MEDICAL AND SURGICAL DEPARTMENTS
LOCATION OF COMPANY MEDICAL EXAMINERS, SURGEONS AND OCULISTS

Albia, Iowa	DR. BURKE POWELL	Local Surgeon.
Burlington, Iowa	DR. C. J. LOHMAN	Surgeon and Examiner.
Burlington, Iowa	DR. F. M. TOMBAUGH	Local Surgeon.
Burlington, Iowa	DR. E. F. LA FORCE	Oculist.
Charlton, Iowa	DR. JAMES B. ROBB	Surgeon and Examiner.
Charlton, Iowa	DR. A. L. YOCUM	Surgeon and Examiner.
Corning, Iowa	DR. FREDERICK BINDER	Local Surgeon.
Council Bluffs, Iowa	DR. M. A. TINLEY	Local Surgeon.
Council Bluffs, Iowa	DR. McMICKEN HANCHETT	Local Surgeon.
Creston, Iowa	DR. JAMES G. MACRAE	Local Surgeon.
Creston, Iowa	DR. HOWARD G. BEATTY	Surgeon and Examiner.
Creston, Iowa	DR. O. S. BARBER	Oculist.
Des Moines, Iowa	DR. L. M. OVERTON	Surgeon and Examiner.
Des Moines, Iowa	DR. O. J. FAY	Local Surgeon.
Des Moines, Iowa	DR. C. F. HOWLAND	Oculist.
Fairfield, Iowa	DR. L. D. JAMES	Local Surgeon.
Fort Madison, Iowa	DR. R. L. FEIGHTNER	Local Surgeon.
Galesburg, Ill.	DR. E. T. P. ZESSIN	Medical Examiner.
Galesburg, Ill.	DR. B. V. McCLANAHAN	Local Surgeon.
Galesburg, Ill.	DR. E. B. GROGAN	Local Surgeon.
Galesburg, Ill.	DR. R. C. MATHENY	Oculist.
Glenwood, Iowa	DR. J. M. DONELAN	Local Surgeon.
Glenwood, Iowa	DR. WARD A. DE YOUNG	Local Surgeon.
Hamburg, Iowa	DR. R. C. DANLEY	Local Surgeon.
Hamburg, Iowa	DR. W. H. KERR	Local Surgeon.
Hastings, Iowa	DR. EDGAR CHRISTY	Local Surgeon.
Knoxville, Iowa	DR. C. S. CORNELL	Local Surgeon.
Mt. Pleasant, Iowa	DR. W. A. STERNBERG	Local Surgeon.
Melrose, Iowa	DR. T. A. MORAN	Local Surgeon.
Monmouth, Ill.	DR. H. G. EBERSOLE	Local Surgeon.
Monmouth, Ill.	DR. JOSEPH L. SHERRICK	Local Surgeon.
New London, Iowa	DR. FRANK R. MEHLER	Local Surgeon.
Osceola, Iowa	DR. C. R. HARKEN	Local Surgeon.
Osceola, Iowa	DR. F. W. SELLS	Local Surgeon.
Ottumwa, Iowa	DR. M. BANNISTER	Local Surgeon.
Ottumwa, Iowa	DR. H. A. SPILMAN	Surgeon and Examiner.
Ottumwa, Iowa	DR. W. C. NEWELL	Local Surgeon.
Ottumwa, Iowa	DR. D. O. BOVENMYER	Oculist.
Red Oak, Iowa	DR. W. S. REILEY	Surgeon and Examiner.
Shenandoah, Iowa	DR. J. F. ALDRICH	Local Surgeon.
Shenandoah, Iowa	DR. E. J. GOTTSCH	Surgeon and Examiner.
Sidney, Iowa	DR. R. S. LOVELADY	Local Surgeon.
Villisca, Iowa	DR. F. S. WILLIAMS	Local Surgeon.
Washington, Iowa	DR. H. C. HULL	Local 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 cases 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, who upon arrival, should at once take charge of the case and relieve the called surgeon from further care or attendance, as far as the Company is concerned.

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.

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 Surgeon, and then only for such attendance as it appears is clearly and immediately demanded. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

R. B. KEPNER, M. D.,
Medical Director Relief Department, Chicago.

O. H. HORRALL, M. D.,
Chief Surgeon, Chicago.

O. Div.

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE

OTTUMWA AND CRESTON DIVISIONS

OF THE

CENTRAL DISTRICT

No. 61

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

SUNDAY, FEBRUARY 2, 1941

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.

THE GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

Galesburg to Ottumwa—Sub-division—Westward

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 61. EFFECTIVE FEBRUARY 2, 1941.

FIRST CLASS												FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Distance from Chicago	Distance from Galesburg	STATIONS	Distance from Ottumwa	Capacity of Siding	Other Tracks	Office Open Week Days	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	
15	7	11	39									177	1	5	
A.M. L12.01	A.M. L 5.15	P.M. L 2.13	P.M. L 2.54	B.C.K.O.R. T.W.Y.Yd.	162.23	0.00	GALESBURG	117.39	Yard	Yard	Continuous		P.M. L 7.42	P.M. L10.22	
							6.02 Psgr.								
							WATERMAN	114.90	Yard	Yard	Continuous				
							3.53 Frt.								
12.09	5.23	2.21			168.25	6.02	GRAHAM	111.37			No Office			10.30	
							3.18								
12.12	5.27	f 2.25	3.03		171.43	9.20	CAMERON	108.19		37	8:30 a.m. to 5:30 p.m.		7.50	10.34	
							7.47								
					178.90	16.67	COSTELLO TOWER M. & St. L. Cross'g (Interlocked)	100.72			Continuous				
							0.15								
12.20	s 5.40	s 2.36	3.11	B.O.W.Y.Yd.	179.05	16.82	MONMOUTH	100.57	104	Yard	No Office		7.58	s10.45	
							5.79								
12.26	f 5.48	s 2.45			184.84	22.61	KIRKWOOD	94.78		69	8:30 a.m. to 5:30 p.m.			10.53	
							5.72								
12.33	f 5.56	s 2.53			190.56	28.33	BIGGSVILLE	89.06		24	8:30 a.m. to 5:30 p.m.			10.59	
							5.53						P.M.		
12.39	6.02	s 3.00	3.24		196.09	33.86	GLADSTONE	83.53		187	8:30 a.m. to 5:30 p.m.	L 6.15	8.12	11.05	
							3.60								
					199.69	37.46	LONE TREE	79.93		9	No Office	f			
							4.55								
					204.24	42.01	ILLINOIS JCT	75.38			No Office				
							0.67								
					204.91	42.68	WOOD TOWER	74.71			Continuous				
							0.51								
s12.50 12.55	s 6.15 6.35	s 3.15 3.40	s 3.38	B.C.K.O.R. T.W.Yd.	205.42	43.19	BURLINGTON	74.20	Yard	Yard	Continuous	A 6.30 P.M.	s 8.22 8.24	s11.18 11.24	
							3.90								
1.05	6.45	s 3.49		Y. Yd.	209.32	47.09	WEST BURLINGTON	70.30	79	Yard	8:15 a.m. to 5:15 p.m.			11.34	
							3.18								
					212.50	50.27	DAYMAN	67.12		100	No Office				
							2.22								
	6.51	f 3.56			214.72	52.49	MIDDLETOWN	64.90		12	No Office				
							3.61								
1.15	6.56	s 4.02			218.33	56.10	DANVILLE	61.29		28	8:15 a.m. to 5:15 p.m.			11.45	
							6.25								
1.21	s 7.05	s 4.10		C.W.	224.58	62.35	NEW LONDON	55.04	86	76	7:00 a.m. to 4:00 p.m.			11.52	
							8.60							A.M.	
1.30	s 7.19	s 4.23	4.04		233.18	70.95	MT. PLEASANT	46.44	79	91	9:00 a.m. to 5:00 p.m. 8:00 p.m. to 4:00 a.m.		8.50	s12.06	
							7.02								
	7.29	f 4.32			240.20	77.97	ROME	39.42		9	No Office				
							3.54								
1.41	7.34	s 4.37			243.74	81.51	LOCKRIDGE	35.88	100	22	8:00 a.m. to 5:00 p.m.			12.21	
							3.35								
					247.09	84.86	GLENDALE	32.53		13	No Office				
							3.03								
					250.12	87.89	BECKWITH	29.50		45	No Office				
							5.11								
1.55	s 7.56	s 4.52	4.22	W.	255.23	93.00	FAIRFIELD	24.39	90	117	9:30 a.m. to 5:30 p.m. 7:00 p.m. to 3:00 a.m.		9.08	s12.39	
							0.47								
					255.70	93.47	TOWER 255 C. R. I. & P. Cross'g (Interlocked)	23.92			No Office				
							5.71								
					261.41	99.18	BERNHART	18.21		10	No Office				
							4.69								
2.06	8.10	s 5.06			266.10	103.87	BATAVIA	13.52		60	8:30 a.m. to 5:30 p.m.			12.55	
							7.30								
2.14	8.20	f 5.15	4.36		273.40	111.17	AGENCY CITY	6.22		23	No Office		9.20	1.06	
							6.22								
A 2.24 A.M.	A 8.30 A.M.	A 5.25 P.M.	A 4.46 P.M.	B.C.K.O.R. T.W.Yd.	279.62	117.39	OTTUMWA	0.00	Yard	Yard	Continuous		A 9.30 P.M.	A 1.16 A.M.	
Daily	Daily	Daily	Daily									Daily Ex. Sunday	Daily	Daily	
2:23 49.2	3:15 36.0	3:12 36.6	1:52 62.8				SCHEDULE TIME AVERAGE MILES AN HOUR					0:15 37.6	1:48 65.2	2:54 40.7	

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.

