

Chicago, Burlington & Quincy Railroad Co.

LINES EAST OF THE MISSOURI RIVER

TIME TABLE OF THE OTTUMWA DIVISION OF THE IOWA DISTRICT

No. 23

EFFECTIVE AT 12:01 A.M.

SUNDAY, SEPTEMBER 24, 1922

DESTROY ALL TIME TABLES OF PREVIOUS DATE

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

Galesburg to Ottumwa—Sub-division—Westward.

TIME TABLE No. 23.

EFFECTIVE SEPTEMBER 24, 1922.

OTTUMWA DIVISION.

FIRST CLASS											Symbol	Distance from Chicago	Distance from Galesburg	STATIONS	Distance from Ottumwa	Capacity of Siding	Other Tracks	SECOND CLASS							
Daily Mail	Daily Passenger	Daily Mail	Daily Ex. Sunday Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Ex. Sunday Passenger								Daily Ex. Sunday Mds.	Daily Ex. Sunday Way Frt.	Daily Ex. Sunday Way Frt.	Daily Ex. Monday Mds.	Daily Mds.	Daily Ex. Sunday Way Frt.	Daily Ex. Sunday Way Frt.	Daily Ex. Sunday Mds.
15	3	7	179	9	189	17	11	177	5					GALESBURG	117.3	Yard	Yard	73	93	91	79	77	91b	91a	71
A.M. 12.14	A.M. 3.53	A.M. 5.50	A.M. 9.10	P.M. 2.30	P.M. 4.55		P.M. 5.10		P.M. 10.12		B.C.K. O.R.T. W.Y.	162.5	5.9	.....											
													3.9	.....	115.3	Yard	Yard	A.M. 3.00		A.M. 7.00	A.M. 9.00	A.M. 10.00			
12.22	4.03	6.00	9.20	2.39	5.05		5.20		10.21			168.4	5.9	 GRAHAM	111.4			3.15		7.15	9.15	10.15			
12.25	4.07	6.04	s 9.25	2.43	5.10		s 5.24		10.25			171.6	9.1	 CAMERON	108.2		86								
												179.1	16.6	 M. & St. L. Crossing (Interlocked)	100.7										
12.33	s 4.20	s 6.16	s 9.40	s 2.54	A 5.25 P.M.		s 5.40		s 10.36		B.C.K. O.R.T. W.Y.	179.2	16.7	 MONMOUTH	100.6	100	Yard								
												179.2	16.7	 Beardstown Division Crossing (Interlocked)	100.6										
12.39	f 4.30	6.23	s 9.55	3.02			s 5.51		10.44			185.0	22.5	 KIRKWOOD	94.8	73	37								
12.46	s 4.40	6.29	s 10.05	3.08			s 6.01		10.50		W.	190.7	28.2	 BIGGSVILLE	89.1	92	72								
												194.9	32.4	 JAYNE SPUR	84.9		53								
12.53	s 4.52	6.35	s 10.15	3.15			s 6.15		L 8.35	10.57		196.2	33.7	 GLADSTONE	83.6	53	188								P.M. 3.45
			f				f					200.2	37.7	 LONE TREE	79.6		10								
			f				f					202.5	40.0	 BASS LAKE	77.3										
												204.4	41.9	 CARTHAGE JCT	75.4										
s 1.04	s 5.09	s 6.50	s 10.40	s 3.27		P.M. 4.30	A 6.40	A 9.00	s 11.09		B.C.K. O.R.T. W.Y.	205.6	43.1	 BURLINGTON	74.2	Yard	Yard	A 5.00 A.M.	A.M. 7.15	A 10.45 A.M.				A 4.10 P.M.	P.M. 16.00
1.09	5.20	6.55	10.55	3.32			P.M.		11.16			209.5	47.0	 W. BURLINGTON	70.3	Yard	Yard								
1.19	5.31	7.05	s 11.08	3.42		s 4.42			11.26		Y.	214.9	52.4	 MIDDLETOWN	64.9		5								
1.25	5.38	7.12	s 11.19	3.49		s 4.52			11.33			218.5	56.0	 DANVILLE	61.3	80	41								
1.29	5.43	7.17	s 11.27	3.54		s 4.58			11.38			224.8	62.3	 NEW LONDON	55.0	90	98								
1.36	s 5.55	7.24	s 11.40	4.02		s 5.10			11.46		O. W.	233.3	70.8	 MT. PLEASANT	46.5	90	141								
1.46	s 6.10	7.36	s 11.55	s 4.14		s 5.24			s 11.59		T.	233.3	71.3	 COLE JCT.	46.0										
												240.4	77.9	 ROME	39.4		12								
1.55	6.20	7.46	s 12.09	4.26		s 5.36			12.10			243.9	81.4	 LOCKRIDGE	35.9	79	17								
1.59	f 6.26	7.52	s 12.20	4.31		s 5.44			12.16			247.3	84.8	 GLENDALE	32.5		16								
			f 12.27			f 5.49						250.3	87.8	 BECKWITH	29.5	49	16								
2.07	6.35	8.00	f 12.35	4.39		f 5.54			12.25			255.4	92.9	 FAIRFIELD	24.4	90	142								
2.15	s 6.47	s 8.09	s 12.45	s 4.48		s 6.05			s 12.34		W.	255.9	93.4	 C. R. I. & P. Crossing (Interlocked)	23.9										
					Daily Ex. Sunday Passenger							255.9	93.4	 TOWER 255	23.9										
2.22	6.57	8.17	f 1.00	4.56	213	f 6.18			12.43			261.0	99.1	 BERNHART	18.2		20								
2.27	s 7.08	8.23	s 1.12	5.02	L 11.20	s 6.30			12.49			266.3	103.8	 BATAVIA	13.5	46	22								P.M. 6.00
2.35	s 7.20	8.34	s 1.27	5.13	s 11.37	s 6.43			1.01			273.6	111.1	 AGENCY CITY	6.2		32								
A 2.45	A 7.32	A 8.46	A 1.40	A 5.25	A 11.50	A 6.55			A 1.13		B.C.K. O.R.T. W.Y.	279.8	117.3	 OTTUMWA		Yard	Yard	A 3.00 P.M.		A 4.30 P.M.	A 5.30 P.M.	A 6.30 P.M.			A 9.30 P.M.
Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily									Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
2:31 46.6	3:39 32.1	2:56 40.0	4:30 26.1	2:55 40.2	0:30 27.0	2:25 30.7	1:30 28.7	0:25 22.6	2:01 38.9					SCHEDULE TIME				2:00 21.5	7:45 9.6	3:45 11.5	7:30 15.6	7:30 15.6	0:30 27.0	0:25 22.6	3:30 21.2
														AVERAGE MILES AN HOUR											

MAIL TRAINS 15 AND 7 MUST NOT EXCEED 60 MILES AN HOUR, GALESBURG TO MT. PLEASANT; 55 MILES AN HOUR, MT. PLEASANT TO OTTUMWA; PASSENGER TRAINS MUST NOT EXCEED 60 MILES AN HOUR, GALESBURG TO BURLINGTON; 55 MILES AN HOUR, BURLINGTON TO MT. PLEASANT; 50 MILES AN HOUR, MT. PLEASANT TO OTTUMWA; 45 MILES AN HOUR WITH R-4 OR R-5 ENGINES; 35 MILES AN HOUR WITH O ENGINES; STOCK AND TIME FREIGHT TRAINS, 40 MILES AN HOUR; OTHER FREIGHT TRAINS, 35 MILES AN HOUR. ALL FREIGHT TRAINS 35 MILES AN HOUR WITH O ENGINES.

