

# Chicago, Burlington & Quincy Railroad Co.

LINES EAST OF THE MISSOURI RIVER

## TIME TABLE

OF THE

## OTTUMWA AND CRESTON DIVISIONS

OF THE

## CENTRAL DISTRICT

**No. 54**

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

**SUNDAY, DECEMBER 6, 1936**

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.



# Ottumwa to Galesburg—Sub-division—Eastward.

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 54.

EFFECTIVE DECEMBER 6, 1936.

FIRST CLASS											FREIGHT TRAINS													
Daily Passenger	Daily Mail and Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Distance from Chicago	Distance from Galesburg	STATIONS	Distance from Ottumwa	Capacity of Staging	Other Tracks	Office Closed	Daily Ex. Monday Meat	Mon., Wed. and Fri. Mixed	Mon., Wed. and Fri. Way Fri.	Daily Fruit	Daily Fruit	Daily Meat	
30	8	176	10	18	178	6	212	2										70	98	100	68	62	74	
A 3.00	A 4.57		A 6.21	A 10.10	A 3.45	A 4.15		A 2.10			162.5		GALESBURG	117.3	Yard	Yard								
													WATERMAN	115.3	Yard	Yard		A 5.30			P.M. 4.00	P.M. 6.30	P.M. 10.15	
2.50	4.47			10.01	3.33	4.05		2.00			168.4	5.9	GRAHAM	111.4		No Office.								
2.46	4.43			s 9.57	s 3.28	4.01		1.55			171.6	9.1	CAMERON	108.2		86	5:30 p. m. to 8:30 a. m.							
											179.1	16.6	COSTELLO TOWER	100.7										
2.36	s 4.33		6.05	s 9.47	s 3.16	s 3.51		s 1.44			179.2	16.7	MONMOUTH	100.6	115	Yard	No Office.							
2.26	4.23			s 9.34	s 3.03	3.41		1.31			185.0	22.5	KIRKWOOD	94.8		87	5:30 p. m. to 8:30 a. m.							
2.20	4.16			s 9.25	s 2.54	3.35		1.23			190.7	28.2	BIGGSVILLE	89.1	73	72	5:30 p. m. to 8:30 a. m.							
2.13	4.08	A 6.15		s 9.15	s 2.45	3.28		1.15			196.2	33.7	GLADSTONE	83.6		323	5:30 p. m. to 8:30 a. m.			A 7.35				
		f			f						200.2	37.7	LONE TREE	79.6		10	No Office.							
											204.4	41.9	ILLINOIS JCT. (Interlocked)	75.4			No Office.							
2.00	3.55	L 6.00	5.41	L 9.00	2.30	3.15		1.00			205.6	43.1	BURLINGTON	74.2	Yard	Yard				L 7.15 A.M.				
s 1.50	s 3.50	A.M.	s 5.38	A.M.	s 2.22	s 3.09		s 12.48			209.5	47.0	WEST BURLINGTON	70.3	Yard	Yard	5:30 p. m. to 8:30 a. m.							
1.40	3.41				s 2.12	3.00		12.38			214.9	52.4	MIDDLETOWN	64.9		32	No Office.							
1.34	3.35				s 2.03	2.54		12.32			218.5	56.0	DANVILLE	61.3		75	5:30 p. m. to 8:30 a. m.							
1.30	3.31				s 1.57	2.50		12.28			224.8	62.3	NEW LONDON	55.0	89	98	5:00 p. m. to 8:00 a. m.							
1.23	3.24				s 1.47	2.43		12.21			233.3	70.8	MT. PLEASANT	46.5	82	141	4:00 a. m. to 8:15 a. m. 4:15 p. m. to 8:00 p. m.							
1.13	3.14		5.12		s 1.35	s 2.31		s 12.09			240.4	77.9	ROME	39.4		12	No Office.							
1.05	3.06				s 1.22	2.21		11.58			243.9	81.4	LOCKRIDGE	35.9		78	4:30 p. m. to 7:30 a. m.							
1.00	3.01				s 1.17	2.17		11.53			247.3	84.8	GLENDALE	32.5		16	No Office.							
					f 1.11						250.3	87.8	BECKWITH	29.5		35	No Office.							
12.53	2.54				f 1.06	2.11		11.46			255.4	92.9	FAIRFIELD	24.4		154	3:00 a. m. to 9:30 a. m. 5:30 p. m. to 7:00 p. m.							
12.46	2.48		4.52		s 12.58	s 2.04		s 11.40			255.9	93.4	TOWER 255	23.9			No Office.							
													C. R. I. & P. Crossing (Interlocked)											
12.38	2.40				f 12.47	1.55		11.29			261.6	99.1	BERNHART	18.2		20	No Office.							
12.32	2.34				s 12.41	1.50	A 3.54	11.23			266.3	103.8	BATAVIA	13.5		62	4:15 p. m. to 7:15 a. m.			A 7.55				
12.22	2.25				s 12.29	1.42	s 3.43	11.13			273.6	111.1	AGENCY CITY	6.2	85	32	No Office.			f				
L 12.10 A.M.	L 2.13 A.M.		L 4.30 A.M.		L 12.15 P.M.	L 1.30 P.M.	L 3.30 P.M.	L 11.00 P.M.			279.8	117.3	OTTUMWA			Yard		L 1.30 A.M.	L 7.15 A.M.		L 11.45 A.M.	L 3.15 P.M.	L 6.15 P.M.	
Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily										Daily Ex. Monday	Mon., Wed. and Fri.	Mon., Wed. and Fri.	Daily	Daily	Daily	
2:50 41.4	2:44 42.9	0:15 37.6	1:51 63.4	1:10 36.9	3:30 33.5	2:45 42.7	0:24 33.7	3:10 36.5										4:00 28.8	0:40 20.2	0:20 28.2	4:15 27.1	3:15 35.5	4:00 28.8	
SCHEDULE TIME											AVERAGE MILES AN HOUR													

MAIL, EXPRESS AND SILK TRAINS MUST NOT EXCEED 65 MILES AN HOUR. PASSENGER TRAINS, EXCEPT ZEPHYR TYPE MOTOR TRAINS, 60 MILES AN HOUR. PASSENGER MOTOR CARS, 50 MILES AN HOUR. MAXIMUM SPEED, MAIL, EXPRESS, PASSENGER AND SILK TRAINS WITH R, O-1, O-2 OR O-3 ENGINES, 50 MILES AN HOUR. STOCK AND TIME FREIGHT TRAINS WITH O-5 ENGINES, 55 MILES AN HOUR, WITH OTHER ENGINES, 50 MILES AN HOUR. OTHER FREIGHT TRAINS AND LIGHT ENGINES, 35 MILES AN HOUR.

Double track between Ottumwa and Galesburg; Rules D-251, D-252, D-254 and Automatic Block System in effect.  
 Double track between Graham and Waterman. Centralized Traffic Control in effect.  
 Zephyr Type Motor trains will operate under special instructions shown on page 15.  
 No train order signals, Ottumwa, Burlington and Galesburg; conductors and enginemen must have Clearance Form A.  
 M-4 engines must not be doubleheaded over Mississippi River Bridge.

No. 30 will stop at Fairfield to discharge revenue passengers from south of Red Oak, Villisca and Chariton.  
 No. 176 and No. 178 will make flag stops at Bass Lake, Mile Post 202.5.  
 No. 18 will stop at Bass Lake, Mile Post 202.5, Sunday only when flagged or to discharge passengers.  
 Local extra leaves Ottumwa 5:00 a. m. Tuesday, Thursday and Saturday for Burlington.  
 No. 98 will carry passengers between Ottumwa freight yard and Batavia.





# Creston to Omaha—Sub-division—Westward.

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 54.

EFFECTIVE DECEMBER 6, 1936.