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.

No. 177 will make flag stop at Bass Lake, M. P. 202.5.

M-4-A engines must not be double-headed over bridge 204.66.

Local Extra leaves Galesburg 9:30 a. m. daily except Sunday for Burlington.

Local Extra leaves Burlington 6:00 a. m. Monday, Wednesday and Friday for Ottumwa.

Local Extra leaves Galva 10:00 a. m. Tuesday, Thursday and Saturday for Burlington via Gladstone.

Ottumwa to Galesburg—Sub-division—Eastward

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 61. EFFECTIVE FEBRUARY 2, 1941.

FIRST CLASS												FIRST CLASS				
		Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Distance from Chicago	Distance from Galesburg	STATIONS	Distance from Ottumwa	Capacity of Siding	Office Open Sundays		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	
		40	10	176								178	6	12	8	
		A.M. A 5.29	A.M. A 6.21		162.23	0.00	GALESBURG	117.39	Yard	Continuous		P.M. A 4.00	P.M. A 4.10	P.M. A 5.44	A.M. A 2.35	
							6.02 Psgr.									
							WATERMAN	114.90	Yard	Continuous						
							3.53 Frt.									
		5.19	6.12		168.25	6.02	GRAHAM	111.37		No Office		3.50	4.00	5.35	2.25	
							3.18									
					171.43	9.20	CAMERON	108.19		Closed		s 3.45	3.57		2.20	
							7.47									
					178.90	16.67	COSTELLO TOWER M. & St. L. Cross'g (Interlocked)	100.72		Continuous						
							0.15									
		s 5.05	6.04		179.05	16.82	MONMOUTH	100.57	104	No Office		s 3.32	s 3.46	5.26	2.10	
							5.79									
		4.55	5.57		184.84	22.61	KIRKWOOD	94.78		Closed		s 3.20	3.36	5.19	2.00	
							5.72									
					190.56	28.33	BIGGSVILLE	89.06	68	Closed		s 3.11	3.30		1.54	
				— A.M. —			5.53									
				A 7.00	196.09	33.86	GLADSTONE	83.53		Closed		s 3.03	3.24		1.48	
							3.60									
				f	199.69	37.46	LONE TREE	79.93		No Office		f				
							4.55									
					204.24	42.01	ILLINOIS JCT	75.38		No Office						
							0.67									
					204.91	42.68	WOOD TOWER	74.71		Continuous						
							0.51									
		s 4.35	5.40	L 6.45 A.M.	205.42	43.19	BURLINGTON	74.20	Yard	Continuous		2.48	3.10	s 5.02	1.35	
			s 5.37									s 2.40	s 3.05		s 1.20	
							3.90									
		4.22	5.27		209.32	47.09	WEST BURLINGTON	70.30	Yard	Closed		s 2.30	2.56	4.50	1.10	
							3.18									
					212.50	50.27	DAYMAN	67.12		No Office						
							2.22									
		4.17	5.24		214.72	52.49	MIDDLETOWN	64.90		No Office		s 2.22	2.51	4.47	1.04	
							3.61									
					218.33	56.10	DANVILLE	61.29		Closed		s 2.16	2.48		1.01	
							6.25									
					224.58	62.35	NEW LONDON	55.04	84	7:00 a.m. to 9:00 a.m.		s 2.07	2.40		12.54	
							8.60									
		4.01	5.11		233.18	70.95	MT. PLEASANT	46.44	79	9:00 a.m. to 5:00 p.m. 8:00 p.m. to 4:00 a.m.		s 1.55	s 2.27	4.34	s12.43	
							7.02									
					240.20	77.97	ROME	39.42		No Office		s 1.43				
							3.54									
					243.74	81.51	LOCKRIDGE	35.88		Closed		s 1.38	2.15		12.31	
							3.35									
					247.09	84.86	GLENDALE	32.53		No Office		f 1.32				
							3.03									
					250.12	87.89	BECKWITH	29.50		No Office		f 1.27				
							5.11									
		3.39	4.52		255.23	93.00	FAIRFIELD	24.39		9:30 a.m. to 5:30 p.m. 7:00 p.m. to 3:00 a.m.		s 1.20	s 2.02	4.15	s12.19	
							0.47									
					255.70	93.47	TOWER 255 C.R.I.&P. Cross'g (Interlocked)	23.92		No Office						
							5.71									
					261.41	99.18	BERNHART	18.21		No Office		f 1.10				
							4.69									
					266.10	103.87	BATAVIA	13.52		Closed		s 1.05	1.48		12.05	
							7.30								A.M.	
					273.40	111.17	AGENCY CITY	6.22	83	No Office		s12.54	1.41		11.57	
							6.22									
		L 3.11 A.M.	L 4.27 A.M.		279.62	117.39	OTTUMWA	0.00	Yard	Continuous		L12.40 P.M.	L 1.30 P.M.	L 3.50 P.M.	L11.45 P.M.	
		Daily	Daily	Daily Ex. Sunday								Daily	Daily	Daily	Daily	
		2:18 51.0	1:54 61.8	0:15 37.6			SCHEDULE TIME AVERAGE MILES AN HOUR					3:20 35.2	2:40 44.0	1:54 61.8	2:50 41.4	

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.

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.

Drawbridge 204.66 over Mississippi River at Burlington interlocked.

M-4-A engines must not be double-headed over bridge 204.66.
Gales Farm spur off eastward track, M. P. 167.33, capacity 9 cars.

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

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

No. 12 will stop at Fairfield to discharge revenue passengers from Council Bluffs or beyond and to receive revenue passengers for Chicago.

Ottumwa to Creston—Sub-division—Westward

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 61. EFFECTIVE FEBRUARY 2, 1941.

FIRST CLASS												FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Distance from Chicago	Distance from Ottumwa	STATIONS	Distance from Creston	Capacity of Siding	Other Tracks	Office Open Week Days	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
5	15	27	7									39	11	179	1
A.M. L 1.22	A.M. L 2.30	A.M. L 8.20	A.M. L 8.40	B.C.K.O. R.T.W.Yd.	279.62	0.00	.....OTTUMWA.....	114.32	Yard	Yard	Continuous	P.M. L 4.48	P.M. L 5.35	P.M. L 5.40	P.M. L 9.32
					280.46	0.84	0.84 .....LAWLER TOWER..... C. M.St. P. & P. Cross'g (Interl.)	113.48			Continuous				
1.33	2.40	f 8.32	8.51		287.42	7.80	6.96 .....CHILLICOTHE.....	106.52		19	No Office			s 5.53	
1.38	2.43	f 8.38	8.56		290.81	11.19	3.39 .....DUDLEY.....	103.13		17	No Office			f 5.59	
		f			295.40	15.78	4.54 E .....FREDERIC.....	98.59		9	No Office			s	
							2.93 E .....AVERY.....	95.66		9	No Office				
1.50	2.56	9.00	9.10	W	301.92	22.30	3.54 E .....MAXON..... M. & St. L. Crossing (Interlock	92.12	86	Yard	No Office ed on Westward Track)	5.09	5.58	6.19	9.54
s 2.00	s 3.04	A 9.05 A.M.	s 9.18	K.T.Yd.	303.71	24.09	1.79 W .....ALBIA.....			90	Continuous	5.13	s 6.06	A 6.25 P.M.	9.57
2.06	3.09		9.25		307.54	27.92	3.83 W .....HALPIN.....	85.63		10	No Office				
2.19	3.20		s 9.38		318.62	39.00	11.08 .....MELROSE.....	74.55	79	20	7:30 p.m. to 4:30 a.m.				
2.29	3.29		s 9.51		326.85	47.23	8.23 .....RUSSELL.....	66.32	62	48	8:30 a.m. to 5:30 p.m.	5.31	6.28		10.16
s 2.46	s 3.48		s10.11	B.C.K.O. T.W.Y.Yd.	334.32	54.70	7.47 .....CHARITON.....	58.85	80	Yard	Continuous	5.42	s 6.42		10.27
					337.16	57.54	2.84 .....INDIANOLA JCT.....	56.01			No Office				
					341.66	62.04	4.50 W .....SHANNON.....	51.58			No Office.				
2.58	3.58		s10.27		342.79	63.17	1.13 .....LUCAS.....	50.45		50	8:30 a.m. to 5:30 p.m.				
3.08	4.05		s10.38		350.32	70.70	7.53 .....WOODBURN.....	42.92		22	No Office	5.53	6.58		10.39
s 3.24	4.18		s11.01	W.Y.Yd.	359.74	80.12	9.42 W .....OSCEOLA.....	33.20	103	Yard	Continuous	6.05	s 7.14		10.51
3.39	4.29		s11.16		370.41	90.79	10.67 .....MURRAY.....	22.53		110	8:00 a.m. to 5:00 p.m.				
3.45	4.34		f11.21		375.86	96.24	5.45 .....THAYER.....	17.08		56	No Office				
3.54	4.41		s11.36		383.57	103.95	7.71 .....AFTON.....	9.37	82	27	7:45 a.m. to 4:45 p.m.	6.25	7.36		11.11
A 4.15 A.M.	A 5.00 A.M.		A11.59 A.M.	B.C.K.O.R T.W.Y.Yd.	392.94	113.32	9.37 .....CRESTON.....	0.00	Yard	Yard	Continuous	A 6.36 P.M.	A 7.58 P.M.		A11.22 P.M.
Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily
2:53 39.3	2:30 45.3	0:45 32.1	3:19 34.1				.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....					1:48 62.9	2:23 47.6	0:45 32.1	1:50 61.8

Double Track between Ottumwa and Creston.

