

## SURGEONS AND PHYSICIANS

Albia, Iowa.....	DR. F. M. BAY.....	Surgeon.
Burlington, Iowa.....	DR. F. G. OBER.....	Surgeon and Examiner.
Burlington, Iowa.....	DR. C. J. LOHMANN.....	Surgeon and Examiner.
Burlington, Iowa.....	DR. G. J. PEARSON.....	Eye Specialist.
Charlton, Iowa.....	DR. J. B. ROBB.....	Surgeon.
Charlton, Iowa.....	DR. A. L. YOCUM.....	Surgeon.
Corning, Iowa.....	DR. C. L. BAIN.....	Surgeon.
Council Bluffs, Iowa.....	DR. M. A. TINLEY.....	Surgeon.
Council Bluffs, Iowa.....	DR. R. E. TINLEY.....	Surgeon.
Council Bluffs, Iowa.....	DR. M. HANCHETT.....	Surgeon.
Creston, Iowa.....	DR. J. G. MACRAE.....	Surgeon.
Creston, Iowa.....	DR. H. G. BEATTY.....	Surgeon and Examiner.
Creston, Iowa.....	DR. A. S. BEATTY.....	Surgeon and Examiner.
Creston, Iowa.....	DR. O. S. BARBER.....	Eye Specialist.
Des Moines.....	DR. D. N. GIBSON.....	Surgeon and Examiner.
Des Moines, Iowa.....	DR. F. W. FORDYCE.....	Surgeon.
Fairfield, Iowa.....	DR. L. D. JAMES.....	Surgeon.
Fort Madison, Iowa.....	DR. R. L. FEIGHTNER.....	Surgeon.
Galesburg, Ill.....	DR. E. T. P. ZESSIN.....	Medical Examiner.
Galesburg, Ill.....	DR. B. V. McCLANAHAN.....	Surgeon.
Galesburg, Ill.....	DR. S. M. HANAUER.....	Surgeon.
Glenwood, Iowa.....	DR. D. W. HARMON.....	Surgeon.
Glenwood, Iowa.....	DR. W. A. DE YOUNG.....	Surgeon.
Hamburg, Iowa.....	DR. R. C. DANLEY.....	Surgeon.
Hamburg, Iowa.....	DR. W. H. KERR.....	Surgeon.
Knoxville, Iowa.....	DR. D. A. MATER.....	Surgeon.
Mt. Pleasant, Iowa.....	DR. W. A. STERNBERG.....	Surgeon.
Melrose, Iowa.....	DR. T. A. MORAN.....	Surgeon.
Monmouth, Ill.....	DR. H. G. EBERSOLE.....	Surgeon.
New London, Iowa.....	DR. F. R. MEHLER.....	Surgeon.
Osoeola, Iowa.....	DR. C. R. HARKEN.....	Surgeon.
Ottumwa, Iowa.....	DR. M. BANNISTER.....	Surgeon.
Ottumwa, Iowa.....	DR. E. B. HOEVEN.....	Surgeon.
Ottumwa, Iowa.....	DR. H. A. SPILMAN.....	Surgeon and Examiner.
Ottumwa, Iowa.....	DR. D. O. BOVENMYER.....	Eye Specialist.
Omaha, Neb.....	DR. G. B. WHITCOMB.....	Surgeon and Examiner.
Omaha, Neb.....	DR. H. H. DAVIS.....	Surgeon.
Omaha, Neb.....	DR. CALVIN DAVIS.....	Surgeon.
Omaha, Neb.....	DR. H. GIFFORD.....	Eye Specialist.
Omaha, Neb.....	DR. C. DAVIS.....	Eye Specialist.
Red Oak, Iowa.....	DR. W. S. REILEY.....	Surgeon.
Shenandoah, Iowa.....	DR. J. F. ALDRICH.....	Surgeon.
Shenandoah, Iowa.....	DR. E. J. GOTTSCH.....	Surgeon.
Sidney, Iowa.....	DR. R. S. LOVELADY.....	Surgeon.
Villisca, Iowa.....	DR. J. C. COOPER.....	Surgeon.
Washington, Iowa.....	DR. H. C. HULL.....	Surgeon.

Whenever any person, other than a trespasser, sustains injuries on Company Property requiring immediate medical attention, the nearest Company Surgeon should be summoned by the officer or employe of highest rank present.

In case of emergency when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for immediate safety of the patient.

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

Dr. O. H. HORRALL,  
Chief Surgeon,  
Chicago, Illinois

Dr. R. B. KEPNER,  
Chief Medical Officer,  
Chicago, Illinois

# Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

# TIME TABLE OF THE OTTUMWA AND CRESTON DIVISIONS OF THE CENTRAL DISTRICT No. 76

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

## SUNDAY, MARCH 20, 1949

DESTROY ALL TIME TABLES OF PREVIOUS DATE

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

# Galesburg to Ottumwa—Subdivision—Westward

**OTTUMWA AND CRESTON DIVISIONS.**

**TIME TABLE No. 76.**

**EFFECTIVE MARCH 20, 1949**

FIRST CLASS					Signs	Distance from Galesburg	STATIONS	Capacity of		Office Open Week Days	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger				Siding	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
3	7	19	11	177							17	5	1	15
L 1.00	L 4.45	L 2.00	L 3.05		B.C.K.O.R. T.W.Yd.	0.00	GALESBURG	Yard	Yard	Continuous	L 5.50	L 7.17	L 7.42	L 10.35
							WATERMAN	Yard	Yard	Continuous				
						6.02	GRAHAM (Interlocked)			No Office				
1.09	f 4.58	2.09	3.14			9.20	CAMERON		34	8:30 a.m. to 5:30 p.m.	5.59	7.25	7.50	10.44
						16.67	COSTELLO TOWER			Continuous				
							M. & St. L. Cross'g (Interlocked)							
f 1.20	s 5.12	s 2.17	3.25		B.O.W.Y.Yd.	16.82	MONMOUTH	106	Yard	No Office	6.08	s 7.35	7.58	10.52
	s 5.22					22.61	KIRKWOOD		63	8:30 a.m. to 5:30 p.m.				
	f 5.32					28.33	BIGGSVILLE		27	8:30 a.m. to 5:30 p.m.				
1.35	f 5.42	2.31	3.40	L 6.15		33.86	GLADSTONE		131	8:30 a.m. to 5:30 p.m.	6.21	7.52	8.12	11.06
						42.01	ILLINOIS JCT.			No Office				
						42.68	WOOD TOWER (Interlocked)			Continuous				
s 1.50	s 5.55	s 2.47	s 3.55	A 6.30	B.C.K.O.R. T.W.Yd.	43.19	BURLINGTON	Yard	Yard	Continuous	s 6.35	A 8.02	s 8.24	s 11.17
	6.25			P.M.			WEST BURLINGTON	79	Yard	8:15 a.m. to 5:15 p.m.				
					Y. Yd.	47.09	DAYMAN		26	No Office				
						50.27	MIDDLETOWN		12	No Office				
	s 6.48					52.49	DANVILLE		28	6:30 a.m. to 3:30 p.m.				
	s 7.00				C.W.	56.10	NEW LONDON	130	72	6:45 a.m. to 3:45 p.m.				11.54
2.19	s 7.20	3.15	s 4.25			70.96	MT. PLEASANT	79	91	9:00 a.m. to 5:00 p.m. 11:00 p.m. to 7:00 a.m.	7.02		8.50	A.M. s 12.14
						77.97	ROME		11	No Office				
	f 7.33					81.51	LOCKRIDGE	100	22	7:15 a.m. to 4:15 p.m.				
						87.89	BECKWITH		23	No Office				
2.39	s 7.55	3.34	s 4.47		W.	93.00	FAIRFIELD	90	94	12:01 a.m. to 8:00 a.m. 9:30 a.m. to 5:30 p.m.	7.21		9.08	s 12.50
						93.47	TOWER 255			No Office				
							C.R.I. & P. Cross'g (Interlocked)							
						99.18	BERNHART		6	No Office				
	s 8.10					103.67	BATAVIA		58	8:00 a.m. to 5:00 p.m.				
2.56	8.20	3.50	5.05			111.17	AGENCY CITY		7	No Office	7.36		9.20	1.14
							Wabash Crossing (Interlocked)							
A 3.06	A 8.30	A 4.00	A 5.15		B.C.K.O.R. T.W.Yd.	117.39	OTTUMWA	Yard	Yard	Continuous	A 7.46		A 9.30	A 1.24
Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily
2:06	3:45	2:00	2:10	0:15			SCHEDULE TIME				1:56	0:45	1:48	2:49
55.9	31.2	58.7	54.2	37.3			AVERAGE MILES AN HOUR				60.7	57.5	65.2	41.7

Double Track between Galesburg and Ottumwa.  
Automatic Block System in effect between Galesburg and Illinois Jct.; Wood Tower and Ottumwa. Rules D-251, D-252 and D-254 in effect. Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

Centralized Traffic Control in effect between Illinois Jct. and Wood Tower.  
Double Track between Waterman and Graham. Centralized Traffic Control in effect.

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

Drawbridge 204.66 over Mississippi River at Burlington interlocked.  
Spring switch at east end of eastward siding New London.  
No. 177 will make flag stop at Bass Lake, M. P. 202.5.  
Local Extra leaves Burlington 6:00 a. m. daily except Sunday for Ottumwa.  
Local Extra leaves Galva 10:00 a. m. Tuesday, Thursday and Saturday for Burlington via Gladstone.

# Ottumwa to Galesburg—Subdivision—Eastward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 76.

EFFECTIVE MARCH 20, 1949.