FIRST CLASS															STATIONS															SECOND CLASS					
Daily Passenger	Daily Passenger	Daily Mail	Daily Passenger	Daily Passenger	Daily Mail and Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Distance from Chicago	Distance from Creston				Distance from Omaha	Capacity Siding	Other Tracks	Daily Mdse.	Daily Mdse.	Daily Mdse.				Daily Mdse.	Daily Mdse.	Daily Mdse.							
23	5	15	11	27	7	21	9	1												67	75	61				67	75	61							
	A.M. L 4.20	A.M. L 5.22	A.M. L 5.25			P.M. L 12.10		P.M. L 7.45	P.M. L 11.22	B.C.K.O.R. T.W.Y. Yd.	398.1			.....	CRESTON	103.1		Yard	A.M. L 12.15	A.M. L 1.00	P.M. L 3.00														
	4.30	5.30	s 5.35			12.18		7.54			398.9	5.8	.....	CROMWELL	97.3		40																		
	4.40	5.41	s 5.46			f 12.30		8.03			406.8	13.7	.....	PRESCOTT	89.4	85	21																		
	s 4.50	5.50	s 5.57			s 12.42		s 8.13		W.	413.8	20.7	.....	CORNING	82.4	90	35																		
	4.55	5.55	s 6.03			12.47		8.18			417.8	24.7	.....	BROOKS	78.4		21																		
	5.01	6.01	s 6.11			12.53		8.24			422.8	29.7	.....	NODAWAY	73.4		14																		
	s 5.09	s 6.12	s 6.22			s 1.05		s 8.32	11.54	K. W. T.	427.6	34.5	.....	VILLISCA	68.6		263																		
	5.22	6.24	s 6.34			f 1.20		8.43			435.4	42.3	.....	STANTON	60.8	59	21																		
	s 5.35	s 6.38	s 6.47			s 1.35		s 8.57	A.M. 12.08	C. K. O. T. W. Y. Yd.	442.6	49.5	.....	RED OAK	53.6																				
	5.42	6.46	6.58			1.44		9.06		F.	448.3	55.2	.....	McPHERSON	47.9	170	28																		
	5.46	6.52	s 7.03			1.50		9.12		F.	451.8	58.7	.....	EMERSON	44.4	126	56																		
	5.52	6.59	s 7.13			f 1.59		9.20	12.21	C.F.W.Y.	457.1	64.0	.....	HASTINGS	39.1	85	90																		
	5.58	7.07	s 7.23			f 2.08		9.26		F.	461.8	68.7	.....	MALVERN	34.4	160	147																		
	6.04	7.15	7.30			2.17		9.32		F.	467.0	73.9	.....	BALFOUR	29.2																				
	f 6.10	7.22	s 7.36			s 2.25		9.37		F.	471.5	78.4	.....	GLENWOOD	24.7		97																		
A.M. L	5.35	6.15	7.30	A 7.45	P.M. L 1.00	f 2.31	L 5.45	9.42	12.37	B. C. K. R. T. W. Y. Yd.	475.2	82.1	.....	PACIFIC JCT	21.0		Yard	A 3.30	s 6.00	s 57.00	6.20														
	5.45	6.22	7.39	A.M.	1.09	2.41	5.50	9.50	12.42	F.	480.9	87.8	.....	FOLSOM	15.3	106	9																		
	5.55	6.30	7.46		1.16	2.50	5.55	9.57	12.48	F.	486.2	93.1	.....	ISLAND PARK	10.0	83	12																		
											491.4	98.3	.....	Wabash Crossing (Grade)	4.8																				
											491.9	98.8	.....	C. M. St. P. & P. X'g (Grade)	4.3																				
											492.3	99.2	.....	C. R. I. & P. Crossing (Grade)	4.3																				
	s 6.10	s 6.45	7.58		s 1.28	s 3.05	s 6.03	s 10.11	f 12.56	B. C. K. O. R. T. W. Yd.	492.3	99.2	.....	COUNCIL BLUFFS	3.9		Yard	A 7.45	A 7.30																
											492.9	99.8	.....	C. & N. W. Crossing (Grade)	3.3																				
											493.0	99.9	.....	I. C. Crossing (Grade)	3.2																				
											493.0	99.9	.....	C. R. I. & P. Crossing (Grade)	3.2																				
	s 6.20	s 7.00	s 8.19		s 1.36	s 3.12	s 6.09	s 10.20	s 1.04	Yd.	493.5	100.4	.....	U. P. TRANSFER	2.7																				
	6.40					3.30		10.33																											

Between U. P. Transfer and Omaha Union Station each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision time table.

Via U. P.	Via U. P.	Via U. P.	Via Platte	Via U. P.	Via U. P.	Via U. P.	Via U. P.	Via U. P.	Via U. P.	B. K. R. W. Yd.	Distance from Chicago	Distance from Creston				Distance from Omaha	Capacity Siding	Other Tracks	Daily	Daily	Daily				Daily	Daily	Daily														
A 7.00 A.M.	A 7.15 A.M.	A 8.35 A.M.	A 8.35 A.M.	A 1.50 P.M.	A 3.45 P.M.	A 6.20 P.M.	A 10.50 P.M.	A 1.15 A.M.		B. K. R. W. Yd.	496.2	103.1	.....	2.7	OMAHA																										
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily																																	
0:45 24.4	2:40 37.6	2:57 34.0	2:20 35.2	0:36 30.5	3:02 33.1	0:24 45.7	2:35 38.9	1:42 59.1																																	
..... SCHEDULE TIME .....																																									
..... AVERAGE MILES AN HOUR .....																																									

MAIL, EXPRESS AND SILK TRAINS MUST NOT EXCEED 65 MILES AN HOUR. PASSENGER TRAINS, EXCEPT ZEPHYR TYPE MOTOR TRAINS, 60 MILES AN HOUR. PASSENGER MOTOR CARS, 50 MILES AN HOUR. MAXIMUM SPEED, MAIL, EXPRESS, PASSENGER AND SILK TRAINS WITH R, O-1, O-2 OR O-3 ENGINES, 50 MILES AN HOUR. STOCK AND TIME FREIGHT TRAINS WITH O-5 ENGINES, 55 MILES AN HOUR, WITH OTHER ENGINES, 50 MILES AN HOUR. OTHER FREIGHT TRAINS AND LIGHT ENGINES, 35 MILES AN HOUR.

Trains eastward are superior to trains of the same class westward.  
 Single track between Red Oak and Balfour, between Pacific Jct. and mile post 491.9 and between west end Council Bluffs Yard and U. P. Transfer.  
 Double track between Creston and Red Oak, between Balfour and Pacific Jct. and through Council Bluffs Yard between mile post 491.9 and mile post 492.8.  
 Automatic Block System between Creston and Red Oak; Balfour and U. P. Transfer.  
 Between Creston and Red Oak, Balfour and Pacific Jct. Rules D-251, D-252 and D-254, in effect.  
 Centralized Traffic Control in effect between Red Oak and Balfour.  
 Zephyr Type Motor trains will operate under special instructions shown on page 15.  
 No train order signals, Creston and Pacific Jct.; conductors and enginemen must have Clearance Form A.

Operators at Pacific Jct. and Council Bluffs will register for trains that do not stop.  
 Local Extra leaves Creston 7:50 a. m. daily except Sunday for Red Oak.  
 Local Extra leaves Red Oak 8:15 a. m. Monday, Wednesday and Friday for Pacific Jct.  
 At Pacific Jct., yardmaster will handle and be responsible for main track crossover switches located east of depot, and switches of the northeast leg of wye for passenger and mail trains.  
 No. 5 will stop at Malvern to discharge revenue passengers from Chicago.  
 No. 9 will stop at Glenwood to discharge revenue passengers from Des Moines or points east of Osceola, or pick up revenue passengers for Denver, when notified at Red Oak.  
 No. 7 will stop at Prescott, Stanton and Pacific Jct. for revenue business.  
 No. 7 will stop at Hastings to discharge and receive revenue passengers.

# Omaha to Creston—Sub-division—Eastward.

TIME TABLE No. 54.