Automatic Block System in effect between Ottumwa and Maxon; Halpin and Chariton; Shannon and Creston. Rules D-251, D-252 and D-254 in effect.

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

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

Frederic and Avery stations on Eastward Track.

No. 27 and No. 179 will make flag stops at M. P. 297.85.

Tyrone spur off Westward Track, M. P. 312.9, capacity 13 cars.

Coal chute, Chariton, will not clear man on top of car.

Local Extra leaves Ottumwa 6:00 a. m. daily except Sunday for Creston.

No. 65 Leaves Chariton 7:15 a. m. daily except Sunday, Arrives Indianola Jct. 7:25 a. m.

No. 81 Leaves Ottumwa 9:20 p. m. daily except Saturday, Arrives Albia 10:10 p. m.

Creston to Ottumwa—Sub-division—Eastward

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 61. EFFECTIVE FEBRUARY 2, 1941.

FIRST CLASS											FIRST CLASS				
	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Distance from Chicago	Distance from Ottumwa	STATIONS	Distance from Creston	Capacity of Siding	Office Open Sundays	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	
	40	10	178	6							12	28	2	8	
	A.M. A 3.07	A.M. A 4.25	P.M. A12.05	P.M. A 1.25	279.62	0.00	OTTUMWA	114.32	Yard	Continuous	P.M. A 3.49	P.M. A 9.15	P.M. A11.20	P.M. A11.35	
			P.M.		280.46	0.84	0.84 LAWLER TOWER C. M.St. P. & P. Cross'g (Interl.)	113.48		Continuous					
	2.56	4.15	s11.52	1.14	287.42	7.80	6.96 CHILLICOTHE	106.52		No Office	3.39	f 9.02	11.09	11.24	
			f11.47	1.10	290.81	11.19	3.39 DUDLEY	103.13		No Office		f 8.57			
			s11.40		295.40	15.78	4.54 E FREDERIC	98.59		No Office		f 8.51			
			s11.35				2.93 E AVERY	95.66		No Office		f 8.46			
	2.39	4.01	11.30	12.58	301.92	22.30	3.54 E MAXON	92.12	Yard	No Office	3.24	8.41	10.53	11.11	
							M. & St. L. Crossing (Interlocked on Westward Track)								
			L11.25 A.M.	s12.55	303.71	24.09	1.79 W ALBIA		Yard	Continuous		L 8.37 P.M.	s10.50	s11.08	
	2.30	3.52		12.46	307.54	27.92	3.83 W HALPIN	85.63		No Office	3.15		10.42	10.57	
				12.34	318.62	39.00	11.08 MELROSE	74.55		7:30 p.m. to 4:30 a.m.			10.30	10.45	
				12.26	326.85	47.23	8.23 RUSSELL	66.32		Closed			10.22	10.36	
	2.04	3.29		s12.16	334.32	54.70	7.47 CHARITON	58.85	80	Continuous	2.51		s10.12	s10.26	
					337.16	57.54	2.84 INDIANOLA JCT	56.01		No Office					
					341.66	62.04	4.50 SHANNON	51.58		No Office					
	1.54	3.21		12.03 P.M.	342.79	63.17	1.13 LUCAS	50.45		Closed	2.43		9.52	10.09	
				11.55	350.32	70.70	7.53 WOODBURN	42.92		No Office			9.44	10.01	
	1.37	3.06		s11.44	359.74	80.12	9.42 W OSCEOLA	33.20	79	Continuous	2.28		s 9.31	9.50	
	1.27	2.56		11.32	370.41	90.79	10.67 MURRAY	22.53		Closed	2.18		s 9.15	9.39	
				11.26	375.86	96.24	5.45 THAYER	17.08		No Office			9.07	9.33	
				11.18	383.57	103.95	7.71 AFTON	9.37	82	Closed			s 8.59	9.26	
	L 1.05 A.M.	L 2.37 A.M.		L10.58 A.M.	392.94	113.32	9.37 CRESTON	0.00	Yard	Continuous	L 1.59 P.M.		L 8.39 P.M.	L 9.08 P.M.	
	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	
	2:02 55.7	1:48 62.9	0:40 36.0	2:27 46.2			SCHEDULE TIME AVERAGE MILES AN HOUR				1:50 61.8	0:38 38.1	2:41 42.2	2:27 46.9	

Double Track between Creston and Ottumwa.

Automatic Block System in effect between Creston and Shannon; Chariton and Halpin; Maxon and Ottumwa. Rules D-251, D-252 and D-254 in effect.

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

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

Coal chute, Chariton, will not clear man on top of car.

No. 12 will stop at Chariton to discharge revenue passengers from Council Bluffs or beyond and to receive revenue passengers for Chicago.

Albia station on Westward Track.

No. 66 Leaves Indianola Jct. 10:45 a. m. daily except Sunday, Arrives Chariton 10:55 a. m.

No. 82 Leaves Albia 7:00 p. m. daily except Sunday. Arrives Ottumwa 8:00 p. m.

Creston to Omaha—Sub-division—Westward

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 61. EFFECTIVE FEBRUARY 2, 1941.

FIRST CLASS												FIRST CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Distance from Chicago	Distance from Creston	STATIONS	Distance from Omaha	Capacity of Siding	Other Tracks	Office Open Week Days	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
23	5	15	27									7	21	39	11	1
	A.M. L 4.25	A.M. L 5.05		B.C.K.O.R T.W.Y.Yd.	392.94	0.00	CRESTON	103.26		Yard	Continuous	P.M. L12.05		P.M. L 6.38	P.M. L 8.02	P.M. L11.24
					398.59	5.65	5.65 CROMWELL	97.61		40	No Office	12.13				
					406.71	13.77	8.12 PRESCOTT	89.49	80	21	7:30 a.m. to 4:30 p.m.	f12.24				
	s 4.55	5.35			413.66	20.72	6.95 CORNING	82.54	82	35	7:00 a.m. to 9:30 p.m.	s12.35			s 8.26	
					417.67	24.73	4.01 BROOKS	78.53		12	No Office	12.40				
					422.68	29.74	5.01 NODAWAY	73.52		14	No Office	12.46				
	s 5.14	s 5.54		K.W.T.	427.41	34.47	4.73 VILLISCA	68.79		263	5:00 a.m. to 1:00 p.m. 2:00 p.m. to 10:00 p.m	s12.57		7.07	s 8.45	11.53
	5.23	6.03			435.22	42.28	7.81 STANTON	60.98		45	7:30 a.m. to 4:30 p.m.	f 1.08		7.13	8.55	11.59 A.M.
	s 5.40	s 6.20		C.K.O. T.W.Y.Yd.	442.42	49.48	7.20 RED OAK	53.78		73	Continuous	s 1.23		7.19	s 9.12	12.05
				F	448.11	55.17	5.69 McPHERSON	48.09	168	28	No Office	1.31				**12.09**
				F	451.65	58.71	3.54 EMERSON	44.55	124	56	No Office	s 1.36		**7.26**		
	s 5.59	6.37		C.F.W.Y.	456.90	63.96	5.25 HASTINGS	39.30	209	90	No Office	s 1.45		7.30	9.30	12.16
	s 6.08			F	461.68	68.74	4.78 MALVERN	34.52	166	147	No Office	s 1.54				
	6.16	6.47		F	466.88	73.94	5.20 BALFOUR	29.32			No Office	2.02			9.43	
— A.M. —	s 6.22	6.53	— P.M. —	F	471.37	78.43	4.49 GLENWOOD	24.83		97	No Office	s 2.10	— P.M. —	7.41	9.49	12.27
s L 5.35	f A 6.30 A.M.	6.57	s L 1.00	B.C.K.R. T.W.Y.Yd.	474.98	82.04	3.61 PACIFIC JCT	21.22		Yard	Continuous	f 2.16	L 5.45	7.46	9.54	12.32
5.45		7.04	1.07	F	480.69	87.75	5.71 FOLSOM	15.51	96	9	No Office	2.26	5.50	7.51	10.02	**12.37**
5.55		7.10	1.13	F	486.04	93.10	5.35 ISLAND PARK	10.16	71	12	No Office	2.33	5.55	7.56	10.08	12.42
					491.31	98.37	5.27 Wabash Crossing (Auto Intrl)	4.89								
					491.75	98.81	0.44 C. M. St. P. & P. Crossing (Grade) C. R. I. & P. Crossing (Grade)	4.45								
s 6.10		s 7.24	s 1.24	B.C.K.O. R.T.W.Yd.	492.13	99.19	0.38 COUNCIL BLUFFS	4.07		Yard	Continuous	s 2.45	s 6.03	8.04	s10.20	f12.51
					492.70	99.76	0.57 C.&N.W. Crossing (Auto Intrl)	3.50								
					492.83	99.89	0.13 I. C. Crossing (Auto Intrl)	3.37								
					492.85	99.91	0.02 C.R.I.&P. Crossing (Auto Intrl)	3.35								
s 6.40		s 7.45	s 1.30	Yd.	493.34	100.40	0.49 U. P. TRANSFER	2.86			No Office	s 3.05	s 6.08	s 8.20	s10.35	s12.58

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

Via U. P.	Via Platts	Via U. P.	Via U. P.									Via U. P.	Via U. P.	Via U. P.	Via U. P.	Via U. P.
A 7.00 A.M.	A 7.15 A.M.	A 8.00 A.M.	A1.45 P.M.	B.K.R. W.Yd.	496.20	103.26	2.86 OMAHA	0.00			Continuous	A 3.20 P.M.	A 6.20 P.M.	A 8.35 P.M.	A10.50 P.M.	A 1.10 A.M.
Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily
1:05 16.9	2:05 39.4	2:40 37.6	0:30 36.7				SCHEDULE TIME AVERAGE MILES AN HOUR					3:00 33.5	0:23 47.9	1:42 59.1	2:33 39.4	1:34 64.1

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

Single Track between Red Oak and Balfour; Pacific Jct. and M. P. 491.9; M. P. 492.8 and U. P. Transfer.