FIRST CLASS				Distance from Chicago	Distance from Galesburg	STATIONS	Distance from Ottumwa	Capacity of Siding	Office Open Sundays	FIRST CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
<b>8</b>	<b>14</b>	<b>30</b>	<b>10</b>							<b>176</b>	<b>2</b>	<b>18</b>	<b>6</b>	<b>12</b>
A.M. A 2:40	A.M. A 3:35	A.M. A 5:00	A.M. A 6:16	162.23	0.00	.....GALESBURG..... 6 02 P.m.	117.39	Yard	Continuous		A.M. A 8:51	A.M. A 10:57	P.M. A 5:30	P.M. A 5:55
				168.25	6.02	.....WATERMAN..... 3 53 P.m.	114.90	Yard	Continuous					
2:28	3:22	4:48	6:05	171.43	9.20	.....GRAHAM (Interlocked)..... 3 18	111.37		No Office		8:39	10:45	5:18	5:44
				178.90	16.67	.....CAMERON..... 7 47	108.19		Closed				f 5:12	
				179.05	16.82	.....COSTELLO TOWER..... M. & St. L. Cross'g (Interlocked) 0 15	100.72		Continuous					
2:16	s 3:07	4:35	5:57	179.05	16.82	.....MONMOUTH..... 7 0	100.67	106	No Office		s 8:31	10:38	s 5:03	5:34
2:08	2:56	4:28	5:50	184.84	22.61	.....KIRKWOOD..... 5 72	94.78		Closed		8:24	10:31	s 4:46	5:27
				190.56	28.33	.....BIGGSVILLE..... 3 53	89.06	68	Closed				f 4:33	
				196.09	33.86	.....GLADSTONE..... 3 15	83.63		Closed	- A.M. A 7:00			f 4:26	
				204.24	42.01	.....ILLINOIS JCT..... 0 57	75.38		No Office					
				204.91	42.68	.....WOOD TOWER (Interlocked)..... 0 51	74.71		Continuous					
s 1:48 s 1:33	s 2:30 s 2:10	s 4:10	s 5:33	205.42	43.19	.....BURLINGTON..... 3 90	74.20	Yard	Continuous	L 6:45 A.M.	L 8:05 A.M.	s 10:12	s 4:15 s 4:00	s 5:10
1:27	2:04	3:58	5:22	209.32	47.09	.....WEST BURLINGTON..... 3 18	70.30	Yard	Closed			10:00	f 3:52	4:58
				212.50	50.27	.....DAYMAN..... 1 22	67.12	152	No Office					
1:23	1:59	3:53	5:18	214.72	52.49	.....MIDDLETOWN..... 0 51	64.90		No Office			9:55	f 3:45	4:54
				218.33	56.10	.....DANVILLE..... 1 25	61.29		Closed				s 3:40	
				224.58	62.35	.....NEW LONDON..... 3 50	55.04	125	Closed				s 3:30	
1:07	s 1:42	3:37	5:05	233.18	70.95	.....MT. PLEASANT..... 7 02	46.44	79	9:00 a.m. to 5:00 p.m. 11:00 p.m. to 7:00 a.m.			9:42	s 3:17	4:40
				240.20	77.97	.....ROME..... 3 54	39.42		No Office				f 3:00	
				243.74	81.51	.....LOCKRIDGE..... 5 36	35.88		Closed				f 2:55	
				250.12	87.89	.....BECKWITH..... 5 11	29.50		No Office					
12:47	s 1:17	3:17	4:46	255.23	93.00	.....FAIRFIELD..... 4 47	24.39		12:01 a.m. to 8:00 a.m. 9:30 a.m. to 5:30 p.m.			9:23	s 2:45	s 4:21
				255.70	93.47	.....TOWER 255..... C. R. I. & P. Cross'g (Interlocked) 5 71	23.92		No Office					
				261.41	99.18	.....BERNHART..... 4 53	18.21		No Office					
				266.10	103.87	.....BATAVIA..... 7 30	13.52		Closed				s 2:26	
				273.40	111.17	.....AGENCY CITY..... 5 22	8.22	80	No Office				s 2:16	
L 12:20 A.M.	L 12:43 A.M.	L 2:50 A.M.	L 4:23 A.M.	279.62	117.39	.....Wabash Crossing (Interlocked)..... .....OTTUMWA.....	8.00	Yard	Continuous			L 9:00 A.M.	L 2:05 P.M.	L 3:55 P.M.
Daily	Daily	Daily	Daily							Daily Ex. Sunday	Daily	Daily	Daily	Daily
2:20 53.1	2:52 40.9	2:10 54.2	1:53 62.3			.....SCHEDULE TIME..... .....AVERAGE MILES AN HOUR.....				0:15 37.3	0:46 57.2	1:57 60.2	3:25 34.4	2:00 58.7

Double Track between Ottumwa and Galesburg.

Automatic Block System in effect between Ottumwa and Wood Tower; Illinois Jct. and Galesburg. Rules D-251, D-252 and D-254 in effect. Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

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 trains will be cleared at passenger station, all other trains at Wood Tower.

Spring switch at west end of westward siding New London.

Drawbridge 204.66 over Mississippi River at Burlington interlocked.

Local Extra leaves Ottumwa 5:00 a. m. daily except Sunday for Burlington.

Local Extra leaves Burlington 10:00 a. m. Monday, Wednesday and Friday for Galva via Gladstone.

Lone Tree Spur off eastward track, M. P. 199.69, capacity 10 cars.

Gales Farm spur off eastward track, M. P. 167.33, capacity 2 cars.

# Ottumwa to Creston—Subdivision—Westward

**OTTUMWA AND CRESTON DIVISIONS.**

**TIME TABLE No. 76.**

**EFFECTIVE MARCH 20, 1949.**

FIRST CLASS				Signs	Distance from Ottumwa	STATIONS	Distance from Creston	Capacity of		Office Open Week Days	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger					Siding	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
15	3	7	27								19	11	17	1
L A.M. 1:39	L A.M. 3:10	L A.M. 8:45	L A.M. 9:15	B.C.K.O. R.T.W.Yd.	0.00	.....OTTUMWA.....	114.32	Yard	Yard	Continuous	L P.M. 4:03	L P.M. 5:17	L P.M. 7:48	L P.M. 9:32
					0.84	.....LAWLER TOWER.....	113.48			Continuous				
			f 9:29		7.80	C. M. St. P. & P. Cross'g (Interl.) .....CHILLICOTHE.....	106.62		8	No Office				
			f 9:35		11.19	.....DUDLEY.....	103.13		17	No Office				
2:03	3:35	9:10	9:55	W	22.30	.....MAXON.....	92.12	86	99	No Office	4:27	5:40	8:11	9:54
						M. & St. L. Crossing on Westward Track (Interlocked)								
s 2:24	3:39	s 9:25	A 10:00 A.M.	K.Yd.	24.09	.....ALBIA.....		32	Yard	Continuous	s 4:32	5:43	8:14	9:57
					27.92	.....HALPIN.....	85.63		11	No Office				
		s 9:46			39.00	.....MELROSE.....	74.55	81	9	★8:30 p.m. to 5:30 a.m.				
2:47	4:01	s 9:58			47.23	.....RUSSELL.....	66.32		66	8:30 a.m. to 5:30 p.m.	4:55	6:02	8:33	10:16
						.....CHARLTON.....	58.85	80	Yard	Continuous	s 5:11	6:12	8:42	10:26
s 3:10	4:11	s 10:17		B.C.K.O. W.Y.Yd.	54.70	.....INDIANOLA JCT.....	56.01			No Office				
					57.54	.....SHANNON.....	51.58			No Office				
			s 10:30		63.17	.....LUCAS.....	50.45		20	8:00 a.m. to 5:00 p.m.				
3:27	4:25	s 10:42			70.70	.....WOODBURN.....	42.92		16	No Office	5:28	6:25	8:57	10:38
s 3:48	4:37	s 11:02		W.Y.Yd.	80.12	.....OSCEOLA.....	33.20	103	Yard	Continuous	s 5:44	6:37	9:09	10:49
		s 11:17			90.79	.....MURRAY.....	22.53		37	8:00 a.m. to 5:00 p.m.				
		f 11:25			96.24	.....THAYER.....	17.08		28	No Office				
					100.13	TALMAGE JCT. (Interlocked)	13.19			No Office				
4:14	4:59	s 11:35			103.95	.....AFTON.....	9.37	82	27	8:30 a.m. to 5:30 p.m.	6:08	6:59	9:29	11:09
A 4:25 A.M.	A 5:10 A.M.	A 11:50 A.M.		B.C.K.O.R T.W.Y.Yd.	113.32	.....CRESTON.....	0.00	Yard	Yard	Continuous	A 6:19 P.M.	A 7:10 P.M.	A 9:42 P.M.	A 11:20 P.M.
Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily
2:46 40.8	2:00 56.6	3:05 36.8	0:45 32.1			.....SCHEDULE TIME.....					2:16 47.0	1:53 60.1	1:54 58.6	1:48 62.9
						.....AVERAGE MILES AN HOUR.....								

Double Track between Ottumwa and Creston.

Automatic Block System in effect between Ottumwa and Maxon; Halpin and Charlton; Shannon and Creston. Rules D-251, D-252 and D-254 in effect. Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

Centralized Traffic Control in effect between Maxon and Halpin; Charlton and Shannon.

Spring switch at east end of eastward siding, Osceola.

No train order signal Ottumwa and Creston. Conductors and Enginemen must have Clearance Form A.

No. 15 will reduce speed to 50 miles an hour at Thayer and Afton to dispatch mail.

Avery on eastward track at M. P. 298.04.

North Avery on westward track at M. P. 298.57.

Frederic on eastward track at M. P. 295.40.

No. 27 will make flag stop at M. P. 295.40 and North Avery.

★Office Melrose closed Saturdays 8:30 P. M. to Midnight.

Tyrone spur off westward track, M. P. 312.9, capacity 8 cars.

Talmage Jct. spur off westward track at M. P. 379.75, 2240 feet, connected with C. G. W. at Talmage. Rule 908 in effect.

Conductors and Enginemen of westward trains moving from C. G. W. tracks at Talmage must have Clearance Form A.

No. 65 Leaves Charlton 7:30 a. m. daily except Sunday,  
Arrives Indianola Jct. 7:40 a. m.

No. 81 Leaves Ottumwa 10:05 p. m. daily except Saturday.  
Arrives Albia 11:00 p. m.