FIRST CLASS										STATIONS	Office Closed	SECOND CLASS								
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Mail	Daily Passenger	Daily Passenger			Daily Meat	Daily Freight	Daily Fruit	Daily Fruit	Daily Ex. Sunday Meat				
10	6	20	2	26	30	12	8	22	74			72	68	62	70					
A.M. 2.34	A.M. 10.48		P.M. 7.20		P.M. 9.18	P.M. 11.00	P.M. 11.19			B.C.K. O.R.T. W.Y. Yd. 393.1	.....CRESTON.....	103.1	Yard		A.M. 7.00		A.M. 6.30	A.M. 11.40	P.M. 9.10	
	10.38		s 7.08		9.08	10.50	11.09			398.9 5.8	.....CROMWELL.....	97.3	40	5:00 p. m. to 8:00 a. m.						
	10.28		s 6.53		8.57	10.39	11.00			406.8 13.7	.....PRESCOTT.....	89.4	85	21	5:00 p. m. to 8:00 a. m.					
	s 10.18		s 6.40		8.47	10.29	10.52			413.8 20.7	.....CORNING.....	82.4	35	9:30 p. m. to 7:00 a. m.						
	10.11		f 6.32		8.42	10.24	10.48			417.8 24.7	.....BROOKS.....	78.4	21	No Office.						
	10.05		s 6.24		8.35	10.17	10.43			422.8 29.7	.....NODAWAY.....	73.4	85	14	No Office.					
2.04	s 9.57		s 6.15		s 8.28	10.11	10.38			K.W.T. 427.6 34.5	.....VILLISCA.....	68.6	70	263	10:00 p. m. to 5:00 a. m. 1:00 p. m. to 2:00 p. m.					
	9.44		s 6.00		8.11	10.01	10.28			435.4 42.3	.....STANTON.....	60.8	85	21	5:00 p. m. to 8:00 a. m.					
1.50	s 9.33		s 5.43		s 7.59	f 9.50	10.20			C.K.O. T.W.Y. Yd. 442.6 49.5	.....RED OAK.....	53.6	85	73						
	9.25		5.32		7.42	9.42	10.14			F. 448.3 55.2	.....McPHERSON.....	47.9	170	28	No Office.					
	9.20		s 5.25		7.37	9.37	10.10			F. 451.8 58.7	.....EMERSON.....	44.4	126	56	No Office.					
1.38	9.13		s 5.15		7.30	9.31	10.04			C.W. F.Y. 457.1 64.0	.....HASTINGS.....	39.1	125	90	No Office.					
	9.07		s 5.05		7.24	9.26	9.59			F. 461.8 68.7	.....MALVERN.....	34.4	160	147	No Office.					
	9.01		4.55		7.17	9.21	9.53			F. 467.0 73.9	.....BALFOUR.....	29.2		22	No Office.					
	8.55		s 4.45		7.10	9.15	9.46			F. 471.5 78.4	.....GLENWOOD.....	24.7		97	No Office.					
L 1.20	L 8.50	A 9.33	s 4.35	A 5.11	7.05	L 9.10	9.41	A 12.50		B.C.K.R. T.W.Y. Yd. 475.2 82.1	.....PACIFIC JCT.....	21.0		Yard		L 2.30	A 3.00	s 3.10	s 9.30	s 6.45
			9.27	4.25	5.04	6.56	9.35	f 12.42		F. 480.9 87.8	.....FOLSOM.....	15.4	106	9	No Office.		2.45	2.58	7.39	4.58
			9.22	4.18	4.58	6.50	9.29	f 12.32		F. 486.2 93.1	.....ISLAND PARK.....	9.9	83	12	No Office.		2.30	2.45	7.25	4.45
										491.4 98.3	Wabash Crossing (Grade)	4.8								
										491.9 98.8	C. M. St. P. & P. Crossing (Grade) C.R.I.&P. Crossing (Grade)	4.3								
			s 9.14	s 4.05	s 4.48	s 6.37	9.19	s 12.19		B.C.K.O. R.T.W. Yd. 492.3 99.2	.....COUNCIL BLUFFS.....	3.9		Yard		L 2.15	L 2.30	L 7.00	L 4.30	
										492.9 99.8	C.&N.W. Crossing (Grade)	3.3								
										493.0 99.9	I. C. Crossing (Grade)	3.2								
										493.0 99.9	C.R.I.&P. Crossing (Grade)	3.2								
			s 9.10	s 3.55	s 4.42	s 6.30	9.15	s 12.09		Yd. 493.5 100.4	.....U. P. TRANSFER.....	2.7		No Office.						

Between U. P. Transfer and Omaha Union Station each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision time table.

Via Platts	Via Platts	Via U. P.	Via U. P.	Via U. P.	Via U. P.	Via Platts	Via U. P.	Via U. P.	B. K. R. W. Yd.	Distance from Chicago	Distance from Creston	STATIONS	Distance from Omaha	Capacity Siding	Other Tracks	Daily	Daily	Daily	Daily	Daily Ex. Sunday
L 12.49	L 8.10	L 9.00	L 3.40	L 4.30	L 6.15	L 8.30	L 8.50	L 11.55	496.2	103.1	.....OMAHA.....					Daily	Daily	Daily	Daily	Daily Ex. Sunday
A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.								4:30	0:45	4:00	4:40	4:40
																18.6	22.8	24.8	21.3	21.3

MAIL, EXPRESS AND SILK TRAINS MUST NOT EXCEED 65 MILES AN HOUR. PASSENGER TRAINS, EXCEPT ZEPHYR TYPE MOTOR TRAINS, 60 MILES AN HOUR. PASSENGER MOTOR CARS, 50 MILES AN HOUR. MAXIMUM SPEED. MAIL, EXPRESS, PASSENGER AND SILK TRAINS WITH R, O-1, O-2 OR O-3 ENGINES, 50 MILES AN HOUR. STOCK AND TIME FREIGHT TRAINS WITH O-5 ENGINES, 55 MILES AN HOUR, WITH OTHER ENGINES, 50 MILES AN HOUR. OTHER FREIGHT TRAINS AND LIGHT ENGINES, 35 MILES AN HOUR.

Trains eastward are superior to trains of the same class westward.  
 Single track between U. P. Transfer and west end Council Bluffs Yard, between mile post 491.9 and Pacific Jct. and between Balfour and Red Oak.  
 Double track through Council Bluffs Yard, between mile post 492.8 and Mile Post 491.9, between Pacific Jct. and Balfour and between Red Oak and Creston.  
 Automatic Block System between U. P. Transfer and Balfour; Red Oak and Creston.  
 Between Pacific Jct. and Balfour, Red Oak and Creston, Rules D-251, D-252 and D-254, in effect.  
 Centralized Traffic Control in effect between Balfour and Red Oak.  
 Zephyr Type Motor trains will operate under special instructions shown on page 15.

No train order signals, Omaha, Council Bluffs, Pacific Jct. and Creston; conductors and enginemen must have Clearance Form A.  
 Operators at Council Bluffs and Pacific Jct. will register for trains that do not stop.  
 Local Extra leaves Pacific Jct. 9:50 a. m. Tuesday, Thursday and Saturday for Red Oak.  
 Local Extra leaves Red Oak 4:15 p. m. daily except Sunday for Creston.  
 At Pacific Jct. yardmaster will handle and be responsible for main track crossover switches located east of depot, and switches of the northeast leg of wye for passenger and mail trains.  
 No. 6 and No. 12 will stop at Glenwood to discharge passengers from Denver and to receive revenue passengers for Chicago.  
 No. 12 will stop at Red Oak to discharge and receive revenue passengers.  
 No. 30 will stop at Corning to discharge revenue passengers and to receive revenue passengers for Chicago.

## Burlington and Washington—Sub-division.

Ottumwa and Creston Divisions. Time Table No. 54. Effective December 6, 1936.

WESTWARD				EASTWARD							
SECOND CLASS				SECOND CLASS							
		Daily Ex. Sunday Mixed	Signs	Distance from Burlington	STATIONS	Distance from Washington	Capacity of Sidings	Office Closed			
		23									Daily Ex. Sunday Mixed
		A.M. 7.20	B.C.K. O.R. T.W. Yd.		BURLINGTON	52.5	Yard		P.M. 3.35		

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

		S	R.	15.4	..... MEDIAPOLIS .....		37.1	29	10:00 p. m. to 6:00 a. m.	S	2.35
		s 8.25		5.2	..... ROSCOE .....		31.9	23	No Office.	s	2.10
		s 8.40		3.3	..... YARMOUTH .....		28.6	33	No Office.	s	1.50
		s 8.55		4.4	..... MT. UNION .....		24.2	24	5:00 p. m. to 8:00 a. m.	s	1.35
		s 9.10		4.6	..... M. & St. L. Crossing (Grade) .....		19.6				
		s 10.00	W.	1.1	..... WINFIELD .....		18.5	52	5:30 p. m. to 8:30 a. m.	s	1.05
		s 10.15		4.7	..... WYMAN .....		13.8	26	No Office.	s	12.35
		s 10.30		3.7	..... CRAWFORDSVILLE .....		10.1	30	5:30 p. m. to 8:30 a. m.	s	12.16
		s 10.40		4.6	..... HAVRE .....		5.5	10	No Office.	s	12.01
		A 11.00 A.M.	R. Y.	5.5	..... WASHINGTON .....			40	5:30 p. m. to 8:30 a. m.	L	11.45 A.M.
		Daily Ex. Sunday								Daily Ex. Sunday	
		3:40 14.3			..... SCHEDULE TIME .....					3:50 13.7	
					..... AVERAGE MILES AN HOUR .....						

