

\$ 4 see reverse

Chicago, Burlington & Quincy Railroad Co.

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE

OTTUMWA AND CRESTON DIVISIONS

OF THE

CENTRAL DISTRICT



No. 60



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

SUNDAY, APRIL 28, 1940

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.

APRIL 28, 1940.

Ottumwa to Galesburg—Sub-division—Eastward.

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 60. EFFECTIVE APRIL 28, 1940.

Daily Freight	
71	
PM 7.45	
AM 3.45 AM	
Daily	
8:00 AM	

FIRST CLASS										STATIONS	Distance from Ottumwa	Capacity of Siding	Other Tracks	Office Open Week Days	Office Open Sundays	FREIGHT TRAINS						
Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Mail and Passenger	Distance from Chicago	Distance from Galesburg	Daily Ex. Monday Meat							Monday Wed. and Fri. Way Frt.	Daily Fruit	Daily Fruit	Daily Meat			
									182.5				117.3	Yard	Yard	Continuous.	Continuous.	70	100	68	62	74
	AM 4.10	AM 6.21		AM 8.45	PM 4.00	PM 4.17	AM 2.40			5.9			116.3	Yard	Yard	Continuous.	Continuous.	AM 5.30		PM 4.00 PM	PM 6.30	PM 10.15
	4.00	6.12		8.35	3.50	4.07	2.30	168.4	5.9	3.9			111.4			No Office.	No Office.					
	3.56				s 3.45	4.03	2.25	171.6	9.1	3.2			108.2	37		8:30 a. m. to 5:30 p. m.	Closed.					
								179.1	16.6	7.5			100.7			Continuous.	Continuous.					
								179.2	16.7	0.1			100.6	104	Yard	No Office.	No Office.					
								185.0	23.5	5.8			94.8	69		8:30 a. m. to 5:30 p. m.	Closed.					
								190.7	28.2	5.7			89.1	68	24	8:30 a. m. to 5:30 p. m.	Closed.					
								196.2	33.7	5.5			83.6	187		8:30 a. m. to 5:30 p. m.	Closed.					
								200.2	37.7	4.0			79.6	9		No Office.	No Office.					
								204.4	41.9	4.2			75.4			No Office.	No Office.					
								205.0	42.5	0.6			74.8			Continuous.	Continuous.					
								205.6	43.1	0.6			74.2	Yard	Yard	Continuous.	Continuous.					
								209.5	47.0	3.9			70.3	Yard	Yard	8:30 a. m. to 5:30 p. m.	Closed.					
								214.9	52.4	5.4			64.9	12		No Office.	No Office.					
								218.5	56.0	3.6			61.3	28		8:30 a. m. to 5:30 p. m.	Closed.					
								224.8	62.3	6.3			55.0	84	76	7:00 a. m. to 4:00 p. m.	7:00 a. m. to 9:00 a. m.					
								233.3	70.8	8.5			46.5	79	91	9:00 a. m. to 5:00 p. m. 8:00 p. m. to 4:00 a. m.	9:00 a. m. to 5:00 p. m. 8:00 p. m. to 4:00 a. m.					
								240.4	77.9	7.1			39.4	9		No Office.	No Office.					
								243.9	81.4	3.5			35.9	22		8:00 a. m. to 5:00 p. m.	Closed.					
								247.3	84.8	3.4			32.5	13		No Office.	No Office.					
								250.3	87.8	3.0			29.5	45		No Office.	No Office.					
								255.4	92.9	5.1			24.4	117		9:30 a. m. to 5:30 p. m. 7:00 p. m. to 3:00 a. m.	9:30 a. m. to 5:30 p. m. 7:00 p. m. to 3:00 a. m.					
								255.9	93.4	0.6			23.9			No Office.	No Office.					
								261.6	99.1	5.7			18.2	10		No Office.	No Office.					
								266.3	103.8	4.7			13.5	60		8:30 a. m. to 5:30 p. m.	Closed.					
								273.6	111.1	7.3			6.2	83	23	No Office.	No Office.					
								279.8	117.3	6.2			Yard			Continuous.	Continuous.	L 1.30 AM		L 11.45 AM	L 3.15 PM	L 6.15 PM
	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily											Daily Ex. Monday	Monday Wed. and Fri.	Daily	Daily	Daily
	2:40 AM	1:54 AM	0:15 AM	2:13 AM	3:20 PM	2:44 PM	2:50 PM											4:00 AM	0:20 AM	4:15 AM	3:15 PM	4:00 PM
	43.9	61.7	37.6	52.2	35.2	42.9	41.4											28.8	28.2	27.1	35.5	28.8

Double track between Ottumwa and Galesburg; Automatic Block System in effect between Ottumwa and Wood Tower, Burlington; between Illinois Jct. and Galesburg. Rules D-251, D-252 and D-254 in effect.