Automatic Block System Rules are in effect except between Portal and Graham and normal position of train order signal is "Proceed."
Manual Block System Rules are in effect between Portal and Graham and Rules 318 A and 318 B are effective.
No train order signals, Galesburg, Burlington and Ottumwa; conductors and enginemen must have Clearance Card Form A.
Trains must not exceed 15 miles an hour, 11th street to depot Monmouth.
Passenger and mail westward trains must not exceed 55 miles an hour on either track, Kirkwood to Gladstone.
Trains must not exceed 12 miles an hour, O engines 6 miles an hour, over Mississippi River Bridge, Burlington.
Engines must not exceed 5 miles an hour over Main St., Burlington.
Trains must approach Mt. Pleasant St., Burlington, under control.
Trains must not exceed 5 miles an hour on Hospital Track, Mt. Pleasant.
Nos. 7 and 15 must not exceed 10 miles an hour when dispatching mail, Mt. Pleasant.
No. 15 must not exceed 10 miles an hour when dispatching mail, Fairfield.
Trains must not exceed 30 miles an hour on either track, 600 feet east Mile Post 277 to 400 feet west Mile Post 277.
No. 189 will stop at Cameron to receive passengers for south of Monmouth.

Trains must not exceed 25 miles an hour between Iowa Ave. and Tower 280, Ottumwa.
O engines must not exceed 4 miles an hour through cross-overs.
Hannibal Division and T. P. & W. trains will use tracks between Carthage Junction and Burlington.
Hannibal Division trains will use eastward track between Mt. Pleasant and Cole Junction, protecting their movements.
Movements over Mississippi River Bridge, Burlington:
O engines must not be coupled together.
Engines handling freight trains must not stop on Bridge.
T. and M. engines hauled in trains must have an idler car on each side and be separated by at least 5 cars, and while such trains are crossing no other train should be on the Bridge.
No. 91b will carry passengers between Batavia and Ottumwa freight yard only.
No. 91a will carry passengers.
Water tank at Mile Post 260 between Fairfield and Bernhart.
O engines must not use McCullough Coal Co. tracks, Monmouth.

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O engines must not use McCullough Coal Co. tracks, Monmouth.
Hannibal Division trains will use eastward track between Cole Junction and Mt. Pleasant, protecting their movements.
Hannibal Division and T. P. & W. trains will use tracks between Burlington and Carthage Junction.
Movements over Mississippi River Bridge, Burlington:
O engines must not be coupled together.
Engines handling freight trains must not stop on Bridge.
T and M engines hauled in trains must have an idler on each side and be separated by at least 5 cars, and while such trains are crossing, no other train should be on the bridge.
No. 18 will stop at Bass Lake Sunday only when flagged or to discharge passengers.
No. 92-a will carry passengers.
No. 92-b will carry passengers between Ottumwa freight yard and Batavia.
Water tank at Mile Post 260 between Bernhart and Fairfield.
Normal position Junction switches, Carthage Junction and Cole Junction, is for eastward main track.

EFFECTIVE SEPTEMBER 24, 1922.

Automatic Block System Rules are in effect between Osceola and Creston and normal position of train order signal is "Proceed." Manual Block System Rules are in effect between Ottumwa and Osceola, and Rules 318 A and 318 B are effective, except on westward track between Maxon and Tower 307 and on single track between Whitebreast and Troy. Controlled Manual Block System Rules are in effect on westward track between Maxon and Tower 307 and on single track between Whitebreast and Troy and Rule 417 A is effective. In case of failure of Controlled Manual Block signal apparatus, or when means of communication have failed, eastward trains are superior to westward trains of same class. Eastward first-class trains will use westward track between Tower 307 and Maxon. Eastward second-class trains will use westward track between Albia and Maxon. No train order signals, Ottumwa and Creston; conductors and enginemen must have Clearance Card Form A. Trains must not exceed 25 miles an hour between Iowa Ave. and Tower 280, Ottumwa. Trains must not exceed 20 miles an hour on eastward track between Maxon and Tower 307. Passenger and mail trains must not exceed 40 miles an hour on westward track, Mile Post 305 to Mile Post 307. O engines must not exceed 5 miles an hour on curve, north end Hiteam yard, Tower 307. Trains must not exceed 10 miles an hour between east yard limit board and passenger depot, Chariton.

O engines must not exceed 4 miles an hour on wye tracks, Chariton and Osceola.
 Trains must not exceed 20 miles an hour through turnout at Whitebreast.
 Passenger and mail trains must not exceed 40 miles an hour, freight trains 20 miles an hour, Whitebreast to Troy.
 Trains must not exceed 30 miles an hour through turnout at Troy.
 Engines must not exceed 5 miles an hour on the I-N Coal Co. Spur.
 O engines must not use south yard, Osceola.
 No. 15 must not exceed 10 miles an hour when dispatching mail at Osceola.
 Trains must not exceed 15 miles an hour, Stock Yards to New York Ave., Creston.
 O engines must not exceed 4 miles an hour through cross-overs.
 No. 3 will stop at Tyronne to discharge passengers from Chicago and receive passengers for Omaha.
 No. 9 will stop at Afton Sunday only.
 No. 97 will carry passengers.
 Normal position junction switches, Indianola Junction and Troy, is for westward main track.

OTTUMWA DIVISION.

Creston to Ottumwa—Sub-division—Eastward.

TIME TABLE No. 23.

EFFECTIVE SEPTEMBER 24, 1922.