TRAINS AND LIGHT ENGINES MUST NOT EXCEED 30 MILES AN HOUR, MEDIAPOLIS TO WINFIELD, 25 MILES AN HOUR WINFIELD TO WASHINGTON.

Trains westward are superior to trains of the same class eastward.

Manual Block System—Rule 318-B in effect.

Rule 907 in effect.

No train order signals, Mediapolis, Winfield and Washington; conductors and enginemen must have Clearance Form A when operator on duty. Normal position of gate at M. & St. L. Crossing, Mile Post 32.9, is against C. B. & Q. trains.

## Ft. Madison and Batavia—Sub-division.

Ottumwa and Creston Divisions. Time Table No. 54. Effective December 6, 1936.

WESTWARD				EASTWARD								
SECOND CLASS		FIRST CLASS		SECOND CLASS								
		Tues., Thur. and Sat. Mixed	Daily Ex. Sunday Passenger	Signs	Distance from Fort Madison	STATIONS	Distance from Batavia	Capacity of Sidings	Office Closed			
		97	213							Daily Ex. Sunday Passenger		
		A.M. 9.30	A.M. 7.45	B.C.R. T.W. Yd.		FORT MADISON	56.0	Yard	10:30 p. m. to 6:30 a. m.	A	6.35	P.M. 1.30
		s 9.55	s 7.54		5.8	..... SAWYER .....	50.2	12	No Office.	s	6.14	s 12.50
		s 10.30	s 8.06		11.3	..... WEST POINT .....	44.7	40	5:00 p. m. to 8:00 a. m.	s	6.05	s 12.30
		s 11.00	s 8.20		17.0	..... PILOT GROVE .....	39.0	11	5:10 p. m. to 8:10 a. m.	s	5.53	s 11.59
		f 11.14 P.M.	f 8.27		20.7	..... MERTENSVILLE .....	35.3	8	No Office.	f	5.46	f 11.35
		s 1.05	s 9.14	R.	20.9	..... MERTENSVILLE JCT. ....	35.1		No Office.	s	5.44	s 11.25
		s 1.16	s 9.19		23.2	..... COTTONWOOD .....	32.8	14	No Office.	s	5.01	s 9.38
		s 1.46	s 9.28		28.1	..... HILLSBORO .....	27.9	30	5:30 p. m. to 8:30 a. m.	s	4.52	s 9.28
		f 1.58	f 9.37		32.4	..... McVEIGH .....	23.6		No Office.	f	4.44	f 9.12
		s 2.23	s 9.42	W.	34.7	..... STOCKPORT .....	21.3	28	5:00 p. m. to 8:00 a. m.	s	4.38	s 9.05
		f 2.31	f 9.46		36.8	..... LONGVIEW .....	19.2		No Office.	f	4.34	f 8.50
		s 2.56	s 9.56		41.2	..... BIRMINGHAM .....	14.8	27	No Office.	s	4.25	s 8.41
		f 3.07	f 10.04		45.1	..... COLLETT .....	10.9	10	No Office.	f	4.16	f 8.29
		s 3.26	s 10.13		49.0	..... LIBERTYVILLE .....	7.0	24	5:00 p. m. to 8:00 a. m.	s	4.08	s 8.20
		A 3.50 P.M.	A 10.25 A.M.	R.	56.0	..... BATAVIA .....		22	4:15 p. m. to 7:15 a. m.	L	3.56 P.M.	L 8.00 A.M.
		Tues., Thurs. and Saturday	Daily Ex. Sunday							Daily Ex. Sunday	2:39 26.7	Mon., Wed. and Friday
		8:20 11.2	2:40 26.5			..... SCHEDULE TIME .....						5:30 12.9
						..... AVERAGE MILES AN HOUR .....						

PASSENGER TRAINS OPERATED WITH MOTOR CAR MUST NOT EXCEED 35 MILES AN HOUR; WITH K-1 OR K-2 ENGINES, 30 MILES AN HOUR; WITH K-4 OR K-10 ENGINES, 25 MILES AN HOUR; 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 signals, Ft. Madison and Batavia; conductors and enginemen must have Clearance Form A when operator on duty.

Rule 907 in effect.

Spur track Mile Post 3.80, Capacity 10 cars.

No. 212 and No. 213 will make flag stops at highway crossings at Mile Posts 7.66, 8.90, 22.29, 30.42, 37.85, 38.84, 43.10 and 52.94.

## Salem and Mertensville Jct.—Sub-division.

Ottumwa and Creston Divisions. Time Table No. 54. Effective December 6, 1936.

SOUTHWARD				NORTHWARD			
SECOND CLASS		FIRST CLASS		FIRST CLASS			
		Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	SECOND CLASS			
Mon., Wed. and Fri. Mixed	Tues., Thur. and Sat. Mixed	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Mon., Wed. and Fri. Mixed	Tues., Thur. and Sat. Mixed
108	110	216	218	215	217	107	109
A.M. 10.40	P.M. 12.30	A.M. 8.53	P.M. 5.23	A.M. 8.52	P.M. 5.22	A.M. 10.20	P.M. 12.10
s 10.55	s 12.55	s 9.07	s 5.32	s 8.41	s 5.11	s 9.58	s 11.50
A 11.00 A.M.	A 1.05 P.M.	A 9.14 A.M.	A 5.35 P.M.	L 8.38 A.M.	L 5.05 P.M.	L 9.48 A.M.	L 11.44 A.M.
Mon., Wed. and Fri.	Tues., Thur. and Sat.	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Mon., Wed. and Fri.	Tues., Thur. and Sat.
0:20 19.0	0:35 10.9	0:21 13.5	0:12 30.0	0:14 27.4	0:17 22.6	0:32 12.0	0:26 13.6
		..... SCHEDULE TIME .....				..... SCHEDULE TIME .....	
		..... AVERAGE MILES AN HOUR .....				..... AVERAGE MILES AN HOUR .....	

PASSENGER TRAINS OPERATED WITH MOTOR CAR MUST NOT EXCEED 35 MILES AN HOUR; WITH K-1 OR K-2 ENGINES, 30 MILES AN HOUR; WITH K-4 OR K-10 ENGINES, 25 MILES AN HOUR; FREIGHT TRAINS AND LIGHT ENGINES, 25 MILES AN HOUR.

Trains northward are superior to trains of the same class southward.

Rule 907 in effect.

Hamill Spur extending 1 mile south from west switch Mertensville Jct., and Rule 93 in effect.

Hamill station served by No. 215 at 8:35 A.M. Daily except Sunday.

No. 218 at 5:37 P.M. Daily except Sunday.

No. 108 at 11:05 A.M. Monday, Wednesday and Friday.

No. 109 at 11:29 A.M. Tuesday, Thursday and Saturday.

# Albia and Des Moines—Sub-division.

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 54.

EFFECTIVE DECEMBER 6, 1936.

WESTWARD						EASTWARD											
SECOND CLASS			FIRST CLASS			STATIONS	Distance from Des Moines	Capacity of Sidings	Office Closed	FIRST CLASS			SECOND CLASS				
Daily M. & St. L. Freight	Daily Ex. Saturday Freight	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger					Daily Ex. Sunday Freight	Daily M. & St. L. Freight	Daily Passenger	Daily Passenger	Daily Ex. Sunday Freight	Daily M. & St. L. Freight	Daily Passenger	Daily Passenger
	P.M. L 10.15			A.M. L 9.20	P.M. L 5.55	ALBIA	68.0	Yard		A.M. A 11.15	P.M. A 8.45	P.M. A 5.45					

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

P.M.		A.M.		R.	Distance from Albia	Capacity of Sidings	Office Closed	WESTWARD		EASTWARD		P.M.		
L	L	S	S					S	S	S	S	A	A	L
	3.55	11.35			19.4	60	2:00 a. m. to 8:30 a. m. 4:30 p. m. to 6:00 p. m.	s	10.31	s	8.07		4.35	9.50
	4.04	11.47			23.1	10	No Office.	s	10.23	s	7.59		4.15	9.41
	4.10	11.57			24.9	20	No Office.	f	10.20	f	7.55		4.10	9.37
	4.16	12.09			28.4	31	No Office.	f	10.13	f	7.50		4.00	9.30
	4.29	1.05			33.1	75	9:00 p. m. to 1:00 p. m.	s	10.07	s	7.42		3.45	9.20
					33.6	35	No Office.							
	4.38	1.20			37.1	24	No Office.	f	9.57	f	7.30		3.10	9.09
	4.51	1.40			43.2	86	5:15 p. m. to 8:15 a. m.	s	9.48	s	7.17		2.55	8.56
	5.05	1.55			49.1	26	No Office.	s	9.36	s	7.04		2.30	8.41
	5.14	2.06			53.4	26	No Office.	f	9.29	f	6.56		2.20	8.31
	5.22	2.16			57.1	33	No Office.	f	9.24	f	6.51		2.10	8.23
	5.32	2.27			61.9	10	No Office.	f	9.18	f	6.45		1.55	8.12
					62.3	50	No Office.							
					65.7	2.3								
	5.42	2.37			66.2	1.8	No Office.		9.12	6.40		1.40	8.00	

Trains between East Des Moines Union Junction and Des Moines Union Station are governed by time table of Des Moines Union Railway.