# Creston to Ottumwa—Subdivision—Eastward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 76.

EFFECTIVE MARCH 20, 1949

FIRST CLASS				Distance from Chicago	Distance from Ottumwa	STATIONS	Distance from Creston	Capacity of Siding	Office Open Sundays	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
30	10	18	6							12	28	14	8
A 2:47	A 4:21	A 8:57	A 2:00	279.62	0.00	.....OTTUMWA.....	114.32	Yard	Continuous	A 3:53	A 10:55	A 12:38	A 12:10
				280.46	0.84	.....LAWLER TOWER..... C. M. St. P. & P. Cross'g (Interl.)	113.48		Continuous				
2:37	4:11	8:47	1:49	287.42	7.80	.....CHILlicothe.....	106.52		No Office	3:43	10:37	12:28	11:59
				290.81	11.19	.....DUDLEY.....	103.13		No Office		10:31		
2:22	3:58	8:33	1:34	301.92	22.30	.....MAXON..... M. & St. L. Crossing on Westward Track (Interlocked)	92.12		No Office	3:29	10:19	12:13	
			s 1:31	303.71	24.09	.....ALBIA.....			Continuous		10:15	s 12:10	s 11:39
2:14	3:51	8:25	1:21	307.54	27.92	.....HALPIN.....	85.63		No Office	3:21	P.M.	11:49	11:30
				318.62	39.00	.....MELROSE.....	74.55		1:00 a.m. to 4:00 a.m. 8:30 p.m. to 11:59 p.m.				
				326.85	47.23	.....RUSSELL.....	66.32		Closed				
1:42	3:28	8:00	s 12:55	334.32	54.70	.....CHARLTON.....	58.85	78	Continuous	s 2:57		s 11:25	s 11:05
				337.16	57.54	.....INDIANOLA JCT.....	56.01		No Office				
				341.66	62.04	.....SHANNON.....	51.58		No Office				
1:30	3:20	7:52	12:36	342.79	63.17	.....LUCAS.....	50.45		Closed	2:49		10:43	10:45
				350.32	70.70	.....WOODBURN.....	42.92		No Office				
1:14	3:05	7:37	s 12:21	359.74	80.12	.....OSCEOLA.....	33.20	79	Continuous	2:34		s 10:25	10:31
1:03	2:56	7:27	12:05	370.41	90.79	.....MURRAY.....	22.53		Closed	2:24		s 10:11	10:22
			P.M.	375.86	96.24	.....THAYER.....	17.08		No Office				
				379.75	100.13	.....TALMAGE JCT. (Interlocked).....	13.19		No Office				
				383.57	103.96	.....AFTON.....	9.37	82	Closed			s 9:55	
L 12:42	L 2:37	L 7:07	L 11:45	392.94	113.32	.....CRESTON.....	0.00	Yard	Continuous	L 2:05		L 9:40	L 9:55
Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily
2:05 54.4	1:44 65.3	1:50 61.8	2:15 50.4			.....SCHEDULE TIME.....				1:48 62.9	0:40 36.1	2:58 38.2	2:15 50.4
						.....AVERAGE MILES AN HOUR.....							

Double Track between Creston and Ottumwa.

Automatic Block System in effect between Creston and Shannon; Charlton and Halpin; Maxon and Ottumwa. Rules D-251, D-252 and D-254 in effect. Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

Centralized Traffic Control in effect between Shannon and Charlton; Halpin and Maxon.

Spring switch at west end of westward siding Osceola.

No train order signal Creston and Ottumwa. Conductors and Enginemen must have Clearance Form A.

Albia station on westward track.

Avery on eastward track at M. P. 298.04.

North Avery on westward track at M. P. 298.57.

Frederic on eastward track at M. P. 295.40.

No. 28 will make flag stop at M. P. 298.04 and M. P. 295.40.

No. 6 will make flag stop at Chillicothe to receive revenue passengers.

No. 66 Leaves Indianola Jct. 11:00 a. m. daily except Sunday,  
Arrives Charlton 11:10 a. m.

No. 82 Leaves Albia 2:30 a. m. daily except Monday,  
Arrives Ottumwa 4:30 a. m.

# Creston to Omaha—Subdivision—Westward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 76.

EFFECTIVE MARCH 20, 1949.

FIRST CLASS					Signs	Distance from Creston	STATIONS	Distance from Omaha	Capacity of		Office Open Week Days	FIRST CLASS					
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger					Siding	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	
23	15	3	27	7								21	19	11	17	1	
	A.M. L 4:35	A.M. L 5:20		P.M. L 12:05	B.C.K.O.R. T.W.Y.Yd.	0.00	.....CRESTON.....	103.26		Yard	Continuous		P.M. L 6:24	P.M. L 7:13	P.M. L 9:45	P.M. L 11:22	
						5.65	.....CROMWELL.....	97.61		17	No Office						
				12:22		13.77	.....PRESCOTT.....	89.49		24	7:30 a.m. to 4:30 p.m.						
	s 5:03			s 12:32		20.72	.....CORNING.....	82.54	132	57	6:00 a.m. to 9:30 p.m.		s 6:48				
						24.73	.....BROOKS.....	78.53		4	No Office						
						29.74	.....NODAWAY.....	73.52		13	No Office						
	s 5:25	5:55		s 12:55	K.W.T.	34.47	.....VILLISCA.....	68.79		89	5:15 a.m. to 1:15 p.m. 3:00 p.m. to 11:00 p.m.		s 7:06	7:42	10:13	11:51	
	5:35			1:05		42.28	.....STANTON.....	60.98		44	7:30 a.m. to 4:30 p.m.		7:15				
	s 5:55	6:14		s 1:25	C.K.O. T.W.Y.	49.48	.....RED OAK.....	53.78		69	Continuous		s 7:31	8:01	10:30	A.M. 12:04	
					F	55.17	.....McPHERSON.....	48.09	178	28	No Office						
				s 1:43	F	58.71	.....EMERSON.....	44.55	127	46	No Office						
	6:12	6:30		s 1:54	F.W.Y.	63.96	.....HASTINGS.....	39.30	227	78	No Office		7:46	8:15	10:44	12:15	
	6:17			s 2:04	F	68.74	.....MALVERN.....	34.52	175	49	No Office						
					F	74.95	.....BALFOUR.....	28.31			No Office						
	6:30	6:44		s 2:23	F	78.43	.....GLENWOOD.....	24.83		69	No Office		7:59	8:28	10:57	12:25	
A.M. L 5:35	6:35	6:51	P.M. L 1:40	f 2:32	B.C.K.R. T.W.Y.Yd.	82.04	.....PACIFIC JCT.....	21.22		Yard	Continuous		P.M. L 7:30	8:06	8:35	11:05	12:30
					F	87.75	.....FOLSOM.....	15.51	98		No Office						
					F	93.10	.....ISLAND PARK.....	10.16	98		No Office						
						98.37	Wabash Crossing (Interlocked)	4.89									
6:05	6:55	7:11	1:59	2:53	B.C.K.O. T.W.	98.81	.....COUNCIL BLUFFS YARD..... C. M. St. P. & P. Crossing (Intri) C. R. I. & P. Crossing (Intri)	4.45		Yard	Continuous		7:46	8:23			12:46
s 6:10	7:00	7:15	s 2:03	s 2:58		99.19	.....COUNCIL BLUFFS.....	4.07		Yard	No Office		s 7:48	8:28			12:48
						99.76	C.&N.W. Crossing (Interlocked)	3.50									
						100.05	I. C. Crossing (Interlocked)	3.21									
						100.07	C.R.I.&P. Crossing (Interlocked)	3.19									
s 6:40	s 7:30	s 7:45	s 2:20	s 3:25	Yd.	100.40	.....U. P. TRANSFER.....	2.86			No Office		s 8:10	s 8:50			s 1:00

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. A 7:00 A.M.	Via U. P. A 7:45 A.M.	Via U. P. A 8:00 A.M.	Via U. P. A 2:35 P.M.	Via U. P. A 3:40 P.M.	B.K.R. W.Yd.	103.26	.....2.86 .....OMAHA.....	0.00	Continuous	Via U. P. A 8:20 P.M.	Via U. P. A 9:05 P.M.	Via Platts. A 9:15 P.M.	Via Platts. A 11:45 P.M.	Via U. P. A 1:10 A.M.
Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily
1:05 16.9	2:55 34.4	2:25 41.5	0:40 27.5	3:20 30.1			.....SCHEDULE TIME.....			0:40 27.5	2:26 41.5	1:22 60.0	1:20 61.5	1:38 60.5
							.....AVERAGE MILES AN HOUR.....							

### FOOTNOTES ON PAGE 8.

Local extra leaves Pacific Junction 7:00 a. m. daily except Sunday for Emerson and return to Pacific Junction.  
Local Extra leaves Creston 7:30 a. m., daily except Sunday for Red Oak and will carry passengers.



## Creston—Omaha—Subdivision

**OTTUMWA AND CRESTON DIVISIONS.**

**TIME TABLE No. 76.**

**EFFECTIVE MARCH 20, 1949.**

### FOOTNOTES

Single Track between M. P. 443.7, west of Red Oak and M. P. 466.44, east of Balfour; Pacific Jct. and Council Bluffs Yard; M. P. 492.8 and U. P. Transfer.

Double Track between Creston and M. P. 443.7, west of Red Oak; M. P. 466.44, east of Balfour, and Pacific Jct.; Council Bluffs Yard and M. P. 492.8.

Automatic Block System in effect between Creston and M. P. 441.8 east of Red Oak; Balfour and Pacific Jct.

Rules D-251, D-252 and D-254 in effect between Creston and M. P. 441.8 east of Red Oak; Balfour and Pacific Jct. Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

Centralized Traffic Control in effect between M. P. 441.8 east of Red Oak and Balfour; Pacific Jct. and U. P. Transfer.

No train order signal Creston and Omaha; Conductors and Enginemen must have Clearance Form A.

No train order signal Pacific Jct. Conductors and Enginemen must have Clearance Form A on all trains except westward trains in through movement on Creston—Omaha Subdivision.

No train order signal Council Bluffs Yard. Conductors and Enginemen of trains originating at Council Bluffs must have Clearance Form A.

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

Train register at Council Bluffs Yard for trains originating and terminating at Council Bluffs Yard.

Spring switches on eastward track at east end and on westward track at west end of middle siding, Corning.

### AT PACIFIC JCT.

Spring switch located at east end of yard.

Both switches of main track crossover located east of depot and both switches of northeast leg of wye are operated by dual control switch machines; interlocking rules in effect. When necessary to hand operate switches, Timetable Special Instruction 532 and 536 will govern, permission being granted by operator instead of train dispatcher.

Switches located 1200 and 1300 feet north of C. B. & Q. crossing are equipped with controlled electric locks. Timetable Special Instruction 533 will govern, permission being granted by operator instead of train dispatcher.

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

No. 1 will stop at Red Oak and Council Bluffs to discharge revenue passengers from Chicago and to receive revenue passengers for Denver, when notified at Creston.

No. 15 will reduce speed to 50 miles an hour at Stanton, Emerson, Hastings, Malvern and Glenwood to dispatch mail.

No. 7 will stop at Prescott and Stanton to discharge revenue passengers from points Osceola east, and to receive revenue passengers for Omaha or beyond.

No. 7 will reduce speed to 20 miles an hour at Stanton to dispatch mail.

No. 30 will stop at Red Oak to receive revenue sleeping car passengers for Chicago.

No. 19 will stop at Council Bluffs to receive or discharge revenue passengers.

No. 3 will stop at Villisca, Red Oak and Council Bluffs to discharge revenue sleeping car passengers from Chicago.