FIRST CLASS									Symbols	Distance from Chicago	Distance from Creston	STATIONS.	Distance from Ottumwa	Capacity of Siding	Other Tracks	Office Closed	SECOND CLASS							
Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Mail	Daily Passenger									Daily Ex. Monday Meat	Daily Ex. Sunday Way Frt.	Daily Ex. Sunday Way Frt.	Daily Mide.	Daily Ex. Sunday Way Frt.	Daily Ex. Sunday Freight	Daily Ex. Monday Stock	Tuesday, Thursday and Sunday Stock
178	30	40	6	4	28	2	8	12									74	94	90	70	96	82	80	78
A.M. 11.15			P.M. 2.05	P.M. 6.35	P.M. 9.50	P.M. 11.15	A.M. 12.27	A.M. 1.00	B.C.K. O.R.T. W.	279.8	113.3	OTTUMWA	0.8		Yard		P.M. 12.05		P.M. 2.45	P.M. 7.40		P.M. 10.25	A.M. 12.05	A.M. 4.30
										280.6	112.5	TOWER 280	0.8											
										280.6	112.5	C. M. & St. P. Crossing (Interlocked)	0.8											
s 11.03			1.53	s 6.22	f 9.38	11.03	12.16	12.49		287.6	105.5	CHILLICOTHE	7.8	41		7:00 p. m. to 8:00 a. m. 2:00 p. m. to 4:00 p. m.								
s 10.55			1.47	s 6.16	f 9.30	10.57	12.10	12.43		291.0	102.1	DUDLEY	11.2	81	10									
s 10.46			1.39	s 6.07	f 9.21	10.49	12.02	12.35		295.5	97.6	FREDERIC	15.7	21		5:30 p. m. to 8:30 a. m.								
s 10.37			1.34	s 6.01	f 9.15	10.44	11.57	12.30		298.0	95.1	AVERY	18.2	30		5:30 p. m. to 8:30 a. m.								
f 10.30			1.28	f 5.55	9.09	10.38	11.52	12.24	W.	301.5	91.6	MAXON	21.7	80	123									
s 10.25			s 1.23	s 5.45	L 9.05 P.M.	s 10.33	s 11.47	s 12.19	B.C.K. T.W.			ALBIA			Yard 178		Station on Westward Track.				L 9.25 P.M.			
s 10.05			1.12	5.34		10.22	11.38	12.08		307.7	85.4	TOWER 307	27.9	67	Yard									
s 9.52			1.04	f 5.24		10.14	11.31	12.01		312.9	80.2	TYRONE	33.1	22		7:00 p. m. to 8:00 a. m. 2:00 p. m. to 4:00 p. m.								
s 9.40			12.56	s 5.15		10.06	11.23	11.52	W.	318.8	74.3	MELROSE	39.0	90	25									
s 9.25			12.45	s 5.01		s 9.53	11.13	11.41		327.0	66.1	RUSSELL	47.2	48										
9.10 A.M. s 8.50	A 9.07		s 12.35	4.48 s 4.38		s 9.40	s 11.03	s 11.30	B.C.K. O.R.T. W.Y.	334.5	58.6	CHARITON	54.7	102	Yard		P.M. 2.35	L 7.30		P.M. 6.00				
	L 9.00 A.M.									337.4	55.7	INDIANOLA JCT	57.6			No office.					L 5.50 P.M.			
										337.9	55.2	WHITEBREAST	58.1											
										340.8	52.3	TROY	61.0	68										
s 8.33			12.17	s 4.18		9.21	10.46	11.12		342.9	50.2	LUCAS	63.1	27		8:00 p. m. to 8:30 a. m. 1:30 p. m. to 2:35 p. m. 5:35 p. m. to 7:00 p. m.								
										343.6	49.5	L-N. Coal Co Spur	63.8	40		No office.								
s 8.20			12.07 P.M.	s 4.06		9.10	10.38	11.02		350.5	42.6	WOODBURN	70.7	21										
s 8.00	A 9.32		s 11.53	s 3.50		s 8.55	10.25	s 10.47	W. Y.	359.9	33.2	OSCEOLA	80.1	91	Yard									
7.42			s 9.17	11.38	s 3.25	s 8.38	10.10	10.33		370.6	22.5	MURRAY	90.8	80	70									
s 7.30			s 9.05	11.30	s 3.09	8.26	10.02	10.25	W.	376.0	17.1	THAYER	96.2	43	24	8:15 p. m. to 8:30 a. m. 11:15 a. m. to 3:00 p. m.								
s 7.24			s 8.59	s 3.03						379.6	13.5	G. W. CROSSING	99.8			No Office.								
s 7.17			s 8.52	11.19	s 2.55	s 8.13	9.52	10.14		383.7	9.4	AFTON	103.9	80	31									
L 7.00 A.M.			L 8.35 A.M.	L 11.05 A.M.	L 2.35 P.M.	L 7.55 P.M.	L 9.40 P.M.	L 10.00 P.M.	B.C.K. O.R.T. W.Y.	393.1		CRESTON	113.3	Yard	Yard		L 6.30 A.M.	L 7.20 A.M.		L 2.40 P.M.			L 5.00 P.M.	L 10.40 P.M.
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily									Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Mon., Wed. and Sat.
4:15 26.6	0:07 24.9	0:57 34.9	3:00 37.8	4:00 28.3	0:45 32.1	3:20 34.0	2:47 40.7	3:00 37.8									5:35 20.3	7:15 7.5	7:15 8.0	5:00 22.6	0:10 17.4	1:00 23.6	7:05 16.0	5:50 19.4
SCHEDULE TIME																								
AVERAGE MILES AN HOUR																								

MAIL TRAIN No. 8 MUST NOT EXCEED 55 MILES AN HOUR; PASSENGER TRAINS MUST NOT EXCEED 50 MILES AN HOUR; 45 MILES AN HOUR WITH R-4 OR R-5 ENGINES; 35 MILES AN HOUR WITH O ENGINES; STOCK AND TIME FREIGHT TRAINS, 40 MILES AN HOUR; OTHER FREIGHT TRAINS, 35 MILES AN HOUR; ALL FREIGHT TRAINS 35 MILES AN HOUR WITH O ENGINES.

Automatic Block System Rules are in effect between Creston and Osceola and normal position of train order signal is "Proceed." Manual Block System Rules are in effect between Osceola and Ottumwa and Rules 318 A and 318 B are effective, except on single track between Troy and Whitebreast and on westward track between Tower 307 and Maxon.

Controlled Manual Block System Rules are in effect on single track between Troy and Whitebreast and on westward track between Tower 307 and Maxon, and Rule 417 A is effective.

In case of failure of Controlled Manual Block signal apparatus, or when means of communication have failed, eastward trains are subject to westward trains of same class.

Eastward first-class trains will use westward track between Tower 307 and Maxon. Eastward second-class trains will use westward track between Albia and Maxon.

No train order signals, Creston, and Ottumwa; conductors and enginemen must have Clearance Card Form A.

No. 8 must not exceed 10 miles an hour when dispatching mail at Great Western Crossing.

O engines must not exceed 4 miles an hour on wye tracks Osceola and Chariton.

O engines must not use south yard, Osceola.

Engines must not exceed 5 miles an hour on the L-N. Coal Co. Spur.

Trains must not exceed 30 miles an hour through turnout at Troy.

Trains must not exceed 20 miles an hour through turnout at Whitebreast.

Trains must not exceed 10 miles an hour between passenger depot and east yard limit board, Chariton.

Trains must not exceed 20 miles an hour through cross-over at Tower 307.

O engines must not exceed 5 miles an hour on curve, north end Hiteman yard, Tower 307.

Trains must not exceed 20 miles an hour on eastward track between Tower 307 and Maxon.

Trains must not exceed 30 miles an hour on eastward track Mile Post 298 to Mile Post 296.

Trains must not exceed 25 miles an hour between Tower 280 and Iowa Ave., Ottumwa.

O engines must not exceed 4 miles an hour through cross-overs.

Normal position junction switch Troy, is for westward main track.

No. 96 will carry passengers.

No. 2 will stop at Melrose to discharge passengers from Omaha, and receive passengers for Chicago.

Burlington and Tracey—Sub-division.

TIME TABLE No. 23.

EFFECTIVE SEPTEMBER 24, 1922.

OTTUMWA DIVISION.