P.M.		A.M.		R.	Distance from Albia	Capacity of Sidings	Office Closed	WESTWARD		EASTWARD		P.M.		
L	L	S	S					S	S	S	S	A	A	L
					66.3	1.7								
					66.4	1.6								
					66.5	1.5								
					66.7	1.3								
					67.3	0.7	Yard	No Office.	s	9.05	s	6.35		
	A 6.05	A 3.30			68.0	Yard	10:30 p. m. to 6:00 a. m. 2:00 p. m. to 2:30 p. m.	L	9.00	L	6.30		L 1.30	L 7.45
	P.M.	A.M.						Daily	Daily				Daily Ex. Sunday	Daily
	2:10	5:15						2:15	2:15				4:15	2:05
	22.4	13.0						30.2	30.2				16.0	23.3

**PASSENGER TRAINS MUST NOT EXCEED 40 MILES AN HOUR; WITH R ENGINES, 30 MILES AN HOUR; FREIGHT TRAINS AND LIGHT ENGINES, 30 MILES AN HOUR.**

Trains eastward are superior to trains of the same class westward.  
Manual Block System—Rule 318-B in effect.  
Rule 907 in effect.

No train order signals, Tracy and Des Moines; conductors and enginemen must have Clearance Form A when operator on duty.

O engines must not cross over bridge 67.43.  
Local Extra leaves Des Moines 7:00 a. m. Monday, Wednesday and Friday for Ottumwa.

## Des Moines and Osceola—Sub-division.

Ottumwa and Creston Divisions. **TIME TABLE No. 54.** Effective December 6, 1936.

SOUTHWARD			STATIONS	Distance from Des Moines	Office Closed	NORTHWARD			
SECOND CLASS	FIRST CLASS					FIRST CLASS	SECOND CLASS		
Daily Ex. Sunday Freight	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger				Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Monday Way Frt.	
<b>75</b>	<b>35</b>	<b>37</b>				<b>36</b>	<b>38</b>	<b>76</b>	
P.M. 7.00	A.M. 8.40	P.M. 4.40	..... DES MOINES .....	57.3	Yard	10:30 p. m. to 6:00 a. m. 2:00 p. m. to 2:30 p. m.	P.M. 1.40	P.M. 10.20	A.M. 3.35
Trains between West Des Moines Union Junction and Des Moines Union Station are governed by time table of Des Moines Union Railway.									
7.05	8.44	4.44	0.7 .. West Des Moines Union Jct..	56.6	No Office.		1.35	10.15	3.15
7.10	8.46	4.46	0.4 .. BRIDGE JCT. ....				1.33	10.13	3.10
			1.1 .. C. G. W. Crossing (Grade)...	56.2	No Office.				
	f	f	3.1 .. BURCH .....	53.1	No Office.		f	f	
7.40	s 9.07	s 5.07	6.7 .. NORWALK .....	46.4	33	No Office.	s 1.11	f 9.54	2.40
8.00	s 9.19	s 5.19	6.4 .. PROLE .....	40.0	18	No Office.	s 12.59	f 9.43	2.20
8.09	s 9.25	s 5.25	2.6 .. MARTENSDALE .....	37.4	3	No Office.	s 12.53	f 9.38	2.10
			2.2 .. C. R. I. & P. Crossing (Grade) ..						
8.17	s 9.31	s 5.31	2.7 .. WICK .....	35.2	20	No Office.	s 12.48	f 9.34	2.00
8.30	s 9.41	s 5.41	2.7 .. ST. MARYS .....	32.5	17	No Office.	s 12.42	f 9.29	1.50
8.45	s 9.50	s 5.50	4.1 .. ST. CHARLES .....	28.4	16	5:30 p. m. to 8:30 a. m.	s 12.34	s 9.22	1.35
9.10	s 10.05	s 6.05	6.9 .. TRURO .....	21.5	30	5:30 p. m. to 8:30 a. m. 10:05 a. m. to 1:20 p. m.	s 12.20	s 9.10	1.10
9.45	s 10.22	s 6.22	10.0 .. NEW VIRGINIA .....	11.5	26	12:01 p. m. to 10:22 a. m.	s 12.01	s 8.51	12.40
9.55	s 10.31	s 6.31	4.5 .. JAMISON .....	7.0	18	No Office.	s 11.53	f 8.43	12.25
A 10.15	A 10.45	A 6.45	7.0 .. OSCEOLA .....	57.3	Yard		L 11.40	L 8.30	L 12.01
P.M.	A.M.	P.M.					A.M.	P.M.	A.M.
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday					Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday
3:15 17.6	2:05 27.5	2:05 27.5	..... SCHEDULE TIME .....				2:00 28.6	1:50 31.2	3:34 16.0
			..... AVERAGE MILES AN HOUR .....						

**PASSENGER TRAINS MUST NOT EXCEED 35 MILES AN HOUR; WITH R ENGINES 25 MILES AN HOUR; FREIGHT TRAINS AND LIGHT ENGINES 25 MILES AN HOUR.**

Trains southward are superior to trains of the same class northward.  
 Manual Block System—Rule 318-B in effect.  
 Rule 907 in effect.  
 No train order signals, Des Moines and Osceola; conductors and enginemen must have Clearance Form A when operator on duty.

## Indianola Junction and Indianola—Sub-division.

Ottumwa and Creston Divisions. **TIME TABLE No. 54.** Effective December 6, 1936.

NORTHWARD			STATIONS	Distance from Indianola	Capacity of Sidings	Office Closed	SOUTHWARD		
SECOND CLASS							SECOND CLASS		
Daily Ex. Sunday Mixed	Signs	Distance from Chariton					Daily Ex. Sunday Mixed	Signs	Distance from Chariton
<b>65</b>							<b>66</b>		
A.M. L 8.25		2.9	... INDIANOLA JCT. ...	30.4		No Office.	P.M. A 3.24		
s 8.45		7.3	4.4 .. OAKLEY .....	26.0	26	No Office.	s 3.12		
s 9.15		13.9	6.6 .. LACONA .....	19.4	42	5:30 p. m. to 8:30 a. m.	s 2.50		
s 9.55		21.9	8.0 .. MILO .....	11.4	30	5:30 p. m. to 8:30 a. m.	s 2.25		
s 10.20		28.0	6.1 .. ACKWORTH .....	5.3	14	No Office.	s 2.00		
A 10.35	R. Y.	33.3	5.3 .. INDIANOLA .....		38	5:30 p. m. to 8:30 a. m.	L 1.45		
A.M.							P.M.		
Daily Ex. Sunday							Daily Ex. Sunday		
2:10 14.0			..... SCHEDULE TIME .....				1:39 18.4		
			..... AVERAGE MILES AN HOUR .....						

**TRAINS AND LIGHT ENGINES MUST NOT EXCEED 30 MILES AN HOUR INDIANOLA JUNCTION TO MILE POST 29, 25 MILES AN HOUR MILE POST 29 TO INDIANOLA.**

Trains northward are superior to trains of the same class southward.  
 Manual Block System—Rule 318-B in effect.  
 Rule 907 in effect.  
 Train register at Chariton.

## Creston and Cumberland—Sub-division.

Ottumwa and Creston Divisions. **TIME TABLE No. 54.** Effective December 6, 1936.