## Burlington and Washington—Subdivision

**OTTUMWA AND CRESTON DIVISIONS.**

**TIME TABLE No. 76.**

**EFFECTIVE MARCH 20, 1949.**

WESTWARD				STATIONS	Office Open Week Days	EASTWARD									
SECOND CLASS						Daily Ex. Sunday Mixed	23	SECOND CLASS							
A.M.	L	7.20	P.M.					A	2.55						
				BURLINGTON	52.5	Yard	Continuous								

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

				15.4	37.1	22	6:30 a.m. to 3:30 p.m.								
s 8.25	R.		20.6	31.9	21	No Office		s 2.10							
s 8.40			23.9	28.6	25	No Office		s 1.30							
s 8.50			28.3	24.2	25	8:30 a.m. to 5:30 p.m.		s 1.15							
s 9.05			32.9	19.6				s 1.00							
s 9.45	W.		34.0	18.5	52	8:30 a.m. to 5:30 p.m.		s12.35							
s10.00			38.7	13.8	13	No Office		s12.15							
s10.15			42.4	10.1	21	8:30 a.m. to 5:30 p.m.		s12.01							
s10.25			47.0	5.5		No Office		s11.45							
			48.0	4.5											
A10.45	B.Y.		52.5		35	8:30 a.m. to 5:30 p.m.		L11.30							
Daily Ex. Sunday								Daily Ex. Sunday							
3:25								3:25							
15.4								15.4							

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 signal Mediapolis and Washington. Conductors and Enginemen must have Clearance Form A when operator on duty.

Sundays: Burlington continuous; other offices closed.

Normal position of gate at M. & St. L. Crossing, M. P. 32.9, is against C. B. & Q. trains.



# Albia and Des Moines—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 76.

EFFECTIVE MARCH 20, 1949.

WESTWARD				Office Open Week Days	Signs	Distance from Albia	STATIONS	Distance from Des Moines	Capacity of		Office Open Sundays	EASTWARD						
SECOND CLASS		FIRST CLASS							Daily Passenger	Daily M. & St. L. Freight		Daily Ex. Saturday Freight	Daily Passenger	Daily M. & St. L. Freight	Daily Ex. Sunday Freight	Daily Passenger	Daily M. & St. L. Freight	Daily Ex. Sunday Freight
Daily M. & St. L. Freight	Daily Ex. Saturday Freight	Daily Passenger	Daily Ex. Saturday Freight															
895	81	27	P.M. L11:05	Continuous	K.Yd.	0	.....ALBIA.....	68.0	32	Yard	Continuous	28	894	82	P.M. A10:15	A.M. A 1:25 A.M.		

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

P.M. L 1:00	A.M. 12:01	s10:50	Continuous	C.R.	19.4	.....TRACY.....	48.6	35	30	Continuous	s 9:37	A 3:10	11:55
1:10	12:15	s10:57	No Office		23.1	.....HARVEY.....	44.9		23	No Office	s 9:29	3:00	11:30
1:15	12:20	f11:01	No Office		24.9	.....DURHAM.....	43.1	36		No Office	f 9:24	2:55	11:25
1:25	12:30	f11:08	No Office		28.4	.....FLAGLER.....	39.6		26	No Office	f 9:18	2:45	11:15
1:40	1:05	s11:23	7:00 a.m. to 11:00 p.m.	W.	33.1	.....KNOXVILLE.....	34.9		118	Closed	s 9:10	2:33	11:05
1:55	1:15	f11:33	No Office		37.1	.....DONNELLY.....	30.9	50		No Office	f 9:00	2:20	10:45
2:05	1:35	s11:46	8:30 a.m. to 5:30 p.m.		43.2	.....PLEASANTVILLE.....	24.8	37	38	Closed	s 8:50	2:05	10:35
2:20	1:50	s11:59	No Office		49.1	.....SWAN.....	18.9		25	No Office	s 8:39	1:50	10:16
2:30	2:05	f12:08	No Office		53.4	.....FORD.....	14.6		23	No Office	f 8:32	1:30	10:06
2:40	2:20	f12:15	No Office		57.1	.....CLARKSON.....	10.9		31	No Office	f 8:26	1:20	9:52
			No Office		61.9	.....LEVEY.....	6.1			No Office			
			No Office		62.6	Iowa Power and Light Co. Spur	5.4		50	No Office			
2:52	2:37	12:25	No Office		62.9	.....GLAKE.....	5.1	50	50	No Office	8:17	1:05	9:37
			No Office		65.7	C.R.I. & P. Cross'g (Interlocked)	2.3						
3:00	2:50	12:33	No Office		66.2	.....EAST D. M. U. JCT.....	1.8			No Office	8:10	12:57	9:27

Trains between East D. M. U. Jct. and Des Moines Union Station are governed by rules and time table of Des Moines Union Railway.

						0.1							
					66.3	D. M. U. Crossing (Grade) ..	1.7						
					66.4	C. R. I. & P. Crossing (Grade) ..	1.6						
					66.5	C. R. I. & P. Crossing (Grade) ..	1.5						
					66.7	C. G. W Crossing (Grade) ..	1.3						
		f12:40	No Office		67.3	.....EAST DES MOINES.....	0.7	Yard	Yard	No Office	f 8:05		
A 3:15 P.M.	A 3:05 A.M.	A12:45 P.M.	*7:15 a.m. to 3:15 p.m. 8:00 p.m. to 4:00 a.m.	B.C.K. O.R.T. W.Yd.	68.0	.....DES MOINES.....		Yard	Yard	12:01 a.m. to 4:00 a.m. 10:45 a.m. to 1:45 p.m.	L 8:00 P.M.	L12:45 A.M.	L 9:15 P.M.
Daily	Daily Ex. Sunday	Daily									Daily	Daily	Daily Ex. Sunday
2:15 21.3	4:00 17.0	2:35 26.3				.....SCHEDULE TIME.....					2:15 30.0	2:25 20.1	4:10 16.3
						.....AVERAGE 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.**

**Rule 221 (a) in effect at all train order offices Tracy to Des Moines inclusive, and is modified to include both freight and passenger trains.**

**All trains must run at restricted speed between west switch Tracy and Wabash junction switch east of Tracy depot.**

**\*Des Moines closed Mondays 12:01 a. m. to 4:00 a. m.**

**No train order signal Tracy and Des Moines. Conductors and Enginemen must have clearance Form A.**

Avon Lakes at M. P. 59.45.

No. 27 and No. 28 will make flag stop at M. P. 59.45.

Abbott Spur track at M. P. 50, switch on east end, capacity 8 cars.

The following restrictions apply over Bridges 62.08 and 67.43.

O or heavier steam engines must not operate.

Doubleheading is prohibited, except:

P and R engines and M&StL H-2-38 and H-5-42 engines may doublehead with engines of same class.

1000 HP diesel engines 9350 to 9379, inclusive, and M&StL 1000 HP diesel engines may doublehead with engines of same class.

When trains are operated with more than one engine restricted from doubleheading over Bridges 62.08 and 67.43, engines must be separated by not less than five cars, or operate separately over the bridges.

## Osceola and Truro—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 76.

EFFECTIVE MARCH 20, 1949.

NORTHWARD				Signs	Distance from Osceola	STATIONS	Distance from Truro	Capacity of Other Tracks	Office Open Week Days	SOUTHWARD			
				R.W.Y. Yd.		..... OSCEOLA .....	21.5	Yard	Continuous				
					7.1	..... JAMISON .....	14.4	3	No Office				
					11.5	..... NEW VIRGINIA .....	10.0	12	No Office				
					21.5	..... TRURO .....		22	8:30 a.m. to 5:30 p.m.				
						..... SCHEDULE TIME .....							
						..... AVERAGE 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 signal Osceola and Truro. Conductors and Enginemen must have Clearance Form A when operator on duty.

Sundays: Osceola office continuous; other offices closed.

## Creston and Cumberland—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 76.

EFFECTIVE MARCH 20, 1949.

NORTHWARD				Signs	Distance from Creston	STATIONS	Distance from Cumberland	Capacity of Other Tracks	Office Open Week Days	SOUTHWARD				
SECOND CLASS														
			Daily Ex. Sunday Mixed			..... CRESTON .....	47.2	Yard	Continuous	Daily Ex. Sunday Mixed				
			97	B.C.R.O. R.T.W. Y.Yd.		..... SNYDER .....	42.5	8	No Office	96				
			A.M. L 9:45		4.7	..... SPAULDING .....	39.5	4	No Office	P.M. A 5:00				
			f 9:55		7.7	..... ORIENT .....	34.6	20	8:30 a.m. to 5:30 p.m.	f 4:43				
			f 10:05		12.6	..... GREENFIELD .....	25.9	33	8:30 a.m. to 5:30 p.m.	f 4:35				
			s 10:25		21.3	..... FONTANILLE .....	18.1	32	8:30 a.m. to 5:30 p.m.	s 4:15				
			s 11:00		29.1	..... BRIDGEWATER .....	11.6	20	8:30 a.m. to 5:30 p.m.	s 3:45				
			s 11:30		35.6	..... MASSENA .....	5.9	26	8:30 a.m. to 5:30 p.m.	s 3:15				
			P.M. s 12:01	W.	41.3	..... CUMBERLAND .....		31	8:30 a.m. to 5:30 p.m.	s 2:45				
			s 12:30	R.T.	47.2					s 2:30				
			A 12:50							L 2:05				
			P.M.							P.M.				
			Daily Ex. Sunday			..... SCHEDULE TIME .....				Daily Ex. Sunday				
			3:05 15.2			..... AVERAGE MILES AN HOUR .....				2:55 15.2				

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 signal Creston and Cumberland. Conductors and Enginemen must have Clearance Form A when operator on duty.

Sundays: Creston continuous; other offices closed.



## Hastings and Carson—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 76.

EFFECTIVE MARCH 20, 1949.

NORTHWARD					STATIONS	SOUTHWARD									
SECOND CLASS						Signs	Distance from Hastings	Distance from Carson	Capacity of Other Tracks	Office Open Week Days	SECOND CLASS				
			Tuesday Thursday and Sat. Mixed								Tuesday Thursday and Sat. Mixed				
			<b>85</b>							<b>86</b>					
			A.M. L 11.30		F.R.W.Y.		..... HASTINGS .....	16.2	14	6:00 a.m. to 3:00 p.m.	P.M. A 2.00				
			P.M. S 12.05			9.3	..... HENDERSON .....	6.9	19	8:00 a.m. to 5:00 p.m.	S 1.35				
			S 12.25			13.1	..... MACEDONIA .....	3.1	30	8:00 a.m. to 5:00 p.m.	S 1.20				
			A 12.45 P.M.		W.R.T.	16.2	..... CARSON .....		65	8:00 a.m. to 5:00 p.m.	L 1.05 P.M.				
			Tuesday Thursday and Sat.								Tuesday Thursday and Sat.				
			1:15 12.9				..... SCHEDULE TIME .....				0:55				
							..... AVERAGE MILES AN HOUR .....				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. 85 and No. 86 will make flag stop at Etta M. P. 5.4.

No train order signal Hastings and Carson. Conductors and Enginemen must have Clearance Form A when operator on duty.