Double Track between Creston and Red Oak; Balfour and Pacific Jct.; M. P. 491.9 and M. P. 492.8.

Automatic Block System in effect between Creston and Red Oak; Balfour and U. P. Transfer.

Rules D-251, D-252 and D-254 in effect between Creston and Red Oak; Balfour and Pacific Jct.

Centralized Traffic Control in effect between Red Oak and Balfour.

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

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

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

At Pacific Jct., yardmaster will handle and be responsible for main track cross-over switches located east of depot and switches of the northeast leg of wye for passenger trains.

Local Extra leaves Creston, 8:30 a. m. daily except Sunday for Red Oak and will carry passengers.

No. 5 will stop at Stanton to discharge revenue passengers.

Local Extra leaves Red Oak 7:00 a. m. Monday, Wednesday and Friday for Pacific Jct.

No. 11 will stop at Glenwood to discharge revenue passengers from Chicago and to receive revenue passengers for Denver or beyond.

Omaha to Creston—Sub-division—Eastward

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 61. EFFECTIVE FEBRUARY 2, 1941.

FIRST CLASS					Distance from Chicago	Distance from Creston	STATIONS	Distance from Omaha	Capacity of Siding	Other Tracks	Office Open Sundays	FIRST CLASS				
Daily Passenger 10	Daily Passenger 6	Daily Passenger 20	Daily Passenger 12	Daily Passenger 26								Daily Passenger 8	Daily Passenger 2	Daily Passenger 40	Daily Passenger 22	
A.M. A 2.35	A.M. A10.55		P.M. A 1.58		392.94	0.00	CRESTON	103.26		Yard	Continuous	P.M. A 9.00	P.M. A 8.34	A.M. A 1.00		
							5.65									
2.27	10.45		1.50		398.59	5.65	CROMWELL	97.61		40	No Office	8.50	8.24	12.52		
							8.12									
	10.37				406.71	13.77	PRESCOTT	89.49	81	21	Closed		8.16			
							6.95									
	s10.28				413.66	20.72	CORNING	82.54		35	8:30 a.m. to 10:30 a.m.	8.32	s 8.04			
							4.01									
	10.22				417.67	24.73	BROOKS	78.53		12	No Office		7.58			
							5.01									
	10.16				422.68	29.74	NODAWAY	73.52	81	14	No Office		7.53			
							4.73									
2.03	s10.11		1.26		427.41	34.47	VILLISCA	68.79	62	263	5:00 a.m. to 1:00 p.m. 2:00 p.m. to 10:00 p.m	s 8.16	s 7.47	12.27		
							7.81									
	10.00				435.22	42.28	STANTON	60.98	79	45	Closed		7.34			
							7.20						7.22			
1.51	s 9.49		1.14		442.42	49.48	RED OAK	53.78	77	73	Continuous	s 7.50	s 7.16	12.15		
							5.69									
1.46	9.36		1.09		448.11	55.17	McPHERSON	48.09	168	28	No Office	7.32	7.08	**12.09** A.M.		
							3.54									
	f 9.31				451.65	58.71	EMERSON	44.55	124	56	No Office	**7.26**	7.03			
							5.25									
1.37	s 9.23		1.00		456.90	63.96	HASTINGS	39.30	209	90	No Office	7.20	6.57	11.59		
							4.78									
	s 9.15				461.68	68.74	MALVERN	34.52	166	147	No Office					
							5.20									
	9.07				466.88	73.94	BALFOUR	29.32			No Office	7.10	6.45			
							4.49									
	s 9.01	A.M.		P.M.	471.37	78.43	GLENWOOD	24.83		97	No Office	7.05	s 6.39		A.M.	
							3.61									
L 1.22	L 8.55	A 9.33	12.45	A 5.11 s	474.98	82.04	PACIFIC JCT	21.22		Yard	Continuous	7.01	6.34	11.43	A12.50 s	
							5.71									
A.M.	A.M.	9.27	12.40	5.04	480.69	87.75	FOLSOM	15.51	96	9	No Office	6.55	6.28	11.37	f12.37	
							5.35									
		9.22	12.35	4.58	486.09	93.10	ISLAND PARK	10.16	71	12	No Office	6.50	6.23	11.32	f12.25	
							5.27									
					491.31	98.37	Wabash Crossing (Auto Intrl)	4.89								
							0.44									
					491.75	98.81	C. M.St.P. & P. Crossing (Grade) C. R. I. & P. Crossing (Grade)	4.45								
							0.38									
		s 9.14	s12.27	s 4.48	492.13	99.19	COUNCIL BLUFFS	4.07		Yard	Continuous	6.40	s 6.13	s11.22	s12.15	
							0.57									
					492.70	99.76	C.&N.W. Crossing (Auto Intrl)	3.50								
							0.13									
					492.83	99.89	I. C. Crossing (Auto Intrl)	3.37								
							0.02									
					492.85	99.91	C.R.I.&P. Crossing (Auto Intrl)	3.35								
							0.49									
		s 9.10	12.25	s 4.42	493.34	100.40	U. P. TRANSFER	2.86			No Office	s 6.35	s 6.08	11.20	s12.08 A.M.	

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

Via Platts L12.48 A.M.	Via Platts L 8.15 A.M.	Via U. P. L 9.00 A.M.	Via U. P. L12.15 P.M.	Via U. P. L 4.30 P.M.	496.20	103.26	2.86 OMAHA	0.00	....	.....	Continuous	Via U. P. L 5.45 P.M.	Via U. P. L 5.55 P.M.	Via U. P. L11.10 P.M.	Via U. P. L11.55 P.M.	
Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	
1:13	2:00	0:23	1:33	0:29			SCHEDULE TIME					2:25	2:26	1:40	0:42	
67.7	41.2	47.9	64.7	38.0			AVERAGE MILES AN HOUR					41.5	41.2	60.2	28.2	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

Single Track between U. P. Transfer and M. P. 492.8; M. P. 491.9 and Pacific Jct.; Balfour and Red Oak.

Double Track between M. P. 492.8 and M. P. 491.9; Pacific Jct. and Balfour; Red Oak and Creston.

Automatic Block System in effect between U. P. Transfer and Balfour; Red Oak and Creston.

Rules D-251, D-252 and D-254 in effect between Pacific Jct. and Balfour; Red Oak and Creston.

Centralized Traffic Control in effect between Balfour and Red Oak.

No train order signal Omaha, Council Bluffs, Pacific Jct. and Creston. Conductors and Enginemen must have Clearance Form A.

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

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

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

At Pacific Jct. yardmaster will handle and be responsible for main track crossover switches located east of depot and switches of the northeast leg of wye for passenger trains.

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

Local Extra leaves Red Oak 5:30 p. m. daily except Sunday, for Creston and will carry passengers.

No. 2 will stop at Stanton and Prescott to discharge revenue passengers from beyond Red Oak.

No. 12 will stop at Red Oak to discharge revenue passengers from Council Bluffs or beyond and to receive revenue passengers for Chicago.

Freight Trains (Information Only)

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 61. EFFECTIVE FEBRUARY 2, 1941.

WESTWARD						STATIONS	EASTWARD						
			Daily Freight	Daily Mdse.	Daily Mdse.	Daily Freight		Daily Meat	Daily Fruit	Daily Fruit	Daily Ex. Sunday Meat		
			73	61	67	71		74	68	62	70		
			A.M. L 4.00	A.M. L 4.30	P.M. L 5.00	P.M. L 7.45	WATERMAN	P.M. A10.15	P.M. A 4.00	P.M. A 6.30	A.M. A 5.30		
			6.00						P.M.				
			6.45				BURLINGTON						
			9.00 P.M.	9.15	8.45	A 3.45 A.M.		6.15	11.45	3.15	1.30		
			5.30 A.M.	9.45 P.M.	9.15 A.M.		OTTUMWA	5.15	11.15	3.00 P.M.	1.15 A.M.		
			12.30	2.45	1.15			12.45 P.M.	7.00	11.55	9.30		
			1.00	3.00	1.45		CRESTON	7.00	6.30	11.40	9.10		
			6.00		A 4.35 A.M.			3.00	3.30	9.30	6.45		
			7.15	6.20			PACIFIC JCT	2.45	3.10	8.45	5.00		
			A 8.10 A.M.	A 7.30 P.M.			COUNCIL BLUFFS	L 2.15 A.M.	L 2.30 A.M.	L 8.15 A.M.	L 4.30 P.M.		

Burlington and Washington—Sub-division

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 61. EFFECTIVE FEBRUARY 2, 1941.