Centralized Traffic Control in effect between Wood Tower and Illinois Jct.

Double track between Graham and Waterman. Centralized Traffic Control in effect.

No train order signal, Ottumwa, Burlington, Wood Tower and Galesburg; conductors and enginemen must have Clearance Form A. At Burlington, passenger and mail trains will be cleared at passenger station, all other trains at Wood Tower.

Drawbridge 204.66 over Mississippi River at Burlington, interlocked.

M-4 and M-4-A engines must not be doubleheaded over bridge 204.66.

No. 40 will stop at Fairfield and Mt. Pleasant to discharge revenue passengers from Denver, and if notified at Ottumwa will stop to receive revenue passengers for Chicago.

Local extra leaves Ottumwa 5:00 a. m. Tuesday, Thursday and Saturday for Burlington.

Gales Farm spur off eastward track, Mile Post 167.33, capacity 9 cars.

APRIL 28, 1940.

Omaha to Creston—Sub-division—Eastward.

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 60. EFFECTIVE APRIL 28, 1940.

FIRST CLASS										Stations	Distance from Omaha	Capacity of Siding	Other Tracks	Office Open Week Days	Office Open Sundays	SECOND CLASS						
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Mail and Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Meat	Daily Fruit	Daily Fruit	Daily Ex. Sunday Meat			
10	40	6	20	26	8	2	12	22	74							68	62	70				
AM 2.35	AM 4.28	AM 10.55			PM 8.59	PM 9.20	PM 11.02			B.C.K. O.R.T. W.Y. Yd.	393.1		Yard	Continuous.	Continuous.	AM 7.00	AM 6.30	AM 11.40	PM 9.10			
2.27	4.19	10.45			8.49	s 9.10	10.52			398.9	5.8	5.8	40	7:30 a. m. to 4:30 p. m.	Closed.							
		10.37				s 8.58				406.8	13.7	7.9	81	21	7:30 a. m. to 4:30 p. m.	Closed.						
		s10.28			8.31	s 8.46	10.34			413.8	20.7	7.0	82.4	35	7:00 a. m. to 9:30 p. m.	8:30 a. m. to 10:30 a. m.						
		10.22				s 8.39				417.8	24.7	4.0	78.4	12	No Office.	No Office.						
		10.16				s 8.32				422.8	29.7	5.0	78.4	81	14	No Office.	No Office.					
2.03	3.56	s10.11			s 8.15	s 8.24	10.18			K.W.T.	427.6	34.5	4.8	68.6	62	263	5:00 a. m. to 1:00 p. m. 2:00 p. m. to 10:00 p. m.	5:00 a. m. to 1:00 p. m. 2:00 p. m. to 10:00 p. m.				
		10.00				s 8.10				435.4	42.3	7.8	60.8	79	45	7:30 a. m. to 4:30 p. m.	Closed.					
1.51	3.40	s 9.49			s 7.50	L 7.55 PM	s 9.57			C.K.O. T.W.Y. Yd.	442.6	49.5	5.7	53.6	77	78	Continuous.	Continuous.				
1.46	3.34	9.36			7.37		9.43			F.	448.3	55.2	9.5	47.9	168	28	No Office.	No Office.				
		f 9.31								F.	451.8	58.7	5.3	44.4	124	56	No Office.	No Office.				
1.37	3.24	s 9.23			7.28		9.34			C.W. F.Y.	457.1	64.0	4.7	39.1	209	90	No Office.	No Office.				
		s 9.15					9.28			F.	461.8	68.7	5.2	34.4	166	147	No Office.	No Office.				
		9.07			7.16		9.22			F.	467.0	73.9	4.5	29.2			No Office.	No Office.				
		s 9.01			s 7.10					F.	471.5	78.4	8.7	24.7		97	No Office.	No Office.				
L 1.22 AM	L 3.05 AM	L 8.55 AM	A 9.33	S 5.11	7.05		9.11	S 12.50		B.C.K. T.W.Y. Yd.	475.2	82.1	5.7	21.0	Yard	Continuous.	Continuous.	3.00	3.30	9.30	6.45	
			9.27	5.04	6.58		9.03	f12.37		F.	480.9	87.8	5.3	15.3	96	9	No Office.	No Office.	2.45	3.10	8.45	5.00
			9.22	4.58	6.52		8.58	f12.25		F.	486.2	93.1	5.3	10.0	71	12	No Office.	No Office.	2.35	2.58	8.35	4.50
											491.4	98.3	0.5	4.8								
											491.9	98.8	0.4	4.3								
			s 9.14	s 4.48	6.42		s 8.48	s12.15		B.C.K. T.W.Y. Yd.	492.3	99.2	0.6	3.9	Yard	Continuous.	Continuous.	L 2.15 AM	L 2.30 AM	L 8.15 AM	L 4.30 PM	
											492.9	99.8	0.1	3.3								
											493.0	99.9	0.1	3.2								
			s 9.10	s 4.42	s 6.35		8.42	s12.08		Yd.	493.5	100.4	0.5	2.7			No Office.	No Office.				