NORTHWARD			STATIONS	Distance from Creston	Capacity Siding	Office Closed	SOUTHWARD		
SECOND CLASS							SECOND CLASS		
Daily Ex. Sunday Mixed	Signs	Distance from Creston					Daily Ex. Sunday Mixed	Signs	Distance from Creston
<b>97</b>							<b>96</b>		
A.M. L 9.15	B.C.K. O.R.T. W. Y. Yd.		..... CRESTON .....	47.2	Yard		P.M. A 5.00		
9.17		0.7	0.7 .. CUMBERLAND JCT. ..	46.5		No Office.	4.57		
f 9.35		7.7	7.0 .. SPAULDING .....	39.5	22	No Office.	f 4.40		
s 9.55		12.6	4.9 .. ORIENT .....	34.6	22	5:15 p. m. to 8:15 a. m.	s 4.15		
s 10.30		21.3	8.7 .. GREENFIELD .....	25.9	44	5:15 p. m. to 8:15 a. m.	s 3.45		
s 11.00		28.7	7.4 .. FONTANELLE .....	18.5	38	5:00 p. m. to 8:00 a. m.	s 3.15		
s 11.30		35.6	6.9 .. BRIDGEWATER .....	11.6	26	5:00 p. m. to 8:00 a. m.	s 2.45		
P.M. s 12.01	W.	41.2	5.7 .. MASSENA .....	5.9	30	5:00 p. m. to 8:00 a. m.	s 2.30		
A 12.20	R.T.	47.2	5.9 .. CUMBERLAND .....		59	5:00 p. m. to 8:00 a. m.	L 2.05		
P.M.							P.M.		
Daily Ex. Sunday							Daily Ex. Sunday		
3:05 15.3			..... SCHEDULE TIME .....				2:55 16.2		
			..... AVERAGE MILES AN HOUR .....						

**TRAINS AND LIGHT ENGINES MUST NOT EXCEED 25 MILES AN HOUR.**

Trains northward are superior to trains of the same class southward.  
 Manual Block System—Rule 318-B in effect.  
 Rule 907 in effect.  
 No train order signals, Creston and Cumberland; conductors and enginemen must have Clearance Form A when operator on duty.

## Red Oak and Hamburg—Sub-division.

Ottumwa and Creston Divisions.

TIME TABLE No. 54.

Effective December 6, 1936.

SOUTHWARD				Signs	Distance from Red Oak	STATIONS	Distance from Nebraska City	Capacity Siding	Office Closed	NORTHWARD			
SECOND CLASS		FIRST CLASS								FIRST CLASS		SECOND CLASS	
Daily Ex. Freight	Daily Ex. Sunday Mixed	Sunday only Passenger	Daily Ex. Sunday Passenger							Daily Ex. Sunday Mixed	Sunday only Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Freight
<b>99</b>	<b>3</b>	<b>11</b>	<b>5</b>			<b>RED OAK</b> .....	52.1	Yard		<b>4</b>	<b>2</b>	<b>12</b>	<b>98</b>
A.M. L 9.30	P.M. L 1.40	A.M. L 8.55	A.M. L 7.00	B. C. K. O. R. T. W. Y. Yd.		..... <sup>6.6</sup> COBURG.....	45.5	29	4:00 p. m. to 7:00 a. m.	P.M. A 12.20	P.M. A 5.27	P.M. A 7.35	P.M. A 5.30
S 9.50	S 1.52	S 9.04	S 7.13		6.6	..... <sup>6.3</sup> ESSEX.....	39.2	32	4:15 p. m. to 7:15 a. m.	S 12.02	S 5.12	S 7.23	S 5.10
S 10.10	S 2.02	S 9.14	S 7.25		..... <sup>5.3</sup> Wabash Crossing... 0.7	33.9		No Office.	S 11.50	S 5.02	S 7.11	S 4.50	
A 10.30 A.M.	S 2.19	S 9.26	S 7.39	O. T. W. Yd.	..... <sup>6.4</sup> SHENANDOAH... 5.1	33.2	170	5:15 p. m. to 8:15 a. m.	S 11.30	S 4.52	S 6.57	L 4.30 P.M.	
	S 2.35	S 9.37	S 7.52		18.9	..... <sup>5.1</sup> FARRAGUT.... 8.8	26.8	30	4:30 p. m. to 7:30 a. m.	S 11.15	S 4.35	S 6.42	
	S 2.50	S 9.47	S 8.02		..... <sup>8.8</sup> RIVERTON.....	21.7	55	5:00 p. m. to 8:00 a. m.	S 11.00	S 4.24	S 6.32		
	A 3.15 P.M.	A 10.03 A.M.	A 8.17 A.M.	B. C. R. W. Y. Yd.	..... <sup>8.8</sup> HAMBURG.....	12.9	80	10:30 p. m. to 12:30 a. m.	L 10.45 A.M.	L 4.10 P.M.	L 6.15 P.M.		
Daily Ex. Sunday	Daily Ex. Sunday	Sunday only	Daily Ex. Sunday			..... <sup>8.8</sup> SCHEDULE TIME.....				Daily Ex. Sunday	Sunday only	Daily Ex. Sunday	Daily Ex. Sunday
1:00 18.9	1:35 24.8	1:08 34.7	1:17 30.5		..... <sup>8.8</sup> AVERAGE MILES AN HOUR.....				1:35 24.8	1:17 30.5	1:20 29.4	1:00 18.9	

**PASSENGER TRAINS AND PASSENGER MOTOR CARS MUST NOT EXCEED 40 MILES AN HOUR; CLASS P, R OR S ENGINES 30 MILES AN HOUR. FREIGHT TRAINS AND LIGHT ENGINES, 30 MILES AN HOUR.**

Trains southward are superior to trains of the same class northward.

Manual Block System—Rule 318-B in effect.

Rule 907 in effect.

No train order signals at Red Oak and Hamburg; conductors and enginemen must have Clearance Form A when operator on duty.

## Red Oak and Griswold—Sub-division.

Ottumwa and Creston Divisions. TIME TABLE No. 54. Effective December 6, 1936.

NORTHWARD				Signs	Distance from Red Oak	STATIONS	Distance from Griswold	Capacity Siding	Office Closed	SOUTHWARD	
SECOND CLASS		SECOND CLASS									
Daily Ex. Sunday Mixed	Daily Ex. Sunday Mixed	Daily Ex. Sunday Mixed	Daily Ex. Sunday Mixed								
<b>3</b>						<b>RED OAK</b> ....	18.9	Yard		<b>2</b>	
P.M. L 1.00				B. C. K. O. R. T. W. Y. Yd.		..... <sup>8.1</sup> STENNETT... 4.7	10.8	12	No Office.	P.M. A 4.00	
S 1.35					8.1	..... <sup>4.7</sup> ELLIOTT..... 6.1	6.1	37	5:00 p. m. to 8:00 a. m.	S 3.30	
S 2.05					..... <sup>6.1</sup> GRISWOLD....	61			5:00 p. m. to 8:00 a. m.	L 2.50 P.M.	
A 2.30 P.M.				R.T.	..... <sup>6.1</sup> SCHEDULE TIME.....					Daily Ex. Sunday	
Daily Ex. Sunday						..... <sup>6.1</sup> AVERAGE MILES AN HOUR.....					1:10 18.2
1:30 12.8											

**TRAINS AND LIGHT ENGINES MUST NOT EXCEED 25 MILES AN HOUR.**

Trains northward are superior to trains of the same class southward.

Manual Block System—Rule 318-B in effect.

Rule 907 in effect.

No train order signals Red Oak and Griswold; conductors and enginemen must have Clearance Form A when operator on duty.

## Hastings and Sidney—Sub-division.

Ottumwa and Creston Divisions. TIME TABLE No. 54. Effective December 6, 1936.