WESTWARD SECOND CLASS						STATIONS				EASTWARD SECOND CLASS					
			Daily Ex. Sunday Mixed	Signs	Distance from Burlington		Distance from Washington	Capacity of Other Tracks	Office Open Week Days	Daily Ex. Sunday Mixed					
			23							22					
			A.M. L 7.20	B.C.K.O. R.T.W.Yd.		BURLINGTON	52.5	Yard	Continuous	P.M. A 2.55					
Trains between Burlington and Mediapolis are governed by rules and time table of C. R. I. & P. R. R.															
			s 8.25	R.	15.4	MEDIAPOLIS	37.1	29	6:45 a.m. to 4:45 p.m.	s 2.10					
			s 8.40		20.6	5.2 ROSCOE	31.9	28	No Office	s 1.30					
			s 8.50		23.9	3.3 YARMOUTH	28.6	29	No Office	s 1.15					
			s 9.05		28.3	4.4 MT. UNION	24.2	20	8:00 a.m. to 5:00 p.m.	s 1.00					
					32.9	4.6 M. & St. L. Crossing (Grade)	19.6								
			s 9.45	W.	34.0	1.1 WINFIELD	18.5	51	8:30 a.m. to 5:30 p.m.	s12.35					
			s10.00		38.7	4.7 WYMAN	13.8	15	No Office	s12.15					
			s10.15		42.4	3.7 CRAWFORDSVILLE	10.1	20	8:30 a.m. to 5:30 p.m.	s12.01 P.M.					
			s10.25		47.0	4.6 HAVRE	5.5	8	No Office	s11.45					
			A10.45 A.M.	R.Y.	52.5	5.5 WASHINGTON		27	8:30 a.m. to 5:30 p.m.	L11.30 A.M.					
			Daily Ex. Sunday							Daily Ex. Sunday					
			3:25 15.4			SCHEDULE TIME AVERAGE MILES AN HOUR				3:25 15.6					

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, Winfield 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.

Ft. Madison and Birmingham—Sub-division

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 61. EFFECTIVE FEBRUARY 2, 1941.

WESTWARD SECOND CLASS	Signs	Distance from Fort Madison	STATIONS	Distance from Birmingham	Capacity of Other Tracks	Office Open Week Days	EASTWARD SECOND CLASS
Daily Ex. Sunday Mixed 97							Daily Ex. Sunday Mixed 98
A.M. L 8.15	B.C.R.T. W.Yd.		.....FORT MADISON.....	41.2	Yard	6:35 a.m. to 10:35 p.m	P.M. A 3.15
			5.8				
s 8.45		5.8	.....SAWYER.....	35.4	13	No Office	s 2.45
			5.5				
s 9.10		11.3	.....WEST POINT.....	29.9	26	8:00 a.m. to 5:00 p.m.	s 2.28
			5.7				
s 9.30		17.0	.....PILOT GROVE.....	24.2	8	8:30 a.m. to 5:30 p.m.	s 2.10
			3.7				
s10.50	R.Yd.	20.7	.....MERTENSVILLE.....	20.5	8	No Office	s 1.55
			2.5				
s11.00		23.2	.....COTTONWOOD.....	18.0	11	No Office	s 1.45
			4.9				
s11.18		28.1	.....HILLSBORO.....	13.1	24	8:30 a.m. to 5:30 p.m.	s 1.25
			6.6				
s11.45 P.M.		34.7	.....STOCKPORT.....	6.5	22	8:00 a.m. to 5:00 p.m.	s12.55
			6.5				
A12.15 P.M.	R.Y.	41.2	.....BIRMINGHAM.....		22	No Office	L12.30 P.M.
Daily Ex. Sunday							Daily Ex. Sunday
4:00 10.3			.....SCHEDULE TIME..... .....AVERAGE MILES AN HOUR.....				2:45 15.0

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.

Manual Block System—Rule 318-B in effect.

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

Rule 907 in effect.

Spur track M. P. 3.80, switch on west end, capacity 9 cars.

Normal position of switch at Mertensville will be for Salem spur.

Spur track Mertensville to Hamill, 1 mile south.

Spur track Mertensville to Salem, 5.8 miles north.

Yard limits extend Mertensville to Hamill and Mertensville to Salem; Rule 908 in effect.

No. 97 will serve Hamill at 9:45 a. m., Houghton at 9:55 a. m. and Salem at 10:15 a. m. daily except Sunday.

Salem office open 8:30 a. m. to 5:30 p. m. daily except Sunday.

No office at Hamill and Houghton.

Sundays: Ft. Madison open 6:35 a. m. to 10:35 p. m.; other offices closed.

Albia and Des Moines—Sub-division

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 61. EFFECTIVE FEBRUARY 2, 1941.

WESTWARD											EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days	Signs	Distance from Albia	STATIONS	Distance from Des Moines	Capacity of Siding	Other Tracks	Office Open Sundays	FIRST CLASS		SECOND CLASS	
Daily M.& St.L. Freight	Daily Ex. Saturday Freight	Daily Passenger	Daily Passenger									Daily Passenger	Daily Passenger	Daily Ex. Sunday Freight	Daily M.& St. L. Freight
895	81	27	179									178	28	82	894
	P.M. L10.15	A.M. L 9.20	P.M. L 6.30	Continuous	K.R.T. Yd.	0	....ALBIA....	68.0	Yard	Yard	Continuous	A.M. A11.20	P.M. A 8.35	P.M. A 5.55	
Trains between Albia and Tracy are governed by rules and time table of Wabash Railway.															
P.M. L 3.55	11.35	s 9.54	s 7.05	8:30 a.m. to 12:30 a.m	R.	19.4	....TRACY....	48.6		37	8:30 a.m. to 12:30 a.m	s10.42	s 7.58	4.35	P.M. A10.20
4.04	11.47	s10.00	s 7.11	No Office		3.7 / 23.1	....HARVEY....	44.9		26	No Office	s10.34	s 7.50	4.15	10.11
4.10	11.57	f10.03	f 7.15	No Office		1.8 / 24.9	....DURHAM....	43.1		19	No Office	f10.31	f 7.46	**4.10**	10.07
4.16	A.M. 12.09	f10.08	f 7.20	No Office		3.5 / 28.4	....FLAGLER....	39.6		26	No Office	f10.25	f 7.41	4.00	10.00
4.29	1.05	s**10.18**	s **7.34**	7:00 a.m. to 11:00 p.m	W.	4.7 / 33.1	....KNOXVILLE....	34.9		118	8:30 a.m. to 10:30 a.m 6:00 p.m. to 8:00 p.m.	s**10.18**	s **7.34**	3.45	9.50
				No Office		0.5 / 33.6	...U. S. HOSPITAL SPUR...	34.4		19	No Office				
4.38	1.20	f10.26	f 7.40	No Office		3.5 / 37.1	....DONNELLEY....	30.9		23	No Office	f10.06	f 7.24	3.10	9.39
4.51	1.40	s10.40	s 7.51	8:30 a.m. to 5:30 p.m.		6.1 / 43.2	....PLEASANTVILLE....	24.8	43	35	6:30 p.m. to 8:30 p.m.	s 9.58	s 7.16	2.55	9.26
5.05	1.55	s10.51	s 8.00	No Office		5.9 / 49.1	....SWAN....	18.9		25	No Office	s 9.44	s 7.04	2.30	9.11
5.14	2.06	f10.58	f 8.07	No Office		4.3 / 53.4	....FORD....	14.6		23	No Office	f 9.37	f 6.57	2.20	9.01
5.22	2.16	f11.05	f 8.14	No Office		3.7 / 57.1	....CLARKSON....	10.9		31	No Office	f 9.32	f 6.52	2.10	8.53
5.32	2.27	f11.12	f 8.21	No Office		4.8 / 61.9	....LEVEY....	6.1		11	No Office	f 9.26	f 6.46	1.55	8.43
				No Office		0.7 / 62.6	**Iowa Power and Light Co. Spur**	5.4		50	No Office				
						3.1 / 65.7	**C. R. I. & P. Cross'g (Interlocked)**	2.3							
5.42	2.37	11.22	8.28	No Office	R.	0.5 / 66.2	....EAST D. M. U. JCT....	1.8			No Office	9.20	6.40	1.40	8.30
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							
						0.1 / 66.4	.C. R. I. & P. Crossing (Grade).	1.6							
						0.1 / 66.5	.C. R. I. & P. Crossing (Grade).	1.5							
						0.2 / 66.7	.. C. G. W Crossing (Grade) ..	1.3							
		s11.30	s 8.35	No Office		0.6 / 67.3	....EAST DES MOINES....	0.7	Yard	Yard	No Office	s 9.15	s 6.35		
A 6.05 P.M.	A 3.30 A.M.	A11.35 A.M.	A 8.40 P.M.	6:30 a.m. to 10:30 p.m	B.C.K. O.R.T. W.Yd.	0.7 / 68.0	.....DES MOINES.....		Yard	Yard	8:00 a.m. to 10:00 a.m 6:00 p.m. to 9:00 p.m.	L 9.10 A.M.	L 6.30 P.M.	L 1.30 P.M.	L 8.15 P.M.
Daily	Daily Ex. Sunday	Daily	Daily									Daily	Daily	Daily Ex. Sunday	Daily
2:10 22.4	5:15 13.0	2:15 30.2	2:10 31.3				.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....					2:10 31.0	2:05 32.6	4:25 15.4	2:05 23.3

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 Tracy for westward trains.

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

No train order signal Tracy and Des Moines. Conductors and Enginemen must have Clearance Form A when operator on duty.

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

Two storage tracks at M. P. 62.50, capacity of each, 50 cars.

O engines must not be operated over bridge 67.43.