No offices open Sundays.

## Hastings and Sidney—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 76.

EFFECTIVE MARCH 20, 1949.

SOUTHWARD					STATIONS	NORTHWARD									
SECOND CLASS						Signs	Distance from Hastings	Distance from Sidney	Capacity of Other Tracks	Office Open Week Days	SECOND CLASS				
			Monday Wednesday and Fri. Mixed								Monday Wednesday and Fri. Mixed				
			<b>82</b>							<b>83</b>					
			A.M. L 9.50		F.R.W.Y.		..... HASTINGS .....	21.0	14	6:00 a.m. to 3:00 p.m.	P.M. A 12.20				
						3.2	... Wabash Crossing (Grade) ...	17.8							
			11.05			5.7	..... CLARK .....	15.3	10	No Office	11.05				
			S 10.25			11.3	..... RANDOLPH .....	9.7	30	8:00 a.m. to 5:00 p.m.	P.M. S 1.55				
			11.45			16.8	..... ANDERSON .....	4.2	9	No Office	11.35				
			A 11.00 A.M.		R.T.	21.0	..... SIDNEY .....		25	8:30 a.m. to 5:30 p.m.	L 1.20 A.M.				
			Monday Wednesday and Fri.								Monday Wednesday and Fri.				
			1:10 17.0				..... SCHEDULE TIME .....				1:00				
							..... AVERAGE MILES AN HOUR .....				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 signal Hastings and Sidney. Conductors and Enginemen must have Clearance Form A when operator on duty.

No offices open Sundays.

## Freight Trains (Information Only)

WESTWARD						STATIONS	EASTWARD					
	Denver Daily Mds.	Daily Time Freight	Daily Time Freight	Daily Time Freight	Denver Daily Mds.		Daily Fruit	Daily Mds.	Se. Omaha Daily Meat	Daily Ex. Sunday Meat	Daily Fruit	
	<b>61</b>	<b>73</b>	<b>79</b>	<b>67</b>	<b>CD</b>		<b>68A</b>	<b>62</b>	<b>LC</b>	<b>74</b>	<b>68</b>	
	A.M. L 5:00	A.M. L 5:30	P.M. L 2:30	P.M. L 5:00	P.M. L 5:30	..... WATERMAN .....	P.M. A 5:00	A.M. A 2:30	A.M. A 5:30	P.M. A 10:15	A.M. A 11:15	
	8:15	10:00	9:00	8:15	9:00	..... OTTUMWA .....	12:30 P.M. 11:45	10:30 A.M. 10:00	2:00 A.M. 1:45	L 6:15 P.M.	7:15 A.M. 6:45	
	8:50 P.M. 12:35	10:15 P.M. 2:15	10:30 A.M. 6:00	8:30 A.M. 12:30	9:15 A.M. 1:00	..... CRESTON .....	8:15 7:30	6:30 6:00	10:45 A.M. 10:15		3:10 2:40	
	1:20	2:30	P.M. 2:30	1:00	1:30	..... PACIFIC JCT .....	5:00	L 3:30 P.M.	8:00 A.M. 7:30		L 12:01 A.M. A 11:30 P.M.	
	A 4:20 L 5:00 P.M.	5:45 A.M. 6:45	A 7:00 P.M.	3:30 A.M. 5:00	A 4:00 L 4:30 A.M.	..... COUNCIL BLUFFS YARD .....	L 3:30 A.M.		L 4:30 P.M.			

### SPEED RESTRICTIONS.

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.

Clear indication of block signals does not modify the requirements of Rule 93.

When running against the current of traffic, all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines or engines with cabooses must approach all hazardous road crossings where the view is obscured prepared to stop, and must run at restricted speed approaching and on curves and where view is obscured between 6:30 A. M. and 6:30 P. M. and use extreme care to avoid striking motor cars.

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.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

Gas-electric motor cars may operate on the various sub-divisions at maximum speed authorized for passenger trains, but must not exceed 60 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, except on Albia and Des Moines Sub-Division P engines are authorized to observe maximum speed.

Gas-electric motor cars running backward must not exceed a speed of 10 miles an hour above the speed authorized for engines running backward on that sub-division.

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

Diesel engines 9103, 9104, 9105 and 9106 must not exceed maximum speed of 30 miles an hour.

Diesel and Gas-electric motor trains and engines must not pass through water if the water is more than three inches above top of rail and when passing through water, speed must not exceed three miles an hour to prevent damage to traction motors.

To prevent damage to traction motors, when handling electrically operated power units dead in train maximum speed must not exceed:

Gas-electric motor cars.....60 M. P. H.  
 Diesel-electric power units.....75 M. P. H.  
 Diesel-electric switch engines.....40 M. P. H.

Where subdivision maximum speeds are less, they will govern.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>ALL SUBDIVISIONS</b>		
On Sidings.....	Restricted speed 10	Restricted speed 10
All crossovers and turnouts, not otherwise specified ...		
Steam derricks, pile drivers, clamshells or similar equipment:		
Main line.....		30
Branch line.....		15
250 ton steam derrick may operate on any track where M-4-A engines operate, but must not exceed 10 miles an hour on any siding. Must not operate on any branch line. (See special instructions 10).		
Short scale test car, must be handled next ahead of way car with air hose coupled:		
Main line.....		25
Branch line.....		15
20 yard air dump cars in 202650-202799 series, loaded or empty, in rear of train when possible.....		25
Loaded 30-yard air dump cars in 202800-202849 series, in rear of train when possible: Main Line.....		35
When handling outfit cars of steel and surfacing gangs exclusively:		
Main line.....		35
Branch line.....		20
B, S-4 or S-4-A engines with drivers blocked up.....	40	40
O-5-A or M engines with drivers blocked up.....	30	30
Engines under steam disconnected on one side with main rod down:		
Main line.....	25	25
Branch line.....	20	20

## SPEED RESTRICTIONS—Continued.

The following symbols indicate the class of engine or type of equipment the maximum speeds shown in that column govern.

A—Trains 1, 2, 5, 10, 11, 12, 17, 18, 20 and 21 when consisting of all light weight cars handled by Diesel engines. See Class B Notes (1) and (2).

B—Passenger trains handled by Diesel engines, having one or more standard cars, or passenger trains handled by O-5-A, S-4 or S-4-A engines.

Note (1) Class A trains operated with automatic brake instead of electric straight air.

Note (2) Class A trains handled by S-1-A or S-2-A engines.

C—All other steam passenger trains.

Solid express trains consisting of equipment authorized for handling in passenger trains.

D—Freight trains when handled by Diesel, B-1-A, M-4-A, O-5-A, S-4 or S-4-A engines.

E—Freight trains handled by other freight engines.

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

Mail and express trains with cars equipped for handling in passenger trains, accompanied by caboose or drovers car, must not exceed 70 miles an hour.

Triangle and banjo type signals are located approximately one mile from point of curve or point where zone speed changes. 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 is reached. Where speed restrictions are required on curves within that zone, the banjo type signal with reflex letter "C" and numerals thereon will indicate speed permissible for that particular curve.

Gas-electric motor cars must not exceed 50 miles an hour and will be governed by speed restrictions applying to Class C trains, where the authorized speed is less than 60 miles an hour.

S-3 and S-3-A engines must not exceed 70 miles an hour.

Diesel-electric power units C&S 9950 A and B, and FW&D 9980 A and B must not exceed 85 miles an hour.

Steam engines running backward, 20 miles an hour.

## GALESBURG AND OTTUMWA SUBDIVISION.

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS	
	A	B	C	D	E
Waterman-Graham.....	35	35	35	35	35
ZONE—M.P. 162.23—M.P. 163.00.....	30	30	30	Yd.	Yd.
ZONE—M.P. 163.00—M.P. 177.40.....	90	79	75	50	50
Graham, turnouts.....	25	25	25	25	25
Curve M.P. 169.02.....	80	70	70	50	50
Curve M.P. 176.42.....	80	70	70	50	50
ZONE—M.P. 177.40—M.P. 178.75.....	90	79	75	Yd.	Yd.
ZONE—M.P. 178.75—M.P. 179.50.....	40	40	20	Yd.	Yd.
ZONE—M.P. 179.50—M.P. 181.09.....	90	79	75	Yd.	Yd.
ZONE—M.P. 181.09—M.P. 186.50.....	90	79	75	50	50
ZONE—M.P. 186.50—M.P. 191.00.....	80	70	70	50	50
ZONE—M.P. 191.00—M.P. 203.00.....	90	79	75	50	50
ZONE—M.P. 203.00—M.P. 204.00.....	70	70	70	50	50
ZONE—M.P. 204.00—M.P. 207.33.....	30	20	20	Yd.	Yd.
M-4-A engines over bridge 204.66.....			15	15	
O-5-A engines doubleheaded over bridge 204.66.....		15	15	15	
Burlington, steam engines over Main Street.....		5	5	5	5
Burlington, diesel engines over Main Street.....	10	10		10	
Burlington, trains after engine passes Main Street.....	12	12	12	12	12
ZONE—M.P. 207.33—M.P. 208.95, westward track.....	50	30	30	30	30
ZONE—M.P. 207.33—M.P. 208.95, eastward track.....	65	50	50	50	50
ZONE—M.P. 208.95—M.P. 210.99.....	90	79	75	Yd.	Yd.
ZONE—M.P. 210.99—M.P. 233.00.....	90	79	75	50	50
New London, through spring switch at east end of eastward siding, trailing movement.....	15	15	15	15	15
New London, through spring switch at west end of westward siding, trailing movement.....	15	15	15	15	15
ZONE—M.P. 233.00—M.P. 276.50.....	80	79	75	50	50
Engines through Mt. Pleasant and Fairfield.....	40	40	20	20	20
ZONE—M.P. 276.50—M.P. 277.55.....	40	40	40	35	35
ZONE—M.P. 277.55—M.P. 279.00.....	40	40	40	Yd.	Yd.
ZONE—M.P. 279.00—M.P. 279.62.....	30	30	20	Yd.	Yd.
Ottumwa, Wabash Crossing.....	30	30	20	15	15

Engines must approach all street crossings, Burlington, at restricted speed.

O-5-A, S-4, S-4-A and M engines on westward siding West Burlington, 10 miles an hour.

M engines on both sidings New London, 10 miles an hour.

Light engines and single unit motor cars over highway crossing M.P. 269.90, 15 miles an hour.