SOUTHWARD				Signs	Distance from Hastings	STATIONS	Distance from Sidney	Capacity Siding	Office Closed	NORTHWARD	
SECOND CLASS		SECOND CLASS									
Mon., Wed. and Fri. Mixed	Mon., Wed. and Fri. Mixed	Mon., Wed. and Fri. Mixed	Mon., Wed. and Fri. Mixed								
<b>6</b>						<b>HASTINGS</b> .....	21.0	133		<b>3</b>	
A.M. L 9.50				C.R. W.Y.		..... <sup>3.2</sup> Wabash Crossing..	17.8		No Office.	P.M. A 12.20	
f 10.05					3.2	..... <sup>2.5</sup> CLARK.....	15.3	22	No Office.	f 12.05	
S 10.25					..... <sup>5.6</sup> RANDOLPH....	9.7	40	5:00 p. m. to 8:00 a. m.	S 11.55		
f 10.45					..... <sup>5.5</sup> ANDERSON....	4.2	23	No Office.	f 11.35		
A 11.00 A.M.				R.T.	..... <sup>4.2</sup> SIDNEY.....	35		5:30 p. m. to 8:30 a. m.	L 11.20 A.M.		
Mon., Wed. and Fri.						..... <sup>4.2</sup> SCHEDULE TIME.....				Mon., Wed. and Fri.	
1:10 17.0					..... <sup>4.2</sup> AVERAGE MILES AN HOUR.....				1:00 21.0		

**TRAINS AND LIGHT ENGINES MUST NOT EXCEED 25 MILES AN HOUR.**

Trains southward are superior to trains of the same class northward.

Manual Block System—Rule 318-B in effect.

Rule 907 in effect.

No train order signals, Hastings and Sidney; conductors and enginemen must have Clearance Form A when operator on duty.

## Hastings and Carson—Sub-division.

Ottumwa and Creston Divisions. TIME TABLE No. 54. Effective December 6, 1936.

NORTHWARD				Signs	Distance from Hastings	STATIONS	Distance from Carson	Capacity Siding	Office Closed	SOUTHWARD	
SECOND CLASS		SECOND CLASS									
Tue., Thur. and Sat. Mixed	Tue., Thur. and Sat. Mixed	Tue., Thur. and Sat. Mixed	Tue., Thur. and Sat. Mixed								
<b>3</b>						<b>HASTINGS</b> .....	16.2	133		<b>2</b>	
P.M. A 12.20				C.R. W.Y.		..... <sup>5.5</sup> ETTA.....	10.7	25	No Office.	P.M. A 2.00	
A.M. L 11.30					5.5	..... <sup>3.8</sup> HENDERSON....	6.9	25	2:00 p. m. to 8:00 a. m. 12 noon to 1:00 p. m.	f 1.45	
f 11.45					..... <sup>3.5</sup> MACEDONIA....	3.1	38	5:00 p. m. to 2:30 p. m.	S 1.35		
S 12.05				W.R.T.	..... <sup>3.1</sup> CARSON.....	78		5:00 p. m. to 8:00 a. m.	S 1.20		
S 12.25						..... <sup>3.1</sup> SCHEDULE TIME.....				L 1.05 P.M.	
A 12.45 P.M.					..... <sup>3.1</sup> AVERAGE MILES AN HOUR.....				Tue., Thur. and Sat.		
Tue., Thur. and Sat.										0:55 17.6	
1:15 12.9											

**TRAINS AND LIGHT ENGINES MUST NOT EXCEED 25 MILES AN HOUR.**

Trains northward are superior to trains of the same class southward.

Manual Block System—Rule 318-B in effect.

Rule 907 in effect.

No train order signals, Hastings and Carson; conductors and enginemen must have Clearance Form A when operator on duty.





**SPEED RESTRICTIONS—Concluded**

LOCATION	All Trains M. P. H.	Passenger Mail and Express Trains M. P. H.	Freight Trains M. P. H.	LOCATION	All Trains M. P. H.	Passenger Mail and Express Trains M. P. H.	Freight Trains M. P. H.	LOCATION	All Trains M. P. H.	Passenger Mail and Express Trains M. P. H.	Freight Trains M. P. H.
<b>Salem and Mertensville Jct. Sub-division</b>				<b>Des Moines and Osceola Sub-Division—Concluded</b>				<b>Red Oak and Hamburg Sub-Division—Concluded</b>			
Engines running backward.....	10			Southwest 21st Street, Des Moines.....	10			S-1, S-2, R-4 and R-5 engines over Bridge 35.96.....	10		
Loaded tank cars.....	20			Morgan Street, St. Charles.....	5			S-3 engines over Bridge 35.96.....	5		
				Between station switch limits, Truro.....	10			E Street, Hamburg.....	5		
				Osceola yard.....	10			Engines running backward.....	10		
				Engines running backward.....	10			Loaded tank cars.....	20		
				Loaded tank cars.....	20			Handling freight cars.....	30		
				Handling freight cars.....		25					
<b>Albia and Des Moines Sub-division</b>				<b>Indianola Junction and Indianola Sub-division</b>				<b>Red Oak and Griswold Sub-division</b>			
Street crossing, east end of Knoxville passenger depot.....	5			Engines running backward.....	10			Highway crossing, Mile Post 3.50.....	5		
Westward trains, Mile Post 46.90 to Mile Post 47.44.....		30	20	Loaded tank cars.....	20			Mile Post 7.75 to Mile Post 8.75.....	15		
Mile Post 52 to Mile Post 52.3.....	20							Engines running backward.....	10		
R engines and M. & St. L., H 2-38 engines over Bridge 62.08 and Bridge 67.43.....	20			<b>Creston and Cumberland Sub-division</b>				Loaded tank cars.....	20		
When double-headed.....	10			Mile Post 21 to Mile Post 22.....	20			Loaded coal cars of 100,000 capacity.....	20		
Before crossing 18th Street, East Des Moines, Union Junction. Freight trains stop and protect movement.....		5	Stop	Engines running backward.....	10						
Between East Des Moines Union Junction and Scott Street, Des Moines.....			10	Loaded tank cars.....	20			<b>Hastings and Sidney Sub-division</b>			
East Sixth Street, Des Moines freight yard.....			5					Engines running backward.....	10		
Engines running backward.....	10			<b>Red Oak and Hamburg Sub-division</b>				Loaded tank cars.....	20		
Loaded tank cars.....	25			Around curves between Mile Post 1 and Mile Post 2.40.....		30		Loaded coal cars of 100,000 capacity.....	20		
Handling freight cars.....		30		R-5 and lighter engines between Red Oak passenger depot and foot of incline....	15			<b>Hastings and Carson Sub-division</b>			
				Heavier than R-5 engines between Red Oak passenger depot and foot of incline	10			Highway crossings, Mile Post 1.25 and Mile Post 3.25.....	5		
				R and S engines between switch at foot of incline and Mile Post 2.....	15			Engines running backward.....	10		
				Before crossing Sheridan and Thomas Avenues, Shenandoah. Freight trains stop and protect movement.....		5	Stop	Loaded tank cars.....	20		
								Loaded coal cars of 100,000 capacity.....	20		
<b>Des Moines and Osceola Sub-division</b>											
Around all curves unless otherwise indicated.....			20								
Around curves, Mile Post 7.50, Mile Post 8.50, northward only, Mile Post 16.25, Mile Post 23.90 to Mile Post 22.25, northward only, Mile Post 29.00, Mile Post 32.50, Mile Post 37.75, Mile Post 38.50, Mile Post 40.90, Mile Post 43.25.....		30	15								

**SPECIAL INSTRUCTIONS.**

Master Mechanic, E. A. Schrank, Galesburg.  
 Assistant Master Mechanic, C. E. Plott, Galesburg.  
 Trainmaster, A. E. Stoll, Ottumwa.  
 Terminal Trainmaster, E. A. Rediske, Burlington.  
 Road Foreman, L. S. Antrim, Ottumwa.  
 Road Foreman, W. A. Stauss, Creston.  
 Chief Dispatcher, F. B. Leonard, Ottumwa.  
 Chief Dispatcher, A. A. Thiehoff, Creston.  
 Night Chief Dispatcher, C. G. Conard, Ottumwa.  
 Assistant Chief Dispatcher, L. Humphrey, Creston.  
 Train Dispatchers, Ottumwa:  
 A. L. Tullis, E. A. Gustavson,  
 C. A. Walter, C. W. Orbin,  
 O. A. French, N. K. Coit.  
 Train Dispatchers, Creston:  
 L. B. Connett, W. N. Robbins,  
 E. J. Supple, W. A. Squires.

1. Between Pacific Jct. and Council Bluffs, second class and extra trains must clear the time of No. 1, No. 20 and No. 21, not less than ten minutes.

Where manual or controlled manual block system rules are in effect, light engines, mail and express trains will be handled the same as passenger trains.

Freight trains carrying passengers, caretakers or occupied company service cars will be handled the same as passenger trains, except where otherwise stated in footnotes, or on sub-divisions where Rule 907 is in effect. Conductors will advise dispatchers when no passengers or caretakers on their train.