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

Via Platte L 12.48 AM	Via Platte L 8.15 AM	Via U. P. L 9.00 AM	Via U. P. L 4.30 PM	Via U. P. L 6.10 PM	Via U. P. L 8.30 PM	Via U. P. L 11.55 PM	B.C.K. T.W.Y. Yd.	496.2	103.1 OMAHA	Continuous.	Continuous..									
Daily 1:13 67.5	Daily 1:23 59.5	Daily 2:00 41.0	Daily 0:23 47.7	Daily 0:29 37.8	Daily 2:24 41.8	Daily 1:25 34.9	Daily 2:20 43.0	Daily 0:41 26.8 SCHEDULE TIME AVERAGE MILES AN HOUR	4:45 20.9	4:00 24.8	32:5 29.0	Daily Ex. Sunday 4:40 21.3							

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

Single track between U. P. Transfer and mile post 492.8, between mile post 491.9 and Pacific Jct. and between Balfour and Red Oak.

Double track 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.

No train order signals, Omaha, Council Bluffs, Pacific Jct. and Creston; conductors and enginemen must have Clearance Form A.

Spring switch located at west end of double track, Council Bluffs.

Spring switch located at east end, Pacific Jct. yard.

Operators at Council Bluffs and Pacific Jct. will register for all first class trains and other trains that do not stop.

Local Extra leaves Pacific Jct. 7:00 a. m. Tuesday, Thursday and Saturday for Red Oak.

Local Extra leaves Red Oak 4:00 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. 8 will stop at Corning to discharge passengers from points west of Red Oak and to receive passengers for points east of Creston.

Des Moines and Osceola—Sub-division. TIME TABLE No. 60. Effective April 28, 1940.

Table with 10 columns: Direction (Southward/Northward), Class (First/Second), Station, Distance from Des Moines, Signs, Capacity of Sliding, Office Open, Week Days, Daily Ex. Sunday, Daily Ex. Sunday Mixed, Daily Ex. Sunday.

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

Table with 10 columns: Direction, Class, Station, Distance from Des Moines, Signs, Capacity of Sliding, Office Open, Week Days, Daily Ex. Sunday, Daily Ex. Sunday Mixed, Daily Ex. Sunday.

Trains between Bridge Junction and Burch are governed by time table and rules of C. G. W. R. R.

Table with 10 columns: Direction, Class, Station, Distance from Des Moines, Signs, Capacity of Sliding, Office Open, Week Days, Daily Ex. Sunday, Daily Ex. Sunday Mixed, Daily Ex. Sunday.

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

Table with 10 columns: Direction, Class, Station, Distance from Des Moines, Signs, Capacity of Sliding, Office Open, Week Days, Daily Ex. Sunday, Daily Ex. Sunday Mixed, Daily Ex. Sunday.