WESTWARD								STATIONS	Distance from Burlington	Distance from Tracey	Capacity of Siding	EASTWARD											
SECOND CLASS			FIRST CLASS									Office Closed	FIRST CLASS		SECOND CLASS								
Daily Ex. Sunday Freight	Daily Ex. Sunday Freight	Daily Ex. Sunday Passenger	Daily Ex. Sunday Freight	Daily Ex. Sunday Mixed	Daily Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger						Daily Passenger	Daily Ex. Sunday Freight	Daily Ex. Sunday Freight	Daily Ex. Sunday Mixed	Daily Ex. Sunday Freight	Daily Ex. Sunday Passenger					
95	97	101	103	105	19	25	24						20	94	96	102	104	106					
A.M.					A.M.	P.M.	A.M.						P.M.	P.M.									
L 7.30					L 7.25	L 4.00	B.C.K.O.R. T.W.	BURLINGTON.....	117.2	Yard		A 11.45	A 8.30	A 4.00									
Trains between Jefferson Street and Mediapolis are governed by time table of the C. R. I. & P. R. R.																							
s 7.43					s 7.33	s 4.10	R.	JEFFERSON STREET.....	116.9	Yard		s 11.35	s 8.20		s 3.50								
f 8.10					f 7.49	f 4.26		LATTY.....	108.3		No Office	f 11.15	f 8.01		f 3.25								
f 8.20					f 7.54	f 4.32		SPERRY.....	105.4	24	5.45 p. m. to 7.45 a. m.	f 11.09	f 7.56		f 3.15								
								MEDIAPOLIS JUNCTION.....	102.3		No Office												
s 8.35					s 8.02	s 4.40	R.	MEDIAPOLIS.....	101.8	29		s 11.00	s 7.50		s 3.00								
s 8.55					s 8.11	s 4.50	W.	ROSCOE.....	96.6	23	No office	s 10.50	s 7.37		s 2.30								
s 9.15					s 8.18	s 5.00		YARMOUTH.....	93.3	33	8:00 p. m. to 8:10 a. m. 11:10 a. m. to 1:45 p. m. 5:45 p. m. to 7:00 p. m.	s 10.42	s 7.30		s 2.15								
s 9.35					s 8.28	s 5.10		MT. UNION.....	88.9	45	8:00 p. m. to 8:10 a. m. 11:10 a. m. to 1:45 p. m. 5:45 p. m. to 7:00 p. m.	s 10.32	s 7.22		s 2.00								
								M. & St. L. Crossing (Grade).....	84.3														
								WASHINGTON JUNCTION.....	83.3		No Office												
A 10.20	P. M. L 12.30				s 8.40	A 5.25	B. C. R. W. Y.	WINFIELD.....	83.2	65	9.00 p. m. to 7.30 a. m.	L 10.20	s 7.10		L 1.30	A. M. A 11.45							
A. M.	s 12.50				s 8.52	P. M.		WAYNE.....	77.3	17	No Office	A. M.	s 6.46		s 11.22								
	s 1.05				s 9.02			NOBLE.....	72.8	17	7:45 p. m. to 8:45 a. m. 3:45 p. m. to 5:45 p. m.		s 6.36		s 11.08								
					f			WAYLAND CROSSING.....	70.7		No Office		f										
	s 1.20				s 9.15		W.	COPPOCK.....	67.3	18	No Office		s 6.24		s 10.49								
	s 1.45				s 9.30			BRIGHTON.....	61.0	39	7:05 p. m. to 9:00 a. m. 4:00 p. m. to 5:05 p. m.		s 6.09		s 10.30								
								M. & St. L. Crossing (Grade).....	60.3														
	s 2.05				s 9.44			VEO.....	55.1	9	No Office		s 5.56		s 10.07								
	s 2.20				s 9.53			WOOLSON.....	51.1	15	No Office		s 5.47		s 9.53								
	s 2.50				s 10.04			PACKWOOD.....	45.6	26	6:00 p. m. to 9:00 a. m.		s 5.36		s 9.30								
	s 3.05				s 10.10			LINBY.....	42.4		No Office		s 5.28		s 9.10								
								C. M. & St. P. Crossing (Interlocked).....	42.4														
	s 3.15				s 10.18			PEKIN.....	41.2	18	No Office		s 5.25		s 9.05								
	s 3.35				s 10.30			MARTINSBURG.....	36.2	24	5.30 p. m. to 8.30 a. m.		s 5.13		s 8.50								
								M. & St. L. Crossing (Grade).....	35.0														
	s 4.00				s 10.37			HEDRICK.....	33.1	29	6:00 p. m. to 8:00 a. m. 12 noon to 2:00 p. m.		s 5.05		s 8.40								
								M. & St. L. Crossing (Grade).....	31.1														
	f 4.15				f 10.46			BUTLER.....	29.7	10	No Office		f 4.55		f 8.27								
	s 4.45				s 10.56			FREMONT.....	26.1	21	6:15 p. m. to 8:10 a. m. 3:10 p. m. to 4:15 p. m.		s 4.45		s 8.15								
	s 5.05				s 11.05			CEDAR.....	21.4	14	No Office		s 4.33		s 8.01								
	s 5.20				s 11.13			C. & N. W. Crossing (Grade).....	18.3		4.50 p. m. to 7.50 a. m.		s 4.25		s 7.50								
								STARK.....	18.3														
								M. & St. L. Crossing (Grade).....	14.0														
								OSKALOOSA JUNCTION.....	13.1		No Office												
								C. R. I. & P. Crossing (Grade).....	13.13														
	A 5.45	A. M.	P. M.	P. M.	A 11.35	A. M.	B. C. K. O. R. T. W.	OSKALOOSA.....	13.69	82	5.30 p. m. to 8.30 a. m.	L 4.10		L 7.30	A. M. A 11.10	P. M. A 2.05	P. M. A 7.35						
	P. M.				f 9.18	f 5.50		FOSTERDALE.....	6.0	8	No Office				f 10.50		f 7.15						
					f 9.23	f 5.55		ROCHESTER.....	4.6		No Office				f 10.45		f 7.10						
								MAHASKA SAND CO. SPUR.....	3.2	100	No Office												
								IOWA SAND CO. SPUR.....	2.7	50	No Office												
								Wabash Crossing (Grade).....	0.1														
							C. R. T.	TRACEY.....	117.2	88	9:00 p. m. to 9:00 a. m. 3:00 p. m. to 6:00 p. m.				L 10.30	L 1.15	L 7.00						
								TRACEY JUNCTION.....	117.3		No Office				A. M.	P. M.	P. M.						
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday		SCHEDULE TIME										Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday		
2:50	5:15	0:35	0:45	0:50	4:10	1:25		AVERAGE MILES AN HOUR										1:25	4:20	2:30	4:15	0:40	
12.0	13.5	23.5	18.0	16.4	25.0	24.0												24.0	24.1	13.1	16.6	20.5	16.4

PASSENGER TRAINS MUST NOT EXCEED 35 MILES AN HOUR; FREIGHT TRAINS, 25 MILES AN HOUR.

Trains eastward are superior to trains of the same class westward.
Manual Block System Rules are in effect and Rules 318-A and 318-B are effective.
Special Instruction 14 applies to this sub-division.
No trains order signal, Mediapolis and Oskaloosa; conductors and engineers must have Clearance Card Form A.

Train order signal, Tracey, will not govern trains; conductors and engineers must have Clearance Card Form A.
Normal position Junction Switch, Mediapolis Junction, is for C. R. I. & P. R. R.
Normal position Junction Switch, Washington Junction, is for Burlington-Tracey line.
Normal position Junction Switch, Oskaloosa Junction, is for Oskaloosa line.
Semaphores must be displayed in Stop position before proceeding over Wabash Crossing.

Water tank at Mile Post 55.4, between Hedrick and Butler; maintain absolute block between trains.
Trains handling loaded tank cars must not exceed 20 miles an hour.
Trains stop at Linby for passenger traffic only.
Nos. 96 and 97 will carry passengers.

OTTUMWA DIVISION.