Des Moines and Osceola—Sub-division

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 61. EFFECTIVE FEBRUARY 2, 1941.

SOUTHWARD									NORTHWARD			
SECOND CLASS	FIRST CLASS								FIRST CLASS			SECOND CLASS
Daily Ex. Sunday Freight		Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Signs	Distance from Des Moines	STATIONS	Distance from Osceola	Capacity of Other Tracks	Office Open Week Days	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger		Daily Ex. Monday Way Frt.
75		35	37							36	38		76
P.M. L 7.15		A.M. L 8.40	P.M. L 5.00	B.C.K. O.R.T. W.Yd.		.....DES MOINES.....	57.2	Yard	6:30 a.m. to 10:30 p.m.	P.M. A 1.45	P.M. A11.20		A.M. A 3.35
Trains between West D. M. U. Jct. and Des Moines Union Station are governed by rules and time table of Des Moines Union Railway.													
					0.7								
7.20		8.44	5.04		0.7	....WEST D. M. U. JCT.....	56.5		No Office	1.40	11.15		3.15
7.25		8.46	5.06		0.4 1.1	.....BRIDGE JCT.....	56.1		No Office	1.38	11.13		3.10
Trains between Bridge Jct. and Burch are governed by rules and time table of C. G. W. R. R.													
					2.9								
7.35		f 8.52	f 5.12		4.0	.....BURCH.....	53.2		No Office	f 1.30	f11.06		3.00
7.55		s 9.07	s 5.26		6.7 10.7	.....NORWALK.....	46.5	34	No Office	s 1.16	f10.54		2.40
8.15		s 9.19	s 5.37		6.4 17.1	.....PROLE.....	40.1	14	No Office	s 1.05	f10.44		2.20
8.24		s 9.25	s 5.42		2.7 19.8	.....MARTENSDALE..... C. R. I. & P. Crossing (Grade).	37.4	3	No Office	s12.59	f10.40		2.10
8.32		s 9.31	s 5.48		2.2 22.0	.....WICK.....	35.2	16	No Office	s12.54	f10.36		2.00
8.45		s 9.41	s 5.56		2.7 24.7	.....ST. MARYS.....	32.5	10	No Office	s12.49	f10.31		1.50
9.00		s 9.50	s 6.04	W.	4.1 28.8	.....ST. CHARLES.....	28.4	15	8:30 a.m. to 5:30 p.m.	s12.41	s10.24		1.35
9.20		s10.05	s 6.18		6.9 35.7	.....TRURO.....	21.5	22	8:30 a.m. to 5:30 p.m.	s12.29	s10.12		1.10
9.55		s10.22	s 6.34		10.0 45.7	.....NEW VIRGINIA.....	11.5	21	No Office	s12.11	s 9.55		12.40
10.10		s10.31	s 6.42		4.4 50.1	.....JAMISON.....	7.1	6	No Office	s12.02	f 9.47		12.25
A10.30 P.M.		A10.45 A.M.	A 6.55 P.M.	R.W.Y. Yd.	7.1 57.2	.....OSCEOLA.....		Yard	Continuous	P.M. L11.50 A.M.	L 9.35 P.M.		L12.01 A.M.
Daily Ex. Sunday		Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday		Daily Ex. Monday
3:15 17.6		2:05 27.5	1:55 29.8			.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....				1:55 30.1	1:45 32.5		3:34 16.0

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 Des Moines and Osceola. Conductors and Enginemen must have Clearance Form A when operator on duty.

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

Indianola Jct. and Indianola—Sub-division

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 61. EFFECTIVE FEBRUARY 2, 1941.

NORTHWARD SECOND CLASS				SOUTHWARD SECOND CLASS
Daily Ex. Sunday Mixed	Signs	Distance from Chariton	STATIONS	Distance from Indianola	Capacity of Other Tracks	Office Open Week Days	Daily Ex. Sunday Mixed
65							66
A.M. L 7.25		2.8	INDIANOLA JCT	30.4		No Office	A.M. A10.45
		4.4					
s 7.35		7.2	OAKLEY	26.0	26	No Office	s10.35
		6.6					
s 7.55		13.8	LACONA	19.4	22	7:45 a.m. to 4:45 p.m.	s10.10
		8.0					
s 8.25		21.8	MILO	11.4	24	8:00 a.m. to 5:00 p.m.	s 9.45
		6.1					
s 8.40		27.9	ACKWORTH	5.3	12	No Office	s 9.30
		5.3					
A 8.55 A.M.	R.Y.	33.2	INDIANOLA		30	8:00 a.m. to 5:00 p.m.	L 9.15 A.M.
Daily Ex. Sunday							Daily Ex. Sunday
1:30 20.2			SCHEDULE TIME AVERAGE MILES AN HOUR				1:30 20.2

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Manual Block System—Rule 318-B in effect.

Rule 907 in effect.

Train register at Chariton.

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

No offices open Sundays.

Creston and Cumberland—Sub-division

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 61. EFFECTIVE FEBRUARY 2, 1941.

NORTHWARD SECOND CLASS				SOUTHWARD SECOND CLASS
Daily Ex. Sunday Mixed	Signs	Distance from Creston	STATIONS	Distance from Cumberland	Capacity of Other Tracks	Office Open Week Days	Daily Ex. Sunday Mixed
97							96
A.M. L 9.45	B.C.K.O. R.T.W. Y.Yd.		CRESTON	47.2	Yard	Continuous	P.M. A 5.00
		7.7					
f10.05		7.7	SPAULDING	39.5	17	No Office	f 4.35
		4.9					
s10.25		12.6	ORIENT	34.6	24	8:15 a.m. to 5:15 p.m.	s 4.15
		8.7					
s11.00		21.3	GREENFIELD	25.9	38	8:15 a.m. to 5:15 p.m.	s 3.45
		7.8					
s11.30		29.1	FONTANELLE	18.1	43	8:00 a.m. to 5:00 p.m.	s 3.15
— P.M. —		6.5					
s12.01		35.6	BRIDGEWATER	11.6	22	8:00 a.m. to 5:00 p.m.	s 2.45
		5.7					
s12.30	W.	41.3	MASSENA	5.9	56	8:00 a.m. to 5:00 p.m.	s 2.30
		5.9					
A12.50 P.M.	R.T.	47.2	CUMBERLAND		32	8:00 a.m. to 5:00 p.m.	L 2.05 P.M.
Daily Ex. Sunday							Daily Ex. Sunday
3:05 15.3			SCHEDULE TIME AVERAGE MILES AN HOUR				2:55 16.2

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.

Red Oak and Hamburg—Sub-division

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 61. EFFECTIVE FEBRUARY 2, 1941.

SOUTHWARD — SECOND CLASS										NORTHWARD — SECOND CLASS				
Daily Ex. Sunday Mixed	Daily Ex. Sunday Freight	Sunday Only Mixed	Daily Ex. Sunday Mixed	Signs	Distance from Red Oak	STATIONS	Distance from Nebraska City	Capacity of Other Tracks	Office Open Week Days	Daily Ex. Sunday Mixed	Daily Ex. Sunday Freight	Sunday Only Mixed	Daily Ex. Sunday Mixed	
101	99	105	103							104	98	106	102	
A.M. L 7.07	A.M. L 8.00	A.M. L 8.30	P.M. L 1.30	B.C.K.O. R.T.W. Y.Yd.		RED OAK	52.0	Yard	Continuous	P.M. A12.20	P.M. A 4.00	P.M. A 5.30	P.M. A 7.20	
					6.6									
s 7.19	s 8.20	s 8.42	s 1.46		6.6	COBURG	45.4	24	No Office	s12.02 P.M.	s 3.40	s 5.18	s 7.08	
					6.3									
s 7.30	s 8.40	s 8.53	s 2.00		12.9	ESSEX	39.1	24	7:00 a.m. to 4:00 p.m.	s11.50	s 3.20	s 5.06	s 6.56	
					5.3									
					18.2	Wabash Crossing (Grade)	33.8							
					0.6									
s 7.44	A 9.00 A.M.	s 9.08	s 2.20	O.T.W. Yd.	18.8	SHENANDOAH	33.2	Yard	8:15 a.m. to 5:15 p.m. 6:30 p.m. to 7:10 p.m.	s11.30	L 3.00 P.M.	s 4.52	s 6.42	
					6.4									
s 7.57		s 9.21	s 2.35		25.2	FARRAGUT	26.8	31	7:30 a.m. to 4:30 p.m.	s11.15		s 4.37	s 6.27	
					5.1									
s 8.07		s 9.31	s 2.50		30.3	RIVERTON	21.7	42	7:30 a.m. to 4:30 p.m.	s11.00		s 4.27	s 6.17	
					8.8									
A 8.22 A.M.		A 9.45 A.M.	A 3.15 P.M.	B.C.R.W. Y.Yd.	39.1	HAMBURG	12.9	67	Continuous	L10.45 A.M.		L 4.10 P.M.	L 6.02 P.M.	
Daily Ex. Sunday	Daily Ex. Sunday	Sunday Only	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday	Sunday Only	Daily Ex. Sunday	
1:15 31.3	1:00 18.9	1:15 31.3	1:45 22.3			SCHEDULE TIME AVERAGE MILES AN HOUR				1:35 24.8	1:00 18.9	1:20 29:4	1:18 30.1	

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 Red Oak and Hamburg. Conductors and Enginemen must have Clearance Form A when operator on duty.

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

Red Oak and Griswold—Sub-division

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 61. EFFECTIVE FEBRUARY 2, 1941.