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.

Rule 374 in Book of Rules of Operating Department is modified to read as follows:

"When a train is passed by a passenger train at a non-communicating station, except in automatic block signal territory, the train passed must wait ten minutes and then proceed at restricted speed to the next available point of communication."

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

3. Use of Track. Middle siding Monmouth may be used by both eastward and westward trains, as the way is seen to be clear.

Hannibal Division trains will use tracks between Illinois Junction and Burlington and be governed by Rules in effect on the Galesburg to Ottumwa Sub-division.

C. R. I. & P. trains and engines will use C. B. & Q. tracks between 6th Street and yard office, Burlington, on authority of switchtenders, and will move as the way is seen to be clear.

No engine will occupy the Chittenden and Eastman stub track between Third and Main Streets, Burlington, when Zephyr trains No. 1 or No. 10 are using eastward main track at this location.

No engine will occupy eastward main track on reverse curve just west of Market Street, Ottumwa, when Zephyr trains No. 1 or No. 10 are using westward main track at this location.

C. R. I. & P. trains and engines will use passenger tracks between Wapello Street and Market Street, Ottumwa, on authority of train dispatcher or switch-tender, and will move as the way is seen to be clear.

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.

Trains operating between end of double track west of Council Bluffs and east end of Yard at Union Pacific Transfer Station will be governed by automatic block signals.

When signals indicate proceed, trains will proceed at restricted speed, regardless of superior trains.

In case of signal failure and signals cannot be cleared, trains will move under flag protection in accordance with Rule 99.

In Centralized Traffic Control territory, signals will govern the use of blocks and movement over controlled switches, and, unless otherwise provided, their indications supersede time table superiority and take the place of train orders. They do not dispense with the use or observance of other signals whenever and wherever they may be required.

When a train is stopped by a stop signal it must stay until authorized to proceed. Or, in case of failure of means of communication, it may proceed when preceded by a flagman to the next point of communication or signal displaying a proceed indication.

When the signal does not clear and it is possible to communicate with the signalman, and the dispatcher is advised by the signalman that there is no opposing train in the block, instructions will be issued "Proceed complying with Rule 509-A or 509-B."

4. When a train is to be advanced as prescribed by Rule 925, the engineman will, in acknowledgment of the signal, sound two long blasts of the whistle, as provided in Rule 14 (b).

5. Freight Trains have no class or Time Table authority and will not display classification signals between Galesburg and Creston.

6. Spring Switches are designated by a round target bearing the letter S. Facing point movements over spring switches are protected by automatic home block signal. When signal indicates "Stop", trains may proceed on hand signal after switch has been examined and points found to fit properly. Trains trailing through switch may do so without opening or closing it. When sand or snow is blowing the switch points must be cleared before trailing move is made through switch. When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand. Trains must not exceed 25 miles an hour over spring switches in facing point movement. For trailing moves through spring switches the speed designated in time table will not be exceeded. Sand must not be used over spring switches. Drop switch will not be made over spring switches unless specifically authorized.

7. Operators handling switches under Rule 951 are responsible for the position of the switches and the return to normal position after having been used.

8. Train orders addressed to motor trains handling trailer, and two car branch line steam passenger trains handling blind end baggage cars must be delivered by Operator to Baggage-man in addition to Conductor and Engineer.

9. When occupied outfit cars are set out of a train at a station, or on a track between stations; or when moved from one track to another at a station, the conductor must notify the Chief Dispatcher, from the first available point of communication, giving information as to the track on which the occupied outfit cars were left.

10. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the move is made under Rule 1012.

11. Conductors must report by wire, storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

12. Rule 914 in Book of Rules of Operating Department is modified to read 4,000 feet instead of 3,000 feet.

**13. 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

14. Steam train equipment operating on Zephyr type motor train schedules, the maximum speed will be 80 miles an hour on tangent track and 70 miles an hour on curves, except where zone and curve posts and signs restrict Zephyr type motor train speed to 80 miles an hour or less, the speed will be restricted to 10 miles an hour less than the Zephyr type motor train speed. Through turnouts, over crossings, etc., observe time table speed restrictions for steam trains.

**SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEEDS OF ZEPHYR TYPE MOTOR TRAINS.**

Distinctive roadway signals have been adopted to indicate maximum speeds of Zephyr type motor trains.

A triangle type signal with reflex letter "Z" thereon indicates zone territory where maximum speed is indicated by the numerals thereon, and will govern until the next zone signal is reached.

Where speed restrictions are required on curves within a zone, a banjo type signal with reflex letter "C" and numerals thereon will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

The triangle and banjo type signals will be located approximately 4000 feet from point of curve, or point where zone speed changes.

Other speed restrictions for Zephyr type motor trains are as follows:

Westward	
Main Street, Burlington.....	10 M.P.H.
Mt. Pleasant.....	30 "
Fairfield.....	30 "
Albia.....	30 "
Chariton.....	30 "
Osceola.....	30 "
Eastward	
Balfour turnout.....	40 M.P.H.
Red Oak turnout end of double track.....	50 "
Osceola.....	30 "
Shannon turnout.....	50 "
Chariton.....	30 "
Halpin turnout.....	50 "
Albia.....	30 "
Maxon.....	50 "
Fairfield.....	30 "
Mt. Pleasant.....	30 "
Main Street, Burlington.....	10 "

When using any turnout or crossover not otherwise specified, will not exceed speed designated for other trains.

Zephyr type motor trains approaching train order signal in stop position will sound four short blasts of the whistle and must not exceed sixty miles an hour passing stations at which train orders or clearance cards are to be delivered. The delivery of all train orders, clearance cards and instructions will be made on the right hand side.

**J. H. AYDELOTT,**  
General Manager, Chicago.

**C. J. CONNETT,**  
Superintendent, Ottumwa.

**J. C. ROTH,**  
General Superintendent of Transportation, Chicago.

**J. C. GRISINGER,**  
General Superintendent, Burlington.

**F. B. WHITMAN,**  
Assistant Superintendent, Creston.

**L. C. TWYMAN,**  
Assistant Superintendent of Transportation, Chicago.

SPECIAL INSTRUCTIONS

and engines must not exceed 15 miles an hour. In case of special trains C. B. & O. and C. & W. trains or engines not provided when preceded by a freight train.

When signals indicate proceed, trains will proceed at restricted speed, except when the signal is a red light.

When a train is stopped by a stop signal it must not be moved forward until the signal is changed to a green or yellow light.

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Master Mechanic, E. A. Schmitt, Cambridge

Assistant Master Mechanic, C. E. Hall, Cambridge

Trainmaster, A. E. Smith, Ottawa

Trainmaster, J. A. Harkness, Burlington

Head Foreman, W. A. Stacey, Greston

Chief Inspector, K. B. Leonard, Ottawa

Chief Inspector, A. T. Fisher, Ottawa

Night Chief Inspector, C. G. Conard, Ottawa

Assistant Chief Inspector, I. Harkness, Greston

Train Dispatchers, Ottawa

A. J. Tullis, E. S. Chastanot

O. A. Walker, E. W. Gifford

O. A. Treacy, N. E. Carr

Train Dispatchers, Greston

I. B. Connett, W. M. Robbins

E. J. Sappie, W. A. Leonard

J. Between Pacific Ave. and Greston Blvd. second class and third class must clear the time of No. 1 No. 10 and No. 11, but less than ten minutes.

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Time per Mile	Time per Mile	
	Hours	Minutes
1	0	15
2	0	30
3	0	45
4	0	00
5	0	15
6	0	30
7	0	45
8	0	00
9	0	15
10	0	30
11	0	45
12	0	00
13	0	15
14	0	30
15	0	45
16	0	00
17	0	15
18	0	30
19	0	45
20	0	00
21	0	15
22	0	30
23	0	45
24	0	00
25	0	15
26	0	30
27	0	45
28	0	00
29	0	15
30	0	30
31	0	45
32	0	00
33	0	15
34	0	30
35	0	45
36	0	00
37	0	15
38	0	30
39	0	45
40	0	00
41	0	15
42	0	30
43	0	45
44	0	00
45	0	15
46	0	30
47	0	45
48	0	00
49	0	15
50	0	30
51	0	45
52	0	00
53	0	15
54	0	30
55	0	45
56	0	00
57	0	15
58	0	30
59	0	45
60	0	00

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