## SPEED RESTRICTIONS—Continued.

## OTTUMWA AND CRESTON SUBDIVISION.

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS	
	A	B	C	D	E
Ottumwa, Wabash Crossing .....	30	30	20	15	15
ZONE—M.P. 279.62—M.P. 280.46 .....	30	30	20	Yd.	Yd.
ZONE—M.P. 280.46—M.P. 281.30 .....	80	79	75	Yd.	Yd.
ZONE—M.P. 281.30—M.P. 287.36 .....	80	79	75	50	50
Curve M.P. 287.36 .....	65	60	60	50	50
ZONE—M.P. 287.36—M.P. 290.00 .....	65	65	65	50	50
ZONE—M.P. 290.00—M.P. 295.00 .....	80	79	75	50	50
ZONE—M.P. 295.00—M.P. 301.92, westward track .....	70	70	70	50	50
ZONE—M.P. 295.00—M.P. 301.92, eastward track .....	80	79	75	50	50
Curve M.P. 296, eastward track .....	80	70	70	50	50
ZONE—M.P. 301.92—M.P. 304.40, westward track .....	70	70	70	50	50
Engines between M.P. 303.60 and M.P. 304.40, westward track .....	40	30	20	20	20
ZONE—M. P. 304.40—M. P. 306.90, westward track .....	70	70	70	45	45
ZONE—M.P. 301.92—M.P. 308.25, eastward track .....	65	55	55	50	50
Maxon, east crossover .....	40	25	25	25	25
Maxon, west crossover .....	50	40	40	40	40
Maxon, eastward track over east switch of west crossover .....	50	50	50	50	50
Halpin, east crossover .....	40	25	25	25	25
Halpin, west crossover .....	50	40	40	40	40
ZONE—M.P. 306.90—M.P. 315.00, westward track .....	80	79	75	50	50
ZONE—M.P. 308.25—M.P. 315.00, eastward track .....	80	79	75	50	50
ZONE—M.P. 315.00—M.P. 321.60 .....	70	65	65	50	50
Curve M.P. 316.78 .....	65	60	60	50	50
ZONE—M.P. 321.50—M.P. 323.25 .....	60	60	60	50	50
ZONE—M.P. 323.25—M.P. 333.85 .....	80	79	75	50	50
ZONE—M.P. 333.85—M.P. 334.32 .....	40	40	20	Yd.	Yd.
ZONE—M.P. 334.32—M.P. 336.33 .....	80	79	75	Yd.	Yd.
ZONE—M.P. 336.33—M.P. 338.50 .....	80	79	75	50	50
ZONE—M.P. 338.50—M.P. 340.00, westward track .....	50	40	40	30	30
ZONE—M.P. 338.50—M.P. 340.00, eastward track .....	80	79	75	50	50
ZONE—M.P. 340.00—M.P. 351.60 .....	80	79	75	50	50
Shannon, crossover .....	50	40	40	40	40
ZONE—M.P. 351.60—M.P. 352.54, westward track .....	80	79	75	50	50
ZONE—M.P. 351.60—M.P. 352.54, eastward track .....	55	55	65	45	45
ZONE—M.P. 352.54—M.P. 359.03 .....	80	79	75	50	50
ZONE—M.P. 359.03—M.P. 361.03 .....	80	79	75	Yd.	Yd.
Osceola, through spring switch at east end of eastward siding, trailing movement .....	15	15	15	15	15
Osceola, Main Street .....	40	40	15	15	15
Osceola, through spring switch at west end of westward siding, trailing movement .....	15	15	15	15	15
ZONE—M.P. 361.03—M.P. 391.65 .....	80	79	75	50	50
ZONE—M.P. 391.65—M.P. 393.03 .....	30	30	15	Yd.	Yd.

O-3 engines in south yard, Osceola, 5 miles an hour.  
Trains must not exceed 15 miles an hour between Talmage Jct. and Talmage.

## SPEED RESTRICTIONS—Continued.

## CRESTON AND OMAHA SUBDIVISION.

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS	
	A	B	C	D	E
ZONE—M.P. 393.03—M.P. 393.73 .....	30	30	15	Yd.	Yd.
ZONE—M.P. 393.73—M.P. 444.00 .....	80	79	75	50	50
Corning, through spring switch at east end of middle siding, trailing movement.....	15	15	15	15	15
Corning, through spring switch at west end of middle siding, trailing movement.....	15	15	15	15	15
Red Oak, west crossover between main tracks.....	25	25	25	25	25
M.P. 443.70, turnout end of double track.....	50	40	40	40	40
ZONE—M.P. 444.00—M.P. 473.57 .....	90	79	75	50	50
McPherson and Emerson, siding turnouts.....	40	25	25	25	25
Emerson and Hastings, engines over public crossings on sidings.....	10	10	10	10	10
Hastings and Malvern, siding turnouts.....	40	25	25	25	25
M.P. 466.44, turnout, end of double track.....	50	40	40	40	40
ZONE—M.P. 473.57—M.P. 474.50 .....	90	79	75	Yd.	Yd.
Pacific Jct., east crossover between main tracks.....	40	25	25	Yd.	Yd.
Spring switch east end Pacific Jct. Yard, trailing movement through switch.....	15	15	15	15	15
Spring switch east end Pacific Jct. Yard, facing point movement.....	25	25	25	25	25
ZONE—M.P. 474.50—M.P. 475.50 .....	40	40	40	Yd.	Yd.
Pacific Jct., crossover between main tracks at east switch of northeast wye.....	25	25	25	Yd.	Yd.
Pacific Jct., northeast wye.....	25	25	25	Yd.	Yd.
ZONE—M.P. 474.50—Lines west M.P. 0.50 .....	40	40	40	Yd.	Yd.
Pacific Jct., 500 feet from railroad crossing.....	15	15	15	Yd.	Yd.
ZONE—M.P. 475.50—M.P. 476.24 .....	80	79	75	Yd.	Yd.
ZONE—M.P. 476.24—M.P. 489.68 .....	80	79	75	50	50
Folsom and Island Park, siding turnouts.....	40	25	25	25	25
Curve M.P. 487.88.....	70	60	60	50	50
ZONE—M.P. 489.68—M.P. 491.00 .....	80	79	75	Yd.	Yd.
Curve M.P. 490.60.....	55	45	45	Yd.	Yd.
ZONE—M.P. 491.00—East end of curve, Council Bluffs depot.....	30	30	30	Yd.	Yd.
Wabash Crossing, Council Bluffs Yard, main track.....	30	25	25	Yd.	Yd.
Wabash Crossing, Council Bluffs Yard, freight track.....	Stop	Stop	Stop	Stop	Stop
Turnout, east end of double track, Council Bluffs Yard.....	30	25	25	Yd.	Yd.
ZONE—East end of curve Council Bluffs depot—U. P. Transfer.....	30	15	15	Yd.	Yd.
C&NW Crossing, M.P. 492.70; IC Crossing, M.P. 492.99; CRI&P Crossing, M.P. 493.01.....	20	15	15	15	15

Light engines and single unit motor cars over Main Street crossing Prescott, 20 miles an hour.

Light engines and single unit motor cars over highway crossing, M.P. 423.08, 20 miles an hour.

All trains restricted speed between east end of U.P. Yard and 13th Street, through passenger yard, Omaha.



## SPECIAL INSTRUCTIONS—CENTRALIZED TRAFFIC CONTROL

**CENTRALIZED TRAFFIC CONTROL**—An automatic block system upon which is superimposed manual control of certain signals and switches, which manual control is exercised by train dispatcher, or operator acting upon authority of train dispatcher.

**DUAL-CONTROL SWITCH**—A switch equipped with a dual-controlled switch mechanism which is provided with a hand-throw lever and a selector so arranged that when selector lever is operated, the control of switch will be transferred from the power-operated switch machine to the hand-throw lever, or from the hand-throw lever to the power-operated switch machine.

**STOP SIGNAL**—A fixed signal at the entrance to a route or block which is controlled both manually and automatically, and designated by the absence of a number plate.

**TAKE-SIDING SIGNAL**—A fixed signal located on and near the base of the signal mast, authorizing movement to siding.

**LEAVE-SIDING SIGNAL**—A low fixed signal, located near clearance point of siding, authorizing movement to main track and indicating condition of block.

**CONTROLLED ELECTRIC SWITCH LOCK**—A controlled, electrically operated mechanism with indicator that locks a switch in its normal position until released from the CENTRALIZED TRAFFIC CONTROL office. Controlled electric switch locks are designated by the letter "C" on door of case.

**AUTOMATIC ELECTRIC SWITCH LOCK**—An automatic, electrically operated mechanism with indicator that locks a switch in its normal position when block conditions on main track are such that it would be unsafe to reverse or use switch.

**CONTROLLED SIDING**—A siding having a dual-controlled switch at each end, protected by Stop or Take-siding signal, all of which are under control of the train dispatcher.

**CENTRALIZED TRAFFIC CONTROL** is in effect on portions of the road so specified in timetable or bulletin. Limits of CENTRALIZED TRAFFIC CONTROL are further identified by roadway signs located at the entrance to or passage from that portion of the road on which the system is in effect.

515. Within CENTRALIZED TRAFFIC CONTROL limits, signals will govern the use of blocks and movement over controlled switches; and, unless otherwise provided, their indications supersede timetable superiority and take the place of train orders. They do not dispense with the use or observance of other signals whenever or wherever they may be required.

516. AUTOMATIC INTERMEDIATE BLOCK SIGNALS govern the use of intermediate blocks between controlled sidings and may be stop-and-proceed, or grade signals. Automatic block system rules are in effect for intermediate blocks governed by such signals. Stop-and-proceed signals are designated by number plate, and grade signals by purple marker.

517. Enginemen and trainmen must comply with the signal indications and also with the instructions of the train dispatcher, in all movements made within CENTRALIZED TRAFFIC CONTROL limits.

518. When a train is delayed at a stop signal and cause is unknown, or in case of any unusual delay, conductor or engineman must notify train dispatcher at once.

519. When a train is stopped by a stop-signal it must stay until authorized to proceed.

520. When a stop-signal does not clear and it is possible to communicate with the train dispatcher and the train dispatcher knows that there is no opposing train in the block, instructions may be issued to proceed under authority of Clearance Form F.

521. When a train or engine is authorized to pass a stop-signal, which fails to clear, with a Clearance Form F, trainman or engineman must examine the switch points and observe them until leading truck of engine or car has passed the signal 50 feet.

522. Trains stopped or delayed after having passed intermediate signal displaying a clear indication, must approach the next signal at restricted speed until indication of governing signal can be determined.

523. The main track and controlled sidings must not be entered or fouled unless the movement is authorized by a signal indication, or by permission from the train dispatcher.

524. CONTROLLED SIDINGS are not protected by signals between clearance points. Trains must move at restricted speed, not exceeding speed authorized by timetable through turnouts and on sidings.

525. When trains meet within CENTRALIZED TRAFFIC CONTROL limits, and it is not necessary to stop for opposing train, headlight will be dimmed instead of extinguished when on siding, and opposing train may pass same, and be governed by signal indication.