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

Sundays: Des Moines open 8:00 a. m. to 10:00 a. m., and 6:00 p. m. to 9:00 p. m.; Osceola, continuous; other offices closed.

Indianola Junction and Indianola—Sub-division. TIME TABLE No. 60. Effective April 28, 1940.

Table with 10 columns: Direction (Southward/Northward), Class (First/Second), Station, Distance from Indianola, Signs, Capacity of Sliding, Office Open, Week Days, Daily Ex. Sunday, Daily Ex. Sunday Mixed, Daily Ex. Sunday.

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

Table with 10 columns: Direction, Class, Station, Distance from Indianola, Signs, Capacity of Sliding, Office Open, Week Days, Daily Ex. Sunday, Daily Ex. Sunday Mixed, Daily Ex. Sunday.

Train register at Chariton. Rule 907 in effect. No train order signal at Indianola; conductors and engineers must have Clearance Form A when operator on duty.

Creston and Cumberland—Sub-division. TIME TABLE No. 60. Effective April 28, 1940.

Table with 10 columns: Direction (Northward/Southward), Class (Second), Station, Distance from Creston, Signs, Capacity of Sliding, Office Open, Week Days, Daily Ex. Sunday, Daily Ex. Sunday Mixed, Daily Ex. Sunday.

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

Table with 10 columns: Direction, Class, Station, Distance from Creston, Signs, Capacity of Sliding, Office Open, Week Days, Daily Ex. Sunday, Daily Ex. Sunday Mixed, Daily Ex. Sunday.

No train order signals, Creston and Cumberland; conductors and engineers must have Clearance Form A when operator on duty.

Sundays: Creston continuous; other offices closed.

Ottawa and Creston—Sub-division. TIME TABLE No. 60. Effective April 28, 1940.

Table with 10 columns: Direction (Southward), Class (Second), Station, Distance from Ottawa, Signs, Capacity of Sliding, Office Open, Week Days, Daily Ex. Sunday, Daily Ex. Sunday Mixed, Daily Ex. Sunday.

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

Table with 10 columns: Direction, Class, Station, Distance from Ottawa, Signs, Capacity of Sliding, Office Open, Week Days, Daily Ex. Sunday, Daily Ex. Sunday Mixed, Daily Ex. Sunday.

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

Ottawa and Creston—Sub-division. TIME TABLE No. 60. Effective April 28, 1940.

Table with 10 columns: Direction (Northward/Southward), Class (Second), Station, Distance from Ottawa, Signs, Capacity of Sliding, Office Open, Week Days, Daily Ex. Sunday, Daily Ex. Sunday Mixed, Daily Ex. Sunday.

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

Table with 10 columns: Direction, Class, Station, Distance from Ottawa, Signs, Capacity of Sliding, Office Open, Week Days, Daily Ex. Sunday, Daily Ex. Sunday Mixed, Daily Ex. Sunday.

No train order signals, Ottawa and Creston; conductors and engineers must have Clearance Form A when operator on duty.

Sundays: Creston continuous; other offices closed.

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

Sub-division.
Effective April 28, 1940.

SOUTHWARD	
SECOND CLASS	
Daily Ex. Sunday Mixed	
66	
AM	
A 10.45	
S 10.35	
S 10.10	
S 9.45	
S 9.30	
L 9.15 AM	
Daily Ex. Sunday	
1:30	
20.2	

A when operator on duty.

Division.
Effective April 28, 1940.

SOUTHWARD	
SECOND CLASS	
Daily Ex. Sunday Mixed	
96	
PM	
A 5.00	
f 4.35	
S 4.15	
S 3.45	
S 3.15	
S 2.45	
S 2.30	
L 2.05 PM	
Daily Ex. Sunday	
2:55	
16.2	

Clearance Form A when

Red Oak and Hamburg—Sub-division.

Ottumwa and Creston Divisions. TIME TABLE No. 60. Effective April 28, 1940.

