "Stop, tank car connected." The signs may be placed on ends of car or on the track and should be placed or removed by party loading or unloading.

- BACKWARD MOVEMENT OF PASSENGER TRAINS.**
 The conductor must control, with extension hose, the backward movement of loaded passenger trains at terminals and other points where necessary.

- STANDARD TIME.**
 Rules 2 and 3 (Book of Rules) will also apply to Train Baggage men, Brake-men, Flagmen, Firemen and Switchmen.

- WHISTLE SIGNALS.**
 The recall signal D-14 (D and E) against the current should be followed by one short blast of the whistle.
 Rules 14-L and D-14-L modified as follows:
 Two long, one short and one long.

- INDICATION**
 Approaching public crossing at grade, the last blast of the whistle to continue until engine reaches highway crossing. Enginemen will give consideration to speed train is moving in gauging the distance from the crossing that whistle signal 14-L and D-14-L will be started.

- INSPECTION OF SPECIAL EQUIPMENT.**
 Steam shovels, snow plows, derricks, rail loaders and other special equipment must be inspected for safe side and top clearance before being moved in trains.

- Conductors of work extras and foremen of bridge and track gangs must furnish flagman written instructions to be handed to engineer of trains flagged, detailing clearly what they are to do.
 Where changes in instructions are necessary they may be written by the conductor or foreman, or by the flagman under instructions of conductor or foreman.

- Where check of register is not received by train order conductors will check register as per Rule 83 and furnish register check, Form 1648, to engineman.
 When register check is received by train order conductor will hand register ticket to operator, who will register.

- Following rule in effect on Sub-division where so specified in foot notes.
 Freight trains will be notified of following extras by the Train Dispatcher who will issue train orders to all concerned as follows:
 "C. & E. after (time) protect against Extra." Preceding trains receiving this order will after the specified time, while occupying main track at stations, protect according to Rule 99.
 In the absence of this order freight trains may occupy the main track between station boards protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the station board, and thereafter proceed as the way is seen or known to be clear.

- Dead engines must be placed as near the forward end of trains as the service will permit. There shall be not less than 3 cars between the engine handling the train and the first dead engine, and between any two dead engines.

- USE OF TRACK.**
 Middle siding Monmouth may be used by both eastward and westward trains, as the way is seen to be clear.
 Illinois Junction and Quincy Sub-division trains will use tracks between Illinois Junction and Burlington and be governed by Rules in effect on the Galesburg and Ottumwa Sub-division.
 Hannibal Division trains will use eastward track between Mt. Pleasant and Cole Junction, protecting their movements.
 C. R. I. & P. trains and engines will use passenger tracks between Wapello Street and Market Street, Ottumwa, on authority of switch tenders. Trains and engines will move as the way is seen to be clear.
 Trains 2, 4, 6, 10, 12, 30 and 178 use westward track from Halpin to Maxon; Trains 28 and 32 use westward track from Albia to Maxon.
 O and M engines must not use south yard, Osceola.

C. G. W. trains and engines will use C. B. & Q. tracks between West Des Moines Union Junction and Bridge Junction. Movements will be governed by automatic block signals. Normal position of switches at West Des Moines Union Junction and Bridge Junction is for C. B. & Q. tracks. C. G. W. engines or cars must not foul C. B. & Q. tracks, or switches be opened until it is seen that there is no train approaching from either direction and automatic signals indicate proceed. Trains and engines must not exceed 15 miles an hour. In case of signal failure C. B. & Q. and C. G. W. trains or engines may proceed when preceded by a flagman.

THE FOLLOWING SIGNS INDICATE:

- "F" Telephone Siding without operator.
- "C" Fuel.
- "W" Water.
- "Y" Wye.
- "T" Turntable.
- "R" Registering station.
- "K" Standard Clock.
- "O" Track Scales.
- "B" Bulletin Board.
- "Yd" Yard where yard limit boards are maintained.

- When practicable operators will be on the station platform while a passenger or freight train is passing. The rear brakeman or flagman passing through stations should be where signals can be exchanged either with operator or with trainmen of trains standing on sidings at stations. The following code of signals will be used.
 Observe the equipment, particularly running gear, and if anything dragging or other defects noticed likely to create a dangerous condition give "Stop" signal. If impossible to communicate "Stop" signal to trainmen, operators will report by wire to the train dispatcher.

HOT JOURNALS.

- By Day—Hold nose with first finger and thumb of right hand and point down towards trucks with left hand.
 - By Night—Swing lamp in small vertical circle, lamp to be held in hand by guard wires around the globe.
- BRAKES STICKING.**
 By Day—Shove hand in sliding movement out from body.
 By Night—Quick sharp "all right" signal.

ALL CLEAR.

- By Day—Raise hand and hold it stationary.
- By Night—Quick sharp "all right" signal.

SPEED RESTRICTIONS.

- Passenger trains 35 miles an hour and freight trains 20 miles an hour over interlocking crossings.
 - Trains handling steam derricks, pile drivers, clam shells or similar equipment: 30 miles an hour on main line.
 - 20 miles an hour on Albia-Des Moines sub-division.
 - 15 miles an hour on Burlington—Tracy; Des Moines—Cainsville Illinois Jct.—Quincy; Batavia—Ft. Madison, Winfield—Washington and Indianola Jct.—Indianola sub-divisions.
- The boom must be taken down on clam-shells and the boom end toward the rear.
 Trains handling short scale test car:
 25 miles an hour on main line.
 20 miles an hour on Albia-Des Moines sub-division.
 15 miles an hour on all other sub-divisions.

- Trains 15 miles an hour on sidings and through main line cross-overs, and 10 miles an hour through other turnouts, unless otherwise specified.
- "O" and "M" engines 4 miles an hour through crossings.
- "C" and "M" engines 4 miles an hour on Wye tracks.

- Enginemen handling light engines must approach all hazardous road crossings where view is obscured, prepared to stop.
 Where Rules 509, 509-A and 509-B in effect, trains must not exceed ten miles an hour after passing stop and proceed signal at stop or a stop signal on authority of train dispatcher.

POINTS WHICH WILL GIVE LESS THAN 1 FT. 9 IN. CLEARANCE BETWEEN SHIPMENTS 10 FT. 9 IN. WIDE AND EQUIPMENT ON ADJACENT TRACK.

- Bridge 204.66 over Mississippi River at Burlington—12 ft. 0 in. centers between main tracks.
- Burlington—12 ft. 0 in. centers between main tracks, main track and passing track, passing track and adjacent track.
- Thayer—11 ft. 9 1/2 in. centers, passing track and adjacent track.
- Roscoe—12 ft. 2 1/2 in. centers, main track and passing track.
- Oskaloosa—11 ft. 8 3/4 in. centers, passing track and adjacent track.
- Knoxville—12 ft. 0 in. centers, passing track and adjacent track.
- Basco—12 ft. 4 1/2 in. centers, main track to adjacent track.
- Quincy—11 ft. 9 in. centers, main track to siding and 11 ft. 10 3/4 in. centers, siding to adjacent track.
- Ft. Madison—12 ft. 0 in. centers, main track to siding and siding to adjacent track.

W. F. THIEHOFF,
 General Manager, Chicago.

W. L. BARNES,
 General Superintendent, Chicago.

W. A. CARD,
 General Superintendent, Burlington.

C. J. CONNETT,
 Superintendent, Ottumwa.

M. C. HUGHES,
 Assistant Superintendent, Burlington.

irily and immediately demanded.

1. D.,
 al and Surgical Officer, Chicago.