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

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

528. A train or engine or cars on sidings or other tracks must stand clear of insulated joints placed in the track at the clearance point. When a train or engine enters a siding or other track, the main track switch must be kept open until the entire train has passed the insulated joints at the clearance point.

Trains or engines proceeding from sidings or other tracks, must remain clear of insulated joints at the clearance points on such tracks until the main track switch has been opened.

529. A train or engine having passed beyond the limits of a block must not back into that block, except by permission from the train dispatcher.

530. In foggy or stormy weather, enginemen must approach all signals with great care, prepared to comply with the indication displayed.

531. When a work extra is authorized within CENTRALIZED TRAFFIC CONTROL limits, the train dispatcher will instruct conductor either the time and place the work extra must be clear for other trains or the time to call on telephone for further instructions.

The levers controlling signals and switches at each end of the working limits must be blocked and no other train or engine permitted to enter the working limits until the work extra is clear.

Flag protection will not be required within the working limits except on two or more tracks where other tracks may be obstructed.

532. To operate a dual-control switch by hand, or to make any switch movements over a dual-control switch, trainman or engineman must secure permission from the train dispatcher. When permission (including time and working limits) is granted, engineman must be notified and switch must be operated by hand in the following manner:

1. Unlock switch lock on dual-selector lever.
2. Move dual-selector lever from position marked "POWER" to position marked "HAND."
3. In addition to above, when necessary to reverse the switch points, throw switch in regular manner with lever provided for that purpose.

If additional time is required, permission must be secured from the train dispatcher before the time limit has expired.

When time limit has expired or work is completed, switch must be restored to position in which originally found, and engineman notified. Train Dispatcher must be advised of the location of train or engine, and the next movement desired.

When a dual-control switch is being operated by hand, or dual-selector lever is on position marked "HAND", signal indications governing movements over such switch are suspended.

The permission granted by the train dispatcher to operate a dual-control switch by hand does not authorize any part of the train or engine to move beyond the designated working limits, nor does it authorize movement over such switch except on hand signal from trainman or engineman stationed at the switch.

The selector and hand-throw lever must not be forced. They will move easily when in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for the siding when hand operation started, it must be again lined for siding before selector lever is restored to "POWER" position.

533. When hand-operated switches are equipped with electric locks, trainman or engineman must obtain permission from the train dispatcher before using. Switches must then be operated as follows:

1. Unlock and open door of case.
2. If the indicator shows the word "UNLOCKED", turn crank to the left until it is against its stop block, then throw switch.

When finished using switch, proceed as follows:

1. Place the switch in its normal position and lock.
2. Turn the crank of electric lock to the right until it is against its stop block.
3. Close and lock door of case.
4. Call the train dispatcher and report the completion of movement and that switch is properly locked.

534. When a train or engine is occupying the main track and has permission to operate a switch equipped with Automatic Electric Switch Lock, the leading truck of engine or car must be less than one rail length ahead of switch before Electric Switch Lock can be operated.

535. When a train or engine is using a hand-operated switch equipped with Electric Switch Lock, and the head end of train has entered the siding and portion of train is left on the main track, the Electric Switch Lock Lever MUST BE LEFT REVERSED until the head end of train has again returned to the main track. It must return to the main track through the same switch, as Electric Switch Lock on opposite end of track cannot be operated under these conditions. This applies to either Controlled or Automatic Electric Switch Lock.

536. Drop switches must not be made over power-operated switches.

537. Enginemen must not permit ash pans or front end of engine to be cleaned on the tracks and switches over which movements are governed by signal indication except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

## SPECIAL INSTRUCTIONS.

Master Mechanic.....	E. W. Fritts, Galesburg
Assistant Master Mechanic.....	L. G. Harville, Galesburg
Road Foreman.....	H. Allender, Galesburg
Road Foreman.....	I. L. Carter, Galesburg
Road Foreman.....	W. T. Knowles, Galesburg
Trainmaster.....	C. J. Miller, Galesburg
Trainmaster.....	P. L. Jones, Ottumwa
Terminal Trainmaster.....	G. P. Hensen, Omaha
Road Foreman.....	W. H. Purcell, Ottumwa
Road Foreman.....	D. E. Griswold, Creston
Chief Dispatcher.....	H. R. Davis, Ottumwa
Chief Dispatcher.....	E. C. Staley, Creston
Night Chief Dispatcher.....	W. F. Bolam, Ottumwa
Assistant Chief Dispatcher.....	M. B. Grover, Creston

## TRAIN DISPATCHERS—Ottumwa

C. A. Walter	E. D. Clark	H. O. Ball
C. G. Conard	L. H. Beery	Virgil Brown
E. E. Davis		L. E. Carl

## TRAIN DISPATCHERS—Creston

J. E. Pace	D. H. Seeger	K. E. Welcher	L. J. Zahn
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1. Where manual or controlled manual block system rules are in effect, light engines 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 train dispatcher when passengers or caretakers on their train.

Under Rule 93, trains handling occupied company service cars, or carrying caretakers, must be protected as prescribed by Rule 99.

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. Conductor must advise promptly when clear of main track and receive permission from signalman before he can 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."

Under Rule 318-B positive block must be maintained behind passenger and troop trains. Freight trains must not move to a non-communicating station to be passed by a passenger or troop train except in case of emergency.

2. Train order signal must indicate "Stop" in both directions at end of reverse movement and Clearance Form A with copy of train order must be delivered to the train completing reverse movement unless movement is controlled by signal indication.

A train authorized by train order to move against the current of traffic must approach all interlocking and Centralized Traffic Control at restricted speed, where distant signals are not provided for such movements.

3. USE OF TRACK. Where there are two sidings for meeting or passing trains, the right hand track must be used unless otherwise provided.

When necessary to take siding, advance track at end of double track must be used by trains leaving double track unless otherwise provided.

The following will govern movements through Seminary Street Interlocking plant, Galesburg.

When signals protecting switches are in stop position, train, yard or engine men will promptly communicate with the leverman and when so instructed may pass stop signal, examining switches and derails in routes designated, assuring themselves that they are in proper position.

One long and three short blasts of interlocking plant horn is signal for train, yard or engine men to come to telephone.

Before entering interlocking limits at Waterman, trains or engines moving south on yard tracks 4 to 9, inclusive, and moving in either direction through limits of crossover No. 42 between tracks 3 and 4 near south end of Yard "R" must stop clear of the bonded track section unless it is known that switches are properly lined for their movement.

These clearance points are indicated by yellow paint on each track located at safe clearance short of the ladder.

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

On crossover No. 42 light indication for switches is yellow when lined for the straight track and red when lined for the crossover.

M-4-A engines must not be doubleheaded between Galesburg and Creston.

O-1 or heavier engines must not use Southwest Wye, or Pattee track, Monmouth.

O-3 or heavier engines must not use north end No. 3 track, south yard, Monmouth.

Middle sidings Monmouth and Corning 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 Jct. and Burlington and be governed by Rules in effect on the Galesburg—Ottumwa Subdivision.

Hannibal Division trains between Illinois Jct., Wood Tower, and Sixth Street, Burlington, must move at restricted speed.

Movement of trains or engines against the current of traffic between Wood Tower and Sixth Street, Burlington; between crossover east of Iowa Avenue and Tisdale Street, Ottumwa; between stock yards and New York Avenue, Creston, will be made on authority of the yardmaster.

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.

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

Between Tower 255 and Fairfield passenger depot train and engine movements in both directions on the westward track will be governed by signal indications.

C. R. I. & P. trains and engines will use No. 1 track between Wapello Street and Market Street, Ottumwa, and will move as the way is seen to be clear. Normal position of switches will be for No. 1 track.

Wabash Crossing, Ottumwa:—In case of failure of the interlocking signals to clear, a trainman will precede the train through the interlocking, examining switches and assuring himself that they are in proper position.

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

O-5-A and M engines must not use south yard, or north yard Osceola north of clearance point on branch main track, or north supply track, Chariton.

Freight and passenger Diesel engines may operate on any siding, yard or station track where O-1-A engines operate.

Light engines must stop before crossing Main Street, Osceola, when crossing flagman not on duty and then proceed as the way is seen to be clear. When light engine is in charge of a Conductor, movement over crossing must be protected by a flagman.

St. Joseph Division trains No. 30 and No. 31 have no time table superiority between passenger depot and yard limit board, Creston, and must move at restricted speed between these points.

At Mediapolis the normal position of switch connecting C. B. & Q. main track to C. R. I. & P. siding will be for C. B. & Q. main track. Eastward C. B. & Q. trains must approach this switch at restricted speed, expecting to find siding occupied.

C. G. W. trains and engines will use C. B. & Q. tracks between West D. M. U. Jct. and Bridge Jct. Movements will be governed by automatic block signals. Engines or cars must not foul C. B. & Q. tracks until it is seen that no train or engine is approaching from either direction and automatic signals indicate proceed. Trains and engines must not exceed 15 miles an hour. In case of signal failure, trains or engines may proceed when preceded by a flagman.

## SPECIAL INSTRUCTIONS—Continued.

At Talmage Jct. when interlocking signals are in stop position train or enginemen will promptly communicate with train dispatcher on telephone located near crossover. Train dispatcher, after communicating with operator at Talmage when such operator is on duty, may authorize movement by stop signal in compliance with Timetable Special Instruction 29 and Rule 509.

Crossover switches at Talmage Jct. are equipped with electric locks. When eastward trains use this crossover, train or engineman must communicate with train dispatcher, who may authorize the operator at Talmage to unlock the switches. Crossover may then be used complying with Timetable Special Instruction 533.

**C. B. & Q. and C. R. I. & P. trains and engines will use all tracks at Carson jointly. All movements must be made at restricted speed.**

Switching movements within the interlocking limits at C. M. St. P. & P.-C. R. I. & P. crossings, Council Bluffs Yard, may be made on permission from the signalman as prescribed by Rule 670, however, the engine must follow each of the last four cars switched out of the interlocking limits. When stop signal governing movement over the crossing on CB&Q main track fails to clear, Interlocking Rule 628 and 663 must be complied with in addition to securing Clearance Form F before passing such signal. Interlocking rules in effect for movements over crossing on CB&Q yard lead.

When stop signal fails to clear for main track movement over Wabash crossing, M. P. 491.75; C. & N. W. crossing, M. P. 492.70; I. C. crossing, M. P. 492.99; or C. R. I. & P. crossing, M. P. 493.01, Centralized Traffic Control Special Instructions Nos. 519, 520 and 521 must be complied with and in addition movement over crossing must be made under protection.