NORTHWARD — SECOND CLASS									SOUTHWARD — SECOND CLASS				
Daily Ex. Sunday Mixed				Signs	Distance from Red Oak	STATIONS	Distance from Griswold	Capacity of Other Tracks	Office Open Week Days	Daily Ex. Sunday Mixed				
93										94				
P.M. L 1.00				B.C.K.O. R.T.W. Y.Yd.		RED OAK	18.9	Yard	Continuous	P.M. A 4.00				
					8.1									
s 1.35					8.1	STENNETT	10.8	12	No Office	s 3.30				
					4.7									
s 2.05					12.8	ELLIOTT	6.1	33	8:00 a.m. to 5:00 p.m.	s 3.15				
					6.1									
A 2.30 P.M.				R.T.	18.9	GRISWOLD		50	8:00 a.m. to 5:00 p.m.	L 2.50 P.M.				
Daily Ex. Sunday										Daily Ex. Sunday				
1:30 12.8						SCHEDULE TIME AVERAGE MILES AN HOUR				1:10 18.2				

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 Red Oak and Griswold. Conductors and Enginemen must have Clearance Form A when operator on duty.

Sundays: Red Oak office continuous; other offices closed.

Hastings and Sidney—Sub-division

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 61. EFFECTIVE FEBRUARY 2, 1941.

SOUTHWARD SECOND CLASS				NORTHWARD SECOND CLASS
Monday Wednesday and Fri. Mixed				Monday Wednesday and Fri. Mixed
82	Signs	Distance from Hastings	STATIONS	83
A.M. L 9.50	C.R.W.Y.		HASTINGS	P.M. A12.20
		3.2		
		3.2	Wabash Crossing (Grade)	
		2.5		
f10.05		5.7	CLARK	f12.05
		5.6		P.M.
s10.25		11.3	RANDOLPH	s11.55
		5.5		
f10.45		16.8	ANDERSON	f11.35
		4.2		
A11.00 A.M.	R.T.	21.0	SIDNEY	L11.20 A.M.
Monday Wednesday and Fri.				Monday Wednesday and Fri.
1:10 17.0			SCHEDULE TIME AVERAGE MILES AN HOUR	1:00 21.0

Distance from Sidney	Capacity of Other Tracks	Office Open Week Days
21.0	28	7:30 a.m. to 4:30 p.m.
17.8		
15.3	12	No Office
9.7	33	8:00 a.m. to 5:00 p.m.
4.2	20	No Office
	24	8:30 a.m. to 5:30 p.m.

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.

Hastings and Carson—Sub-division

OTTUMWA AND CRESTON DIVISIONS. TIME TABLE No. 61. EFFECTIVE FEBRUARY 2, 1941.

NORTHWARD SECOND CLASS				SOUTHWARD SECOND CLASS
Tuesday Thursday and Sat. Mixed				Tuesday Thursday and Sat. Mixed
85	Signs	Distance from Hastings	STATIONS	86
A.M. L11.30	C.R.W.Y.		HASTINGS	P.M. A 2.00
		5.4		
f11.45		5.4	ETTA	f 1.45
P.M.		3.9		
s12.05		9.3	HENDERSON	s 1.35
		3.8		
s12.25		13.1	MACEDONIA	s 1.20
		3.1		
A12.45 P.M.	W.R.T.	16.2	CARSON	L 1.05 P.M.
Tuesday Thursday and Sat.				Tuesday Thursday and Sat.
1:15 12.9			SCHEDULE TIME AVERAGE MILES AN HOUR	0:55 17.6

Distance from Carson	Capacity of Other Tracks	Office Open Week Days
16.2	28	7:30 a.m. to 4:30 p.m.
10.8		No Office
6.9	19	8:00 a.m. to 5:00 p.m.
3.1	21	8:00 a.m. to 5:00 p.m.
	65	8:00 a.m. to 5:00 p.m.

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 Hastings and Carson. Conductors and Enginemen must have Clearance Form A when operator on duty.

No offices open Sundays.

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 must approach all hazardous road crossings where view is obscured prepared to stop, and when advised by train dispatcher that maintenance men have no advice of the movement, also when making movement against the current of traffic, must run at restricted speed on curves and where view is obscured 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 50 miles an hour. On branch lines when steam is substituted for motor service speed must be reduced 10 miles an hour below authorized speed for motor trains.

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

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 sub-division maximum speeds are less, they will govern.

Zephyr-type trains and Gas or Diesel-electric motor trains and engines must not be run over inundated tracks if the water is more than five inches above top of rail; and when operating through water speed must not exceed six miles an hour.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUB-DIVISIONS		
B, S-4 or S-4-A engines with drivers blocked up	40	40
O-5, 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
On sidings and through main track crossovers, unless otherwise specified	15	15
Through other crossovers, unless otherwise specified	10	10
Steam derricks, pile drivers, clamshells or similar equipment:		
Main line	.....	30
Branch line	.....	15
(See special instructions 9).		
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
GALESBURG AND OTTUMWA SUB-DIVISION		
Maximum speed	65	50
Stock and time freight trains, O-5 and O-5-A engines	.....	60
Stock and time freight trains, M-4-A engines	.....	55
Between Illinois Jct. and Burlington passenger depot	20	20
M-4-A engines over Bridge 204.66	15	15
Main track crossovers and turnouts, Wood Tower	10	10
Engines over Main Street, Burlington	5	5
Trains after engine passes Main Street, Burlington	12	12
Engines must approach all street crossings, Burlington, at restricted speed	.....	.....
Westward track between Burlington and West Burlington	30	30
Engines through Monmouth, Mt. Pleasant and Fairfield	20	20
Eastward track on first three curves east of M. P. 209	50	50
Light engines and single unit motor cars over highway crossing, M. P. 269.90	15	15
Both tracks between M. P. 276.90 and M. P. 277.25	35	35
Between Iowa Avenue Ottumwa and Lawler Tower	20	20
S-4, S-4-A, O-5, O-5-A or M engines on westward siding West Burlington, both sidings New London and siding, Agency City	5	5
Engines running backward	20	20
OTTUMWA AND CRESTON SUB-DIVISION		
Maximum speed	65	50
Stock and time freight trains, O-5 and O-5-A engines	.....	60
Stock and time freight trains, M-4-A engines	.....	55
Between Iowa Avenue Ottumwa and Lawler Tower	20	20
O-5 or O-5-A engines double-headed over Bridge 284.12	15	15
M-4-A engines over Bridge 284.12	15	15
Both tracks, M. P. 287.36, M. P. 288.44 and M. P. 289.80	60	.....
Eastward track, between M. P. 301.90 and M. P. 308.00	45	45
East crossover, Maxon	25	25
West crossover, Maxon	40	40
Westward track, M. P. 303.60 to M. P. 304.40, engines	20	20
Westward track, M. P. 306.40 to M. P. 307	55	45
East crossover, Halpin	25	25
West crossover, Halpin	40	40
Both tracks, between M. P. 316.50 and M. P. 317	60	.....
Both tracks, M. P. 321.91 and M. P. 322.48	60	.....
Both tracks, between M. P. 334 and M. P. 334.50	20	20
Westward track between M. P. 338.75 and M. P. 340	40	30
Crossover, Shannon	40	40
Eastward track, M. P. 351.82 and M. P. 352.54	60	.....
Engines over Main Street, Osceola	15	15
Between coal chute and New York Avenue, Creston	15	15
Engines running backward	20	20
CRESTON AND OMAHA SUB-DIVISION		
Maximum speed	65	50
Stock and time freight trains, O-5 and O-5-A engines	.....	60
Stock and time freight trains, M-4-A engines	.....	55
Between coal chute and New York Avenue, Creston	15	15

SPEED RESTRICTIONS—Continued.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
CRESTON AND OMAHA SUB-DIVISION —Concluded		
S-4, S-4-A, O-5, O-5-A or M engines on eastward siding, Prescott	5	5
Light engines and single unit motor cars over Main Street crossing, Prescott	20	20
Light engines and single unit motor cars over highway crossing, M. P. 423.08	20	20
Turnout, end of double track, Red Oak	40	40
West crossover, Red Oak	25	25
Both ends of sidings, McPherson, Emerson, Hastings and Malvern	25	25
Engines on public crossings on sidings, Emerson and Hastings	10	10
Turnout, end of double track, Balfour	40	40
500 feet from railroad crossing, Pacific Jct.	15	15
Spring switch, east end of Pacific Jct. yard:		
Trailing movement through switch	15	15
Facing point movement	25	25
Crossover at east switch of northeast wye, Pacific Jct.	15	15
Northeast wye, Pacific Jct.	25	25
On curve between M. P. 487.65 and M. P. 488.10	50	50
M. P. 490.60	50	.....
Eastward trains between M. P. 492 and M. P. 491.4	20	20
Over Wabash crossing, Council Bluffs, automatic interlocked:		
Main track	25	25
Freight track	Stop	Stop
Between east end of curve at Council Bluffs depot and U. P. Transfer	15	15
East end of U. P. yard, and through passenger yard, Omaha	10	10
Engines running backward	20	20
BURLINGTON AND WASHINGTON SUB-DIVISION		
Maximum speed:		
Mediapolis to Winfield	30	30
Winfield to Washington	25	25
R engines	25	25
Highway crossings, M. P. 15.93 and north switch, Crawfordsville	5	5
On curve between M. P. 42.50 and M. P. 43.50	15	15
Engines running backward	10	10
Loaded tank cars	.....	20
FT. MADISON AND BIRMINGHAM SUB-DIVISION		
Maximum speed	25	25
D, E, F, G and H Avenues, Ft. Madison, protect movement	Stop	Stop
On curves between M. P. 1 and M. P. 3.20	10	10
Between M. P. 29.50 and M. P. 31.50	20	20
Engines running backward	10	10
Loaded tank cars	.....	20