SOUTHWARD				NORTHWARD			
SECOND CLASS			FIRST CLASS	SECOND CLASS			FIRST CLASS
Daily Ex. Sunday Freight	Daily Ex. Sunday Mixed	Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Mixed	Daily Ex. Sunday Freight	Daily Passenger
99	91	11		2	92	98	
AM	PM	AM		PM	PM	PM	
L 8.00	L 1.30	L 7.07		A 7.25	A 12.20	A 4.00	
S 8.20	S 1.46	S 7.19		S 7.13	S 12.02	S 3.40	
S 8.40	S 2.00	S 7.30		S 7.01	S 11.50	S 3.20	
A 9.00 AM	S 2.20	S 7.44		S 6.47	S 11.30	L 3.00 PM	
	S 2.35	S 7.57		S 6.32	S 11.15		
	S 2.50	S 8.07		S 6.22	S 11.00		
A 3.15 PM	A 8.22 AM			L 6.05 PM	L 10.45 AM		
Daily Ex. Sunday	Daily Ex. Sunday	Daily		Daily	Daily Ex. Sunday	Daily Ex. Sunday	
1:00	1:45	1:15		1:20	1:35	1:00	
18.9	22.3	31.3		29.4	24.8	18.9	

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.
Sundays: Red Oak continuous, Hamburg open 12:01 a. m. to 5:30 a. m., and 8:00 a. m. to 9:00 p. m., other offices closed.

Red Oak and Griswold—Sub-division.

Ottumwa and Creston Divisions. TIME TABLE No. 60. Effective April 28, 1940.

NORTHWARD				SOUTHWARD			
SECOND CLASS			FIRST CLASS	SECOND CLASS			FIRST CLASS
Daily Ex. Sunday Mixed			Daily Passenger	Daily Passenger	Daily Ex. Sunday Mixed	Daily Ex. Sunday Freight	Daily Passenger
93							
PM							
L 1.00							
S 1.35							
S 2.05							
A 2.30 PM							
Daily Ex. Sunday							
1:30							
12.8							

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.
Sundays: Red Oak office continuous, other offices closed.

Hastings and Sidney—Sub-division.

Ottumwa and Creston Divisions. TIME TABLE No. 60. Effective April 28, 1940.

SOUTHWARD				NORTHWARD			
SECOND CLASS			FIRST CLASS	SECOND CLASS			FIRST CLASS
Monday Wed. and Fri. Mixed			Monday Wed. and Fri. Mixed	Monday Wed. and Fri. Mixed			Monday Wed. and Fri. Mixed
82				83			
AM				PM			
L 9.50				A 12.20			
f 10.05				f 12.05			
S 10.25				S 11.55			
f 10.45				f 11.35			
A 11.00 AM				L 11.20 AM			
Monday Wed. and Fri.				Monday Wed. and Fri.			
1:10				1:00			
17.0				21.0			

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.
No offices open Sundays.

Hastings and Carson—Sub-division.

Ottumwa and Creston Divisions. TIME TABLE No. 60. Effective April 28, 1940.

NORTHWARD				SOUTHWARD			
SECOND CLASS			FIRST CLASS	SECOND CLASS			FIRST CLASS
Tuesday Thursday and Sat. Mixed			Tuesday Thursday and Sat. Mixed	Tuesday Thursday and Sat. Mixed			Tuesday Thursday and Sat. Mixed
85				86			
AM				PM			
L 11.30				A 2.00			
f 11.45				f 1.45			
S 12.05				S 1.35			
S 12.25				S 1.20			
A 12.45 PM				L 1.05 PM			
Tuesday Thursday and Sat.				Tuesday Thursday and Sat.			
1:15				0:55			
12.9				17.6			

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.
No offices open Sundays.