WESTWARD										EASTWARD												
SECOND CLASS					FIRST CLASS					Symbols	Distance from Burlington	STATIONS	Distance from Washington	Capacity of Sidings	Office Closed	SECOND CLASS			THIRD CLASS			
				Daily Ex. Sunday Freight				Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger										Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger		Daily Ex. Sunday Freight
				95				23	25							24	26		94			
				A.M. L 10.20				A.M. L 8.45	P.M. L 5.25		B.C.R. W.Y.	34.0	 WINFIELD	18.5	65	9:00 p. m. to 7:30 a. m.	A.M. A 10.20	P.M. A 7.09		P.M. A 12.55		
				s 10.35				s 8.54	s 5.35			38.7	 WYMAN	13.8	26	7:20 p. m. to 8:30 a. m. 3:30 p. m. to 5:20 p. m.	s 10.09	s 6.57		s 12.35		
				s 10.50				s 9.02	s 5.44			42.4	 CRAWFORDSVILLE	10.1	30	7:30 p. m. to 8:30 a. m. 5:30 p. m. to 6:30 p. m.	s 9.58	s 6.48		s 12.20		
				s 11.05				f 9.11	f 5.53			47.0	 HAVRE	5.5	10	No Office.	f 9.49	f 6.38		s 12.05		
				A 11.30 A.M.				A 9.27 A.M.	A 6.10 P.M.		R. Y.	52.5	 WASHINGTON		40	7:30 p. m. to 8:30 a. m. 3:30 p. m. to 5:30 p. m.	L 9.37 A.M.	L 6.24 P.M.		P.M. A.M. L 11.45		
				Daily Ex. Sunday				Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday		Daily Ex. Sunday			
				1:10 15.9				0:42 26.4	0:45 24.7				 SCHEDULE TIME				0:43 25.8	0:45 24.7		1:10 15.9		
													 AVERAGE MILES AN HOUR									

Train order signal, Winfield, will not govern trains; conductors and enginemen must have Clearance Card Form A.
No train order signal, Washington; conductors and enginemen must have Clearance Card Form A.
Trains handling loaded tank cars must not exceed 15 miles an hour.
No. 94 will carry passengers.
R-3 engines must not exceed 10 miles an hour between Mile Post 35.9 and 41.0.

OTTUMWA DIVISION.

[illegible]

Normal position junction switch, Indianola Junction, is for Ottumwa-Creston Line.

TIME TABLE No. 23.

EFFECTIVE SEPTEMBER 24, 1922.

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

PASSENGER TRAINS MUST NOT EXCEED 45 MILES AN HOUR, FREIGHT TRAINS, 30 MILES AN HOUR.
TRAINS WITH "R" ENGINES MUST NOT EXCEED 25 MILES AN HOUR.

Trains northward are superior to trains of the same class southward.
Manual Block System Rules are in effect and Rules 318-A and 318-B are effective.
Special Instruction 14 applies to this sub-division.
No train order signal, Albia and Des Moines; conductors and enginemen must have Clearance Card Form A.
Water tank at Mile Post 18.2 between Tracey and Bussey; maintain absolute block between trains.
Normal position junction switch, Tracey, is for Albia-Des Moines Line.
Normal position junction switch, East Des Moines Union Junction, is for Des Moines Union Ry.

Trains must not exceed 10 miles an hour between "D" Street and north switch, Albia.
Trains must not exceed 20 miles an hour between Mile Post 52 and Mile Post 52.3.
Wabash employees must obtain permission by telephone from Operator, Tracey, when on duty, before using crossover switches, Mile Post 19.8, and must comply with Rule 99.
No. 93 will run Albia to Maxon—to Des Moines.
No. 92 will run Des Moines to Maxon and return to Albia.
Trains handling loaded tank cars must not exceed 25 miles an hour.

Des Moines and Cainsville—Sub-division.

TIME TABLE No. 23.

OTTUMWA DIVISION.

EFFECTIVE SEPTEMBER 24, 1922.

SOUTHWARD										NORTHWARD									
SECOND CLASS					FIRST CLASS					FIRST CLASS					SECOND CLASS				
Sunday only Mixed	Daily Ex. Sunday Way Frt.	Daily Ex. Sunday Freight	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger					Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Monday Freight	Daily Ex. Sunday Way Frt.	Sunday only Mixed				
101	99	79	35	37	39					38	40	36	78	98	100				
	A.M.	P.M.	A.M.	P.M.	P.M.					A.M.	A.M.	P.M.	A.M.	P.M.					
	L 8.30	L 8.15	L 8.00	L 12.30	L 4.00	B.C. K.O.R. T.W.	Distance from Des Moines	STATIONS	Distance from Cainsville	Capacity Stations	Office Closed		A 10.25	A 11.40	A 6.20	A 4.45	A 3.05		
Trains between Des Moines Union Junction and Des Moines are governed by time table of the Des Moines Union Railway.																			
	8.33	8.18	8.04	12.34	4.04	0.7	.....	WEST DES MOINES UNION JCT.....	109.9		No Office		10.20	11.36	6.16	4.30	3.00		
		8.22	8.06	12.36	4.06	1.1	.....	BRIDGE JCT.....	109.5		No Office		10.18	11.34	6.14	4.25	2.57		
						1.1	.....	C. G. W. Crossing (Grade)...	109.5		No Office								
			f	f	f	3.1	.....	BURCH.....	106.4		No Office	f		f					
	s 9.05	8.55	s 8.25	s 12.56	s 4.25	10.9	.....	NORWALK.....	99.7	23	6:25 p. m. to 8:10 a. m. 1:10 p. m. to 2:25 p. m.	s 10.00	11.15	s 5.55	3.50	s 2.25			
	s 9.45	9.08	s 8.40	s 1.10	s 4.40	17.3	.....	PROLE.....	93.3	23	6:30 p. m. to 8:25 a. m. 3:25 p. m. to 4:30 p. m.	s 9.45	11.01	s 5.38	3.25	s 2.06			
	s 9.53	9.21	s 8.45	s 1.15	s 4.45	19.9	.....	MARTENSDALE.....	90.7		No Office	s 9.38	10.55	s 5.32	3.15	s 2.00			
						19.9	.....	C. R. I. & P. Crossing (Grade)...	90.7		No Office								
	s 10.03	9.30	s 8.50	s 1.20	s 4.50	22.1	.....	WICK.....	88.5	20	No Office	s 9.32	10.50	s 5.24	3.05	s 1.52			
	s 10.13	9.40	s 9.00	s 1.30	s 5.00	24.8	.....	ST. MARYS.....	85.8	17	No Office	s 9.25	10.45	s 5.18	2.55	s 1.47			
	s 10.37	10.00	s 9.15	s 1.40	s 5.10	28.9	.....	ST. CHARLES.....	81.7	40	5:45 p. m. to 8:45 a. m.	s 9.15	10.37	s 5.10	2.40	s 1.40			
	s 11.05	10.18	s 9.25	s 1.55	s 5.23	35.8	.....	TRURO.....	74.8	30	6:30 p. m. to 8:25 a. m. 3:25 p. m. to 4:30 p. m.	s 8.52	10.23	s 4.50	2.15	s 12.45			
	s 11.35	10.45	s 9.45	s 2.15	s 5.47	45.8	.....	NEW VIRGINIA.....	64.8	36	6:25 p. m. to 8:15 a. m. 3:00 p. m. to 4:10 p. m.	s 8.30	10.03	s 4.26	1.35	s 11.35			
	s 11.59	10.58	s 9.55	s 2.25	s 6.03	50.3	.....	JAMISON.....	60.3	18	6:20 p. m. to 8:05 a. m. 2:45 p. m. to 4:00 p. m.	s 8.20	9.55	s 4.16	1.15	s 11.00			
	P.M. s 12.50	A 11.20 P.M.	s 10.15 10.30	s 2.40 2.50	A 6.20 P.M.	R.W.Y.	57.3	OSCEOLA.....	53.3	Yard		8.05	L 9.40 A.M.	4.05 s 3.50	L 12.45 A.M.	s 10.30			
	f 1.05		f 10.39	f 3.00		61.9	.....	GROVELAND.....	48.7		No Office	f 7.45		f 3.40		f 9.15			
	s 1.25		s 10.47	s 3.05		64.5	.....	LESLIE.....	46.1	27	4:30 p. m. to 7:30 a. m.	s 7.40		s 3.35		s 9.05			
	1.40		10.57	3.13		Y.	69.0	DES MOINES JCT.....	41.6		No Office	7.30		3.25		8.50			
Trains between Des Moines Junction and Van Wert are governed by time table of the Centerville Division.																			
	P.M. L 1.30	s 1.55		s 11.04	s 3.20	C.R.T.	69.8	.....	0.8	VAN WERT.....	40.8	150	4:15 p. m. to 7:15 a. m.	s 7.24		3.20 s 3.10		s 8.45	A.M. A 11.30
	f 1.45	f 2.10		f 11.15	f 3.40		75.2	.....	5.4	DELRAY.....	35.4	7	No Office	f 7.10		f 2.56		f 8.05	f 11.15
	s 1.55	s 2.46		s 11.25	s 3.55		79.9	.....	4.7	DECATUR CITY.....	30.7	50	5:40 p. m. to 6:40 a. m. 8:40 a. m. to 10:40 a. m.	s 6.57		s 2.46		s 7.55	s 11.05
	s 2.30	s 4.15		s 11.50	A 4.15 P.M.	R.	86.6	.....	6.7	LEON.....	24.0	50	9:30 p. m. to 5:30 a. m.	L 6.40 A.M.		2.30 s 2.05		s 7.30	s 10.45
Trains between Leon and Koyle are governed by time table of the St. Joseph Division.																			
	s 2.45	s 4.35		s 11.57		R.	90.2	.....	3.6	KOYLE.....	20.4		No Office			s 1.58		s 7.15	s 10.30
	s 2.55	s 4.40		f 12.03		W.	92.4	.....	2.2	BLOCKLEY.....	18.2	16	No Office			f 1.50		s 7.05	s 10.20
	s 3.15	s 4.55		s 12.16			98.7	.....	6.3	PLEASANTON.....	11.9	18	5:40 p. m. to 6:40 a. m. 2:40 p. m. to 4:40 p. m.			s 1.39		s 6.50	s 10.00
	s 3.35	s 5.05		s 12.25			102.7	.....	4.0	SALINE.....	7.9	14	No Office			s 1.30		s 6.35	s 9.30
				f			106.0	.....	3.3	BURROWS.....	4.6		No Office			f			
	A 4.05 P.M.	A 5.30 P.M.		A 12.45 P.M.		R.T.W.	110.6	.....	4.6	CAINSVILLE.....	45		6:00 p. m. to 6:00 a. m. 2:00 p. m. to 5:00 p. m.			L 1.15 P.M.		L 6.15 A.M.	L 9.00 A.M.
Sunday only	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday								Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	Sunday only	
2:35 15.8	9:00 12.3	3:05 18.6	4:45 23.3	3:45 23.1	2:20 24.6								3:45 23.1	2:00 28.7	5:05 21.8	4:00 14.3	8:50 12.2	2:30 16.3	
PASSENGER TRAINS MUST NOT EXCEED 35 MILES AN HOUR; FREIGHT TRAINS, 25 MILES AN HOUR.																			