C. R. I. & P. crossing, M. P. 48, Burlington-Washington subdivision and Wabash crossing on C. B. & Q. yard track at Council Bluffs Yard are protected by automatic interlocking signals. Normal indication of home signal is "Stop." Distant signal indicates restricted speed. When a train or engine is stopped by home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate release marked C. B. & Q. located at crossing. After time interval has elapsed, signal will clear automatically. In case the operation of the release does not clear the signal, train or engine may proceed over crossing under protection.

**C. B. & Q. Crossing, Pacific Jct.; I. C. and C. R. I. & P. crossings, Council Bluffs, are protected with manually operated gates interlocked with signals.**

Trains have no timetable superiority between east end of yard at UP Transfer and U.P. Connection just west of U.P. Transfer Station. Trains and engines must move at restricted speed between these points. Normal position of switch at east end of yard at U.P. Transfer is for No. 1 track.

Switchtenders on duty at 6th Street, Omaha, from 6:45 A.M. until 2:45 P.M. and from 5:30 P.M. until 1:30 A.M. Westward trains approaching east end of passenger yard must receive hand signal from switchtender before proceeding into passenger yard during those hours. Between 1:30 A.M. and 6:45 A.M. eastward freight trains will handle their own switches at east end of passenger yard. Normal position of switches will be for westward movement through No. 6 track.

**4. Trains must be identified at meeting or waiting points.**

5. 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).

6. Extra trains will not display classification signals between Galesburg and Council Bluffs.

7. Spring Switches are designated by a round target bearing the letter S. Facing point movements over spring switches are protected by automatic home 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. Sand must not be used over spring switches. Drop switch will not be made over spring switches unless specifically authorized. Employees handling spring switch hand throw levers must keep body in clear of lever until it has reached the center position when releasing the latch on hand throw lever.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

Spring switches at east end of eastward siding and at west end of westward siding, New London; at east end of eastward siding and at west end of westward siding, Osceola; on eastward track at east end and on westward track at west end of middle siding, Corning. Facing point movements over these spring switches are protected by dwarf signals, and trains moving against current of traffic must approach these signals at restricted speed.

8. When under Rule 951, Operators are instructed to handle switches for a train, they must be available immediately to do so. They will maintain a position where they may be seen by the Conductor and will advise him of their intention to handle switches for his train. After so advising the Conductor, the Operator will be responsible for the return of switches to normal position after train has passed.

9. 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 Engineman.

10. Derricks, pile drivers, steam shovels, clamshells and other similar equipment moved in trains, other than work trains, upon their own wheels, leads must be lowered and securely fastened, booms disconnected, boom end and leads trailing, and boom loaded so as to be entirely free of swinging features. They must be inspected for safe side and top clearance, and should be separated from the engine by at least two cars when practicable. Company service steam wrecking derricks having specially designed idler cars are excepted.

Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat cars or other open-top cars with booms connected and handled in trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

Spreaders to be handled in trains other than work trains must have all movable parts properly secured and when practicable must be turned in the direction in which they are normally operated.

11. 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.

Under Rule 908, trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

12. 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.

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher.

13. 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.

14. Rule 914 in Book of Rules of Operating Department is modified to read as follows:

"A yellow signal on the right of the track indicates that the track one mile distant is safe for a speed of but 10 miles an hour, unless otherwise directed by train order. Where the one mile requirement will place the yellow signal between the switches of a siding, the signal will be carried back in advance of the siding switch.

A green signal on the right of the track signifies that the slow track has been passed, and the usual speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear end."

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

15. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of the Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and black, and in color light signals one yellow roundel changed to red. Trains may pass grade signal displaying restrictive indication at ten miles an hour instead of five, and be governed by Rule 509-A or 509-B.

16. The use of cupola lights will be discontinued and that part of Rule D-19 of Rules of the Operating Department reading: "A red light to the rear and a green light to the front must be displayed in cupola of cabooses while on main track" is abolished.

17. Rule 919 is modified to permit the use of a white electric lantern; the red lantern must be oil-burning.

18. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

19. The night signals to be used under Rule 906 are modified as follows:

Hot Journals..... Stop signal followed by lamp swung in small vertical circle.

Brakes sticking.... Stop signal followed by lamp in siding movement out from body.

## SPECIAL INSTRUCTIONS—Concluded.

20. When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate line up; and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified, enginemen will keep a sharp lookout for track cars and use whistle freely.

21. Modifying the first paragraph of Rule 959, the standard flagging equipment for an engine or motor will be one red flag, one white lantern, one red lantern, four fuses, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fuses and torpedoes to be carried in a rack in cab of steam engines and in a container in cab of Diesel-Electric motors.

On Gas-Electric motor operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of Rule 919 so far as it applies to flagging equipment on engines or motors, and that part of the tenth paragraph of Rule 920 reading: "Normal supply for engines, 3 fuses and 6 torpedoes."

In freight and mixed train service the front brakeman is responsible with the engineer for knowing that in the cab of engine or motor, there is the prescribed flagging equipment.

22. Conductors in all classes of service will, when practicable, personally contact and compare time with their engineers before trains are cleared from initial terminals on the Subdivision.

23. Rule 916 of the Book of Rules of the Operating Department is abolished.

24. Rule 1078 of the Book of Rules of the Operating Department is modified to read as follows: "Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required, and the movements and rights of trains using them. Be constantly on the watch for approaching trains, and be sure that the proper signal is shown to each, switch tenders using yellow flag by day and yellow light by night."

25. Rule 1047 of the Book of Rules of the Operating Department is modified as follows: "Assist passengers, especially women, children and infirm persons, in entering and leaving the cars, or in passing from one car to another, giving special attention to their safety. Direct them on which side to leave the train, and see that platform gates and vestibule doors are opened and closed, as convenience and safety require. Do not leave the gates or car platforms until train has cleared the station platform. While the train is waiting at a station remain at the steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use stop boxes where necessary."

26. The headlight of Diesel and gas-electric engines must be burned dim during daylight hours when in road service.

27. Red fuses will be used only in complying with the requirements of Rule 99 or for emergency stop signal. Yellow fuses will be used in giving signals as prescribed by Rules 12 (a) to 12 (g) inclusive, when weather conditions or length of train make it impracticable to pass hand or lamp signals.

28. When interlocking signals operated by remote control are in stop position, train or enginemen will promptly communicate with operator or signalman and when so instructed may proceed by stop signal, examining switches and details in route designated, assuring themselves they are in proper position.

29. When interlocking signals operated by remote control are in stop position, train or enginemen will promptly communicate with operator or signalman and when so instructed may proceed by stop signal, examining switches and details in route designated, assuring themselves they are in proper position.

30. On single track, unless movement is made from siding on signal indication, protection must be provided as prescribed by Rule 99 before switch is operated or main track fouled. This applies to both hand operated and spring switches.

31. OSCILLATING EMERGENCY RED HEADLIGHTS. Enginemen operating engines equipped with oscillating emergency red headlights will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, fouling of adjacent track, the emergency red headlight must immediately be displayed. The red headlight is displayed and the white headlight extinguished automatically by an emergency application of the air brakes. Should the automatic feature fail to function, the engineman must display the red light manually. When safety and the rules will permit the light will be extinguished manually.

The OSCILLATING EMERGENCY RED REAR END LIGHT will be displayed automatically by an emergency application of the air brakes, or manually when operating under Rule 917. Should the automatic feature fail to function from an emergency application of the air brakes a trainman will display the light

manually but under no circumstances will he permit the manual operation of the light to delay complying with Rules 99 and 102. When displayed, and safety and the rules will permit, the light will be extinguished manually.

Engineman on an approaching train, observing the emergency red light displayed, must stop immediately and must not pass the red light until it has been ascertained that track is safe and clear for the movement of train.

This rule is in effect at all hours.

THE USE OF THE EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM FULL COMPLIANCE WITH RULES 99 AND 102.

Where switching is to be done, cars or engines must not be coupled to the end of a car to which a portable emergency red rear end light is applied unless it is known positively that there is ample clearance to avoid damage to the light.

Enginemen and trainmen on trains or engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

32. OPERATION OF ELECTRO-PNEUMATIC STRAIGHT AIR AND AUTOMATIC AIR BRAKES ON TRAINS EQUIPPED WITH BOTH.

Electric connectors and straight air hose must be connected between all cars and the engine; cutout cocks must be open in the straight air pipe and electric connectors securely fastened in the receptacles in order for the electro-pneumatic brake to function properly.

Electro-pneumatic air brake connectors must not be disconnected while train is in motion.

Complete tests of both types of brakes must be made at initial terminal of the train.

Air brake tests at initial terminals of the train will be made by mechanical department inspectors; Conductor and Engineman will be issued an Air Brake Clearance Form K by mechanical department inspector, showing the number of cars in train, and whether the brakes are to be operated with the electro-pneumatic or automatic air.

Should the electro-pneumatic brake become defective after leaving its initial terminal, the train must be stopped and a standing test made of the automatic air brake as prescribed by Rule 1314, after which the train may proceed, making a running test and operating at speed authorized for Class "B" trains. When this change is made Conductor and Engineman will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signatures. This will supersede instructions on the original Clearance Form K.

When a train leaves its initial terminal operating with automatic air brakes, or when the operation of brakes is changed enroute, Superintendents and Master Mechanics of Divisions over which the train will operate must be advised.

The last Air Brake Clearance Form K must be kept on display in engine cab until train arrives at its final terminal. Conductor must keep the last Clearance Form K issued on display until train arrives at its final terminal and will notify other members of train crew the type of brakes with which the train is being operated.

Should mechanical department inspectors be able to correct defects in the electro-pneumatic brake enroute, a standing test must be made as prescribed by Rule 1314 and if electro-pneumatic air brake is found to be working properly, Conductor and Engineman will be advised and a new Air Brake Clearance Form K issued, after which train may proceed, making a running test, and may then operate at speed authorized for Class "A" trains.

TRAIN AND ENGINEMEN MUST NOT CHANGE FROM AUTOMATIC AIR OPERATION TO ELECTRO-PNEUMATIC OPERATION ON THE ROAD UNLESS AUTHORIZED BY AIR BRAKE CLEARANCE FORM K.

33. Rule 922 of the Book of Rules of the Operating Department is modified to read as follows:

"Cars containing explosives must be placed near the middle of train, 2 or more such cars may be placed together if desired. They must be at least 16 cars from the engine or occupied caboose, when length of train will permit.

In local freight trains, to avoid the dangers of otherwise unnecessary switching at way stations, cars containing explosives may be placed not closer than the second car from the caboose or the second car from the engine."

J. C. GRISINGER,  
General Manager, Chicago

E. P. STINE,  
Supt., Ottumwa

F. E. SPERRY,  
General Supt. Transportation, Chicago

W. R. EBLE,  
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