SPEED RESTRICTIONS

LOCATION	All Passenger Trains M. P. H.	Mail and Express Trains M. P. H.	Freight Trains M. P. H.
All Sub-divisions	Motor cars, dead in train.	65	40
	B-1, B-1-A or S-4 engines with drivers blocked up.	30	40
	On sidings and through main track crossovers, unless otherwise specified.	15	15
	Through other crossovers, unless otherwise specified.	10	10
	Steam derricks, pile drivers, clamshells or similar equipment. See special instructions 9:		
	Main line.	30	15
	Branch line.	15	15
	Short scale test car, must be handled just ahead of way car with air hose coupled: Main line.	25	25
	Branch line.	15	15
	20 yard air dump cars in 202650-202799 series, loaded or empty, in rear of train when possible.	25	25
Galesburg and Ottumwa Sub-division		65	50
	Stock and time freight trains, O-5 engines.	60	60
	Maximum speed.	50	50
	M-4 and M-4-A engines over Bridge 204.66.	15	15
	Main track crossovers and turnouts, Wood Tower, Burlington.	10	10
	Engines over Main Street, Burlington.	5	5
	Trains after engine passes Main Street, Burlington.	12	12
	Engines must approach all street crossings, Burlington, at restricted speed.		
	Westward track between Burlington and West Burlington.	30	30
	Engines through Monmouth, Mt. Pleasant and Fairfield.	20	20
	Eastward track on first three curves east of Mile Post 209.	50	50
	Light engines and single unit motor cars over highway crossing, Mile Post 269.90.	15	15
	Both tracks between Mile Post 276.90 and Mile Post 277.25.	35	35
	Between Iowa Avenue and Lawler Tower, Ottumwa.	20	20
	S-4, O-5 and M engines on westward siding West Burlington, both sidings New London and siding, Agency City.	5	5
	S-4, O-5 and M engines must not use siding Lockridge.	20	20
	Engines running backward.		
Ottumwa and Creston Sub-division		65	50
	Stock and time freight trains, M-4-A engines.	60	60
	Maximum speed.	50	50
	Stock and time freight trains, O-5 engines.	65	65
	Between Iowa Avenue and Lawler Tower, Ottumwa.	40	40
	O-5 engines double-headed over Bridge 284.12.	15	15
	M-4 and M-4-A engines over Bridge 284.12.	15	15
	Both tracks, Mile Post 287.36, Mile Post 288.44 and Mile Post 289.80.	15	15
	Eastward track, between Halpin and Maxon.	60	60
	East crossover, Maxon.	25	25
	West crossover, Maxon.	40	40
	Westward track, Mile Post 303.60 to Mile Post 304.40, engines.	20	20
	Westward track, Mile Post 306.40 to Mile Post 307.	25	25
	East crossover, Halpin.	45	45
	Both tracks, between Mile Post 316.50 and Mile Post 317.	60	60
	Both tracks, Mile Post 321.91 and Mile Post 322.48.	60	60
	Westward track, Mile Post 334 and Mile Post 334.50.	20	20
	Westward track, Mile Post 338.75 to Mile Post 340.	40	40
	Crossover, Shannnon.	40	40
	Eastward track, Mile Post 351.82 and Mile Post 352.54.	60	60
	Engines over Main Street, Osceola.	15	15
	Between coal chute and New York Avenue, Creston.	15	15
	S-4, O-5 and M engines must not use siding Dudley.		
	O-2, O-3, O-5 and M engines must not use south yard, Osceola, or north supply track, Charton.	20	20
	Engines running backward.		
Creston and Omaha Sub-division		65	50
	Stock and time freight trains, O-5 engines.	60	60
	Maximum speed.	50	50
	Stock and time freight trains, M-4-A engines.	65	65
	C. & S., B-4-S engines.	40	40
	Between Iowa Avenue and New York Avenue, Creston.	40	40
	S-4, O-5 and M engines on eastward siding, Prescott.	5	5
	Light engines and single unit motor cars over Main Street crossing, Prescott.	20	20
	Light engines and single unit motor cars over highway crossing, Mile Post 423.08.	20	20
	Turnout, end of double track, Red Oak,	40	40

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

2. Enginemen handling light engines must approach all hazardous road crossings where view is obscured prepared to stop.

Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 miles an hour.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in sub-division speed restrictions or by train order.

Gas-electric motor cars may operate on the various sub-divisions at maximum speed authorized for passenger trains, but must not exceed 50 miles an hour. On branch lines when steam is substituted for motor service speed must be reduced 10 miles an hour below authorized speed for motor trains.

Diesel-electric power units running light must not exceed 60 miles an hour.

Creston and Ottumwa Sub-division

West crossover, Red Oak, Hastings and Emerson, Hastings.

Engines on public Emerson, Hastings.

Turnout, end of double track from rail junction.

Spring switch, east of junction.

Trailing movement facing point move.

Crossover at east side of Pacific Junction.