Trains southward are superior to trains of the same class northward.
Manual Block System Rules are in effect and Rules 318 A and 318 B are effective.
Special Instruction 14 applies to this sub-division.
No train order signals, Des Moines and Osceola; conductors and engineers must have Clearance Card Form A.
Northward train order signal, Leon, will not govern Ottumwa Division trains; conductors and engineers must have Clearance Card Form A.
Movement between West Des Moines Union Junction and Bridge Junction is governed by automatic block signals; trains must not exceed 15 miles an hour.
Trains must not exceed 10 miles an hour over 21st Street Crossing, Des Moines.

R-4 and R-5 engines must not exceed 10 miles an hour over bridges 0.89, 12.89, 20.12 and 43.04.
Trains must not exceed 10 miles an hour through Osceola between Mile Post 57 and Mile Post 58.
Trains must not exceed 10 miles an hour between station switch limits, Truro.
Trains must run with caution between Des Moines Junction and Van Wert.
Trains must not exceed 8 miles an hour through Van Wert.
Trains must not exceed 20 miles an hour on curves just north of Decatur City and on top of Leon Hill.
Trains handling loaded tank cars must not exceed 20 miles an hour.
Normal position junction switch, West Des Moines Union Junction, is for Des Moines Union Railway.
Normal position junction switch, Bridge Junction, is for C. B. & Q. R. R.
Normal position junction switch, Des Moines Junction, is for Centerville Division.
Normal position junction switch, Van Wert, is for Ottumwa Division.
Normal position junction switches, Leon and Koyle, is for St. Joseph Division.
C. G. W. trains will use track between West Des Moines Union Junction and Bridge Junction.
No. 40 will stop at all stations to discharge passengers from west of Osceola.
Nos. 98 and 99 will carry passengers between Leon and Cainsville.

STATIONS OPEN ON SUNDAY AS FOLLOWS:

Cameron.....	CLOSED.	Dudley.....	CONTINUOUS.	Thayer.....	10.30 a. m. to 3.30 p. m.	Fremont.....	10.15 a. m. to 12.15 p. m.	Ford.....	CLOSED.
Monmouth.....	CONTINUOUS.	Frederic.....	8.30 a. m. to 10.30 a. m.	Afton.....	CONTINUOUS.	Stark.....	4.15 p. m. to 6.15 p. m.	Clarkson.....	CLOSED.
Kirkwood.....	CLOSED.	Avery.....	8.30 a. m. to 1.30 p. m.	Creston.....	CONTINUOUS.	Oskaloosa.....	3.30 p. m. to 5.30 p. m.	Des Moines.....	7.00 a. m. to 9.00 a. m.
Biggsville.....		Maxon.....		Jefferson Street.....	CONTINUOUS.	Wyman.....		Norwalk.....	4.00 p. m. to 6.00 p. m.
Gladstone.....		Albia.....	CONTINUOUS.	Sperry.....	CLOSED.	Crawfordsville.....	CLOSED.	Prole.....	
Burlington Yard.....	CONTINUOUS.	Tower 307.....	9.30 a. m. to 11.30 a. m.	Mediapolis.....	4.30 a. m. to 8.00 a. m.	Washington.....	9.15 a. m. to 11.15 a. m.	St. Charles.....	
Burlington.....		Melrose.....	CONTINUOUS.		7.00 p. m. to 11.00 p. m.	Lovilia.....	6.20 p. m. to 8.40 p. m.	Truro.....	
West Burlington.....			12.01 a. m. to 8.00 a. m.	Yarmouth.....	CLOSED.	Hamilton.....	CLOSED.	New Virginia.....	CLOSED.
Middletown.....	CLOSED.	Russell.....	8.45 a. m. to 1.45 p. m.	Mt. Union.....	8.00 a. m. to 10.00 a. m.	Bussey.....	9.30 a. m. to 11.30 a. m.	Jamison.....	
Danville.....			4.45 p. m. to 6.45 p. m.	Winfield.....	6.30 p. m. to 8.30 p. m.	Tracey.....	6.30 p. m. to 8.30 p. m.	Leslie.....	
New London.....	CONTINUOUS.	Chariton.....	9.30 p. m. to 11.30 p. m.	Noble.....	CLOSED.	Harvey.....	9.15 a. m. to 11.15 a. m.	Van Wert.....	
Mt. Pleasant.....		White Breast.....	CONTINUOUS.	Brighton.....	9.00 a. m. to 11.00 a. m.	Flagler.....	6.40 p. m. to 8.40 p. m.	Decatur.....	10.25 a. m. to 12.25 p. m.
Rome.....	CLOSED.	Troy.....		Packwood.....	5.30 p. m. to 7.30 p. m.	Knoxville.....	8.45 a. m. to 11.00 a. m.	Leon.....	2.00 p. m. to 4.00 p. m.
Lockridge.....		Lucas.....	CLOSED.		9.30 a. m. to 11.30 a. m.	Pleasantville.....	6.15 p. m. to 8.15 p. m.	Pleasanton.....	9.30 a. m. to 11.30 a. m.
Fairfield.....		Woodburn.....	12.01 a. m. to 11.30 a. m.	Martinsburg.....	5.00 p. m. to 7.00 p. m.		8.30 a. m. to 11.15 a. m.	Cainsville.....	1.40 p. m. to 3.40 p. m.
Batavia.....	CONTINUOUS.	Osceola.....	4.00 p. m. to 12.01 a. m.	Hedrick.....	9.45 a. m. to 11.45 a. m.	Swan.....	6.10 p. m. to 8.10 p. m.	Lacona.....	8.30 a. m. to 10.30 a. m.
Agency.....		Murray.....	CONTINUOUS.		4.30 p. m. to 6.30 p. m.		8.15 a. m. to 11.25 a. m.	Milo.....	CLOSED.
Ottumwa Yard.....			12.01 a. m. to 4.00 p. m.		9.45 a. m. to 11.45 a. m.		6.15 p. m. to 8.15 p. m.	Ackworth.....	
Tower 280.....			8.00 p. m. to 11.00 p. m.		4.30 p. m. to 6.30 p. m.			Indianola.....	
Chillicothe.....	8.00 a. m. to 10.00 a. m.								

RELIEF AND SURGICAL DEPARTMENTS

Location of Company Medical Examiners, Surgeons and Oculists.

Afton, Iowa.....	DR. J. W. LAUDER.....	Surgeon.	Galesburg, Ill.....	DR. C. A. FINLEY.....	Surgeon.
Albia, Iowa.....	DR. C. B. POWELL.....	Surgeon.	Galesburg, Ill.....	DR. J. M. BOHAN.....	Surgeon.
Albia, Iowa.....	DR. H. C. ESCHBACH.....	Surgeon.	Galesburg, Ill.....	DR. R. C. MATHENY.....	Oculist.
Burlington, Iowa.....	DR. C. E. KAUFMAN.....	Medical Examiner.	Kirkwood, Ill.....	DR. J. M. McCLANAHAN.....	Surgeon.
Burlington, Iowa.....	DR. R. F. KARNEY.....	Surgeon.	Knoxville, Iowa.....	DR. C. S. CORNELL.....	Surgeon.
Burlington, Iowa.....	DR. F. M. TOMBAUGH.....	Surgeon.	Leon, Iowa.....	DR. B. L. EIKER.....	Surgeon.
Burlington, Iowa.....	DR. H. B. YOUNG.....	Oculist.	Melrose, Iowa.....	DR. T. A. MORAN.....	Surgeon.
Burlington, Iowa.....	DR. E. F. LA FORCE.....	Oculist.	Monmouth, Ill.....	DR. J. R. EBERSOLE.....	Surgeon.
Cainsville, Mo.....	DR. HARVEY NALLY.....	Surgeon.	Monmouth, Ill.....	DR. JOSEPH L. SHERRICK.....	Surgeon.
Chariton, Iowa.....	DR. T. P. STANTON.....	Surgeon.	New London, Iowa.....	DR. F. C. MEHLER.....	Surgeon.
Creston, Iowa.....	DR. EDW. SCHIFFERLE.....	Medical Examiner.	Osceola, Iowa.....	DR. F. W. SELLS.....	Surgeon.
Creston, Iowa.....	DR. J. W. FRY.....	Surgeon.	Oskaloosa, Iowa.....	DR. B. G. WILLIAMS.....	Surgeon.
Creston, Iowa.....	DR. F. E. SAMPSON.....	Surgeon.	Ottumwa, Iowa.....	DR. L. R. WELLSTEAD.....	Medical Examiner.
Creston, Iowa.....	DR. J. W. REYNOLDS.....	Oculist.	Ottumwa, Iowa.....	DR. S. A. SPILMAN.....	Surgeon.
Creston, Iowa.....	DR. O. S. BARBER.....	Oculist.	Ottumwa, Iowa.....	DR. A. O. WILLIAMS.....	Surgeon.
Des Moines, Iowa.....	DR. O. J. FAY.....	Surgeon.	Ottumwa, Iowa.....	DR. M. BANNISTER.....	Surgeon.
Des Moines, Iowa.....	DR. A. P. STONER.....	Surgeon.	Ottumwa, Iowa.....	DR. B. D. LA FORCE.....	Oculist.
Des Moines, Iowa.....	DR. J. W. MARTIN.....	Surgeon.	Russell, Iowa.....	DR. JAMES B. ROBB.....	Surgeon.
Fairfield, Iowa.....	DR. J. F. CLARKE.....	Surgeon.	Washington, Iowa.....	DR. H. C. HULL.....	Surgeon.
Galesburg, Ill.....	DR. E. T. P. ZESSIN.....	Medical Examiner.	West Burlington, Iowa.....	DR. A. B. GEORGE.....	Medical Examiner.
Galesburg, Ill.....	DR. W. O'R. BRADLEY.....	Surgeon.	West Burlington, Iowa.....	DR. E. E. KIRKENDALL.....	Surgeon.

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

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

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

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

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

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

J. N. REDFERN,
Superintendent, Chicago.

J. A. DENNEY, M. D.,
Medical Director, Chicago.

SPECIAL INSTRUCTIONS.

Trainmaster, W. E. Haist, Burlington,
Chief Dispatcher, C. W. Messenger, Ottumwa.
Night Chief Dispatcher, F. B. Leonard.
Train Dispatchers, A. A. Wright,
D. R. Mesmer,
E. J. Knipe,
C. A. Burkland,
A. L. Tullis,
C. A. Walter,
C. W. Orbin,
Relief Dispatcher, O. A. French.

1. On all subdivisions, except between Galesburg and Ottumwa, and between Osceola and Creston:—

Train order signal will also be used as block signal.

Clear or caution block signal must not be displayed for, nor accepted by a train occupying siding.

At stations where sidings are located the home block signal may be passed when Stop is displayed when necessary to take siding, or for convenience in doing station work; but the proper clearance must be obtained before train can proceed from the station.

318A will be used for passenger trains, light engines, freight trains carrying passengers and stock trains with caretakers. Conductors must notify dispatcher when they have no caretakers. Rule 318B for other trains.

2. Clearance of Trains.—When there are orders for a following train, a preceding train for which there are no orders may be cleared with Clearance Card Form A.