Northwest side, Pacific Junction.

Northwest side, Pacific Junction.

Mile Post 490.60.

Eastward trains between Mile Post 491 and Mile Post 491.

Over Wabash crossing automatic interlocking.

Main track.

Freight track.

Between east end of Bluffs depot and East end of Union through passenger engines running backward.

Burlington and Ft. Madison Sub-division

Maximum speed.

Before crossing D, E, Ft. Madison, station.

On curves between Post 3.20.

Between Mile Post 31.50.

Engines running backward.

Loaded tank cars.

Salem and Mt. Pleasant Sub-division

Maximum speed.

Engines running backward.

Loaded tank cars.

SPECIAL INSTRUCTIONS.

SPECIAL INSTRUCTIONS GOVERNING TRAINS OPERATING ON SCHEDULES NOS. 1, 10, 9, AND 40 HANDLED BY S-4, S-4-A, O-5-A OR DIESEL ENGINES.

- 1. When these trains consist entirely of Zephyr type lightweight equipment and are handled by S-4, S-4-A or Diesel engines they will be governed by the following speed restrictions.
2. When these trains have any standard equipment or when they are handled by O-5-A engines they will be governed by the following speed restrictions except that maximum speed of 80 miles an hour and must reduce speed 10 miles an hour below that designated for curves.
3. When these trains are handled by S-4, S-4-A, or O-5-A engines or when they have any standard equipment they must not exceed speed designated for other trains over track or bridges covered by slow order and through turnouts or crossovers.
4. Triangle and banjo type roadway signals are located approximately 186.00 to Mile Post 196.20.
5. The triangle type signal with reflex letter 'Z' thereon indicates zone territory, with maximum speed indicated by numerals thereon, which will govern until the next zone signal is reached.
6. Where speed restrictions are required on curves within that zone the banjo type signal with reflex letter 'C' and numerals thereon will indicate maximum speed permissible for that particular curve.

Table with 4 columns: Westward, M.P.H., Condition, M. P. Location, Zone Other. Includes entries for Eastward, M.P.H., Condition, M. P. Location, Zone Other.

Main table with 4 columns: Westward, M.P.H., Condition, M. P. Location, Zone Other. Lists various train routes and mileposts.

Table with 4 columns: Westward, M.P.H., Condition, M. P. Location, Zone Other. Lists train routes and mileposts.

Main table with 4 columns: Westward, M.P.H., Condition, M. P. Location, Zone Other. Lists various train routes and mileposts.

Master Mechanic, C. J. Dietrich, Galesburg. Assistant Master Mechanic, E. W. Fritts, Galesburg. Trainmaster, A. E. Stoll, Ottumwa.

1. Between Pacific Jct. and Council Bluffs, second class and extra trains must clear the time of No. 1, No. 9, No. 20 and No. 21, ten minutes.
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 unless movement is controlled by signal indication.
3. Use of Track. Middle siding Monmouth may be used by both eastward and westward trains, as the way is seen to be clear.

Trains operating at end of Yard at Union H. signals. When signals regardless of superior cleared, trains will move.

When these trains are handled by S-4, S-4-A, or O-5-A engines or when they have any standard equipment they must not exceed speed designated for other trains over track or bridges covered by slow order and through turnouts or crossovers.
The main track and siding are authorized by the main track and siding signals. When a train will, in accordance with Rule 14 (b) provided in Rule 14 (b) of the Operating Department is modified to read as follows:
5. Freight Train Classification signals.

This Title



07

Ch

UPPER

YANNEY
Special Agent in Charge

D. H. HARRIS, W. D.

- DR. H. C. HUNT
- DR. E. S. WITTING
- DR. B. S. GALEGADA
- DR. T. S. WELCH
- DR. M. S. WELCH
- DR. D. O. BOLEWISSE
- DR. M. S. WELCH
- DR. H. W. SYLWAIN
- DR. W. W. WAINSTEIN
- DR. L. A. ZELLA
- DR. O. W. HARKEN
- DR. E. W. WENGER
- DR. JOSEPH G. ZEMERICK
- DR. H. C. EBERSOLE

Year	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923
...

SPECIAL INVESTIGATIONS - CONTINUED

EFFECTIVE APRIL 28, 1924