3. Extra Care Account Weather Conditions.—When weather conditions obscure the view, Operators will promptly report to the Dispatcher, who will decide if an absolute block of all trains must be maintained.

4. With Caution.—Moving a train with caution, or under control, means that the speed must be such that the engineman shall be able to stop within his range of vision.

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

6. Delivering Orders.—Operators must deliver copies of train orders and clearance cards to flagmen on passenger trains.

7. Advancing Trains.—When a train dispatcher desires to advance a train from a station where by the rule it should enter the siding before passing the train order office, he may instruct the operator to use a green signal as prescribed by Rule 12 (c). The engineman may then continue to move his train on the main track to the signal with caution, and there be governed by train orders that are addressed to his train.

Operators are forbidden to use this signal unless authorized by the train dispatcher.

8. Safety of Trains at Terminals.—At terminal stations the conductor will be responsible for the safety of his train while on the main track until relieved.

9. Backward Movement of Passenger Trains.—The conductor must control with the extension hose the backward movement of a loaded passenger train at terminals, and at other points where necessary.

10. Standard Time.—Rules 2 and 3, Book of Rules, will apply to baggagemen, brakemen, flagmen, firemen and switchmen.

11. Recall Signal.—The recall signal D-14 (d) and (e) against the current should be followed by one short sound of the whistle.

12. Double Track.—On double track between Galesburg and Creston, Rules D-251, D-252 and D-254, are in effect.

When stopped by a train order signal at a station where sidings are located, on or near the time of a passenger train, other trains will clear the main track, unless otherwise directed by the signalman. Conductors will advise signalmen when clear of main track.

At outgoing switches, where telephones are placed, conductors or enginemen will receive permission from the signalman before proceeding, and be informed as to whether a clear or following movement is to be made.

Signalman must register the name of person to whom permission is given.

13. Protection of Trains on Grades.—When necessary to leave a train or portion of a train on a grade, air brakes must be set, then hand brakes set tight and air brakes released before engine is uncoupled.

14. Approaching Stations.—On all branch lines, trains will be notified of following extras by the train dispatcher, who will issue train orders to all concerned as follows:

C. & E. (trains)

After (time) protect against Extra.....

Preceding train receiving this order will, after the specified time, while occupying the main track at stations, protect according to Rule 99.

The following train will approach all stations expecting to find the preceding train protecting itself.

In the absence of this order train may occupy the main track between station switch limits, protecting against scheduled trains only, and following extra trains must approach all stations prepared to stop at the first switch, and thereafter proceed as the way is seen to be clear.

15. Spacing Trains.—

A 10-minute interval will be maintained between freight trains as follows:

Eastward from Osceola to Woodburn.

Eastward from Maxon to Dudley.

Between all stations on all branch lines.

16. Telephones.—Telephones connected with block wire located as follows:

MONMOUTH.....West end middle siding.

KIRKWOOD.....East end westward siding.

BIGGSVILLE.....East end eastward siding.

.....West end westward siding.

GLADSTONE.....West end eastward siding.

LONE TREE.....On post north of westward track at platform.

CARTHAGE JUNCTION.

BURLINGTON.....500 feet East of East end Mississippi River Bridge.

.....Draw Bridge Cabin, Mississippi River Bridge.

.....Switch cabin, Main Street.

.....Crossing cabin, Fourth Street.

.....Crossing cabin, Fifth Street.

WEST BURLINGTON.....East end eastward siding.

.....East end westward siding.

.....West end westward siding.

NEW LONDON.....East end eastward siding.

.....West end westward siding.

MT. PLEASANT.....East end westward siding.

COLE JUNCTION.

ROME.....North side of depot.

LOCKRIDGE.....East end eastward siding.

.....West end westward siding.

BECKWITH.....North side of depot.

FAIRFIELD.....West end westward siding.

MILE POST 260.....Bernhart Water Tank.

OTTUMWA.....Iowa Avenue Switchtenders' cabin.

.....North side switch cabin.

CHILLICOTHE.....North side of depot.

DUDLEY.....West end westward siding.

FREDERIC.....East side of depot.

MAXON.....West end westward siding.
.....At Water crane.

MELROSE.....East end eastward siding.

.....East end eastward siding.

CHARITON.....West end westward siding.

.....West end westward siding in coal chute cabin.

.....West end eastward siding.

INDIANOLA JUNCTION.....In cabin.

TROY.....East end storage track.

I. N. Coal Co. Spur.

CLEVELAND.....West end siding.

OSCEOLA.....West end westward siding.

.....East end eastward siding.

MURRAY.....East end eastward siding.

AFTON.....East end eastward siding.

.....West end westward siding.

Telephones connected with block stations located as follows:

PORTAL.....On Pole west of St. Ry. Crossing.

MONMOUTH.....Flag cabin east of Western Stoneware Co. office.

BURLINGTON.....Eighth Street switch cabin.

.....Central Avenue switch cabin.

.....Mt. Pleasant Street switch cabin.

FAIRFIELD.....In Bernhart station building.

BATAVIA.....In Bernhart station building.

TRACEY.....At Cross-over switches, Mile Post 19.8.

KNOXVILLE.....At Donnelley water tank.

PLEASANTVILLE.....At Donnelley water tank.

DES MOINES.....East Des Moines Union Junction.

.....West Des Moines Union Junction.

VAN WEET.....At Des Moines Junction.

LEON.....At Koyle

17. Protection of Oil Cars Loading or Unloading.—Oil cars connected with a loading or unloading device must be protected with signs reading: "Stop" "Tank car connected". The signs may be placed on ends of car or on the track and should be placed or removed by party loading or unloading.

18. Speed Restrictions.—Passenger trains must not exceed 35 miles an hour and freight trains 20 miles an hour over interlocking crossings.

Trains handling steam derricks, pile drivers, clam shells or similar equipment must not exceed:

30 miles an hour on main line.

25 miles an hour on Albia-Des Moines sub-division.

20 miles an hour on Burlington-Tracey and Des Moines-Cainsville

sub-divisions.

15 miles an hour on Winfield-Washington and Indianola Jct.-

Indianola sub-divisions.

The boom must be taken down on clam shells and the boom end toward the rear.

Trains handling short scale test car must not exceed:

25 miles an hour on main line.

20 miles an hour on Albia-Des Moines sub-division.

15 miles an hour on all other sub-divisions.

Trains must not exceed 15 miles an hour on sidings and through main line cross-overs, and 10 miles an hour through other turnouts, unless otherwise specified.

THE FOLLOWING SIGNS INDICATE:

"F"—Telephone siding without operator.

"C"—Fuel.

"W"—Water.

"Y"—Wye.

"T"—Turntable.

"R"—Registering Station.

"K"—Standard Clock.

"O"—Track Scales.

"B"—Bulletin Board.

L. B. ALLEN,
General Manager, Chicago.

F. H. USTICK,
General Superintendent, Burlington.

W. L. BARNES,
General Superintendent of Transportation, Chicago.

J. P. CUMMINGS,
Superintendent, Ottumwa.

J. H. AYDELOTT,
Superintendent of Transportation, Chicago.

F. E. HAINES,
Assistant Superintendent, Ottumwa.

EFFECTIVE SEPTEMBER 24, 1923.

TIME TABLE NO. 23.

OTTUMWA DIVISION

SPECIAL INSTRUCTIONS.



J. H. ADOLPH.

W. L. BARNES.

L. B. ALLEN.

F. E. HAINES.

J. F. CUMMINGS.

F. H. USTICK.