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALBIA AND DES MOINES SUB-DIVISION		
Maximum speed	40	30
First street crossing east of Tracy depot	5	5
Street crossing, east end of Knoxville passenger depot	5	5
Highway crossing, M. P. 33.19	10	10
Westward trains, M. P. 46.90 to M. P. 47.44	30	20
Between M. P. 52 and M. P. 52.30	20	20
R engines and M. & St. L., H 2-38 engines over Bridge 62.08 and Bridge 67.43	20	20
when double-headed	10	10
18th Street, East D. M. U. Jct. Freight trains protect movement	5	Stop
Between East D. M. U. Jct., and Scott Street, Des Moines	.....	10
East Sixth Street, Des Moines freight yard	.....	5
Engines running backward between Tracy and Iowa Power and Light Company spur	15	15
Engines running backward between Iowa Power and Light Company spur and Des Moines	20	20
Loaded tank cars	.....	25
DES MOINES AND OSCEOLA SUB-DIVISION		
Maximum speed	35	25
Around all curves unless otherwise indicated	.....	20
Around curves, M. P. 7.50, M. P. 8.50 northward only, M. P. 16.25, M. P. 23.90 to M. P. 22.25 northward only, M. P. 29.00, M. P. 32.50, M. P. 37.75, M. P. 38.50, M. P. 40.90, M. P. 43.25	30	15
Second street crossing south of St. Charles depot	5	5
Between station switch limits, Truro	10	10
Osceola yard	10	10
Engines running backward	10	10
Loaded tank cars	.....	20
INDIANOLA JCT. AND INDIANOLA SUB-DIVISION		
Maximum speed	25	25
Engines running backward	10	10
Loaded tank cars	.....	20
CRESTON AND CUMBERLAND SUB-DIVISION		
Maximum speed	25	25
Between M. P. 21 and M. P. 23	20	20
Highway crossing, M. P. 42.95, southward trains	5	5
Engines running backward	10	10
Loaded tank cars	.....	20

SPEED RESTRICTIONS—Continued.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
RED OAK AND HAMBURG SUB-DIVISION		
Maximum speed	40	30
R engines	25	25
Around curves between M. P. 1 and M. P. 2.40	30	.....
R-5 and lighter engines between Red Oak passenger depot and foot of incline	15	15
Heavier than R-5 engines between Red Oak passenger depot and foot of incline	10	10
R and S engines between switch at foot of incline and M. P. 2	15	15
Sheridan and Thomas Avenues, Shenandoah. Freight trains protect movement	5	Stop
S-1, S-2, R-4 and R-5 engines over Bridge 35.96	10	10
S-3 engines over Bridge 35.96	5	5
E Street, Hamburg, protect movement	Stop	Stop
Engines running backward	10	10
Loaded tank cars	.....	20
RED OAK AND GRISWOLD SUB-DIVISION		
Maximum speed	25	25
Highway crossings M. P. 1.37, M. P. 3.50, M. P. 7.28 and M. P. 7.32	5	5
Between M. P. 7.75 and M. P. 8.75	15	15
Engines running backward	10	10
Loaded tank cars	.....	20
Loaded coal cars of 100,000 capacity	.....	20
HASTINGS AND SIDNEY SUB-DIVISION		
Maximum Speed	25	25
Engines running backward	10	10
Loaded tank cars	.....	20
Loaded coal cars of 100,000 capacity	.....	20
HASTINGS AND CARSON SUB-DIVISION		
Maximum speed	25	25
Highway crossings, M. P. 1.25 and M. P. 3.25	5	5
Engines running backward	10	10
Loaded tank cars	.....	20
Loaded coal cars of 100,000 capacity	.....	20

SPEED OF TRAINS:

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	55	1	5
10	6	0	60	1	0
15	4	0	65	0	55
20	3	0	70	0	51
25	2	24	75	0	48
30	2	0	80	0	45
35	1	43	85	0	42
40	1	30	90	0	40
45	1	20	95	0	38
50	1	12	100	0	36

SPECIAL INSTRUCTIONS GOVERNING TRAINS OPERATING ON SCHEDULES NOS. 1, 10, 11, 12, 20, 21, 39 and 40 HANDLED BY S-4, S-4-A, O-5-A OR DIESEL ENGINES.

1. When these trains consist entirely of Zephyr type lightweight equipment and are handled by S-4, S-4-A or Diesel engines they will be governed by the following speed restrictions.

2. When these trains have any standard equipment or when they are handled by O-5-A engines they will be governed by the following speed restrictions except must not exceed maximum speed of 80 miles an hour and must reduce speed 10 miles an hour below that designated for curves.

3. When these trains are handled by S-4, S-4-A, or O-5-A engines or when they have any standard equipment they must not exceed speed designated for other trains over track or bridges covered by slow order and through turnouts or crossovers.

S-4, S-4-A and O-5-A engines must not exceed:

75 miles an hour, both tracks, between M. P. 186.50 and M. P. 196.20.
60 miles an hour, both tracks, on curve M. P. 287.36.
70 miles an hour, eastward track, on curve M. P. 295.90.
30 miles an hour, between M. P. 474.50 and M. P. 475.50.

4. Triangle and banjo type roadway signals are located approximately 4000 feet from point of curve or point where zone speed changes, unless otherwise specified.

The triangle type signal with reflex letter "Z" thereon indicates zone territory, with maximum speed indicated by numerals thereon, which will govern until the next zone signal is reached. Where speed restrictions are required on curves within that zone the banjo type signal with reflex letter "C" and numerals thereon will indicate maximum speed permissible for that particular curve.

SPEED RESTRICTIONS—Concluded.

BETWEEN GALESBURG AND OMAHA

Westward M.P.H. Zone	Westward M.P.H. Other	Condition	M. P. Location	Eastward M.P.H. Zone	Eastward M.P.H. Other
30	....	.....	Galesburg to 163.00	30	....
90	....	.....	163.00 to 178.75	90	....
....	80	Curve	169.02	....	80
....	80	Curve	176.42	....	80
40	....	.....	178.75 to 179.50	40	....
90	....	.....	179.50 to 186.50	90	....
80	....	.....	186.50 to 191.00	80	....
90	....	.....	191.00 to 203.00	90	....
70	....	.....	203.00 to 204.00	70	....
30	....	.....	204.00 to 207.00	30	....
....	10	*Main Street	Burlington	....	10
50	....	.....	207.00 to 209.00	65	....
90	....	.....	209.00 to 233.00	90	....
80	....	.....	233.00 to 276.50	80	....
....	30	*	Mt. Pleasant	....	30
....	30	*	Fairfield	....	30
50	....	.....	276.50 to 279.00	50	....
30	....	.....	279.00 to 280.00	30	....
80	....	.....	280.00 to 287.00	80	....
65	....	.....	287.00 to 290.00	65	....
80	....	.....	290.00 to 295.00	....	....
70	....	.....	295.00 to 307.00	....	....
....	....	.....	290.00 to 301.90	80	....
....	40	*East Crossover	Maxon	....	40
....	50	*West Crossover	Maxon	....	50
....	30	*	Albia	....	30
....	40	Curve	304.30	....	....
80	....	.....	307.00 to 315.00	....	....
....	40	*East Crossover	Halpin	....	40
....	50	*West Crossover	Halpin	....	50
....	....	.....	301.90 to 308.00	50	....
....	....	.....	308.00 to 315.00	80	....
70	....	.....	315.00 to 321.50	70	....
....	65	Curve	316.78	....	65
60	....	.....	321.50 to 323.25	60	....
80	....	.....	323.25 to 338.75	....	....
....	40	Curve	333.90	....	40
....	40	Curve	334.20	....	40
....	30	*	Chariton	....	30
50	....	.....	338.75 to 340.00	....	....
80	....	.....	340.00 to 392.50	....	....
....	50	*Crossover	Shannon	....	50
....	....	Curve	351.82	....	65
....	....	Curve	352.54	....	65

BETWEEN GALESBURG AND OMAHA—Concluded

Westward M.P.H. Zone	Westward M.P.H. Other	Condition	M. P. Location	Eastward M.P.H. Zone	Eastward M.P.H. Other
....	30	*	Osceola	....	30
....	....	.....	323.25 to 392.50	80	....
30	....	.....	392.50 to 393.70	30	....
80	....	.....	393.70 to 444.00	80	....
....	....	*Turnout end of double track	Red Oak	....	50
90	....	.....	444.00 to 474.50	90	....
....	40	*Siding turnouts	McPherson	....	40
....	40	*Siding turnouts	Emerson	....	40
....	10	*Over public crossings on siding	Emerson	....	10
....	40	*Siding turnouts	Hastings	....	40
....	20	*Crossover at depot	Hastings	....	20
....	10	*Over public crossings on siding	Hastings	....	10
....	40	*Siding turnouts	Malvern	....	40
....	....	*Turnout	Balfour	....	50
40	....	.....	474.50 to 475.50	40	....
....	....	.....	Lines West 0.50 to 474.50	40	....
....	20	*Main track crossover at Northeast Wye	Pacific Jct.	....	20
....	15	*500 ft. from Railroad crossing	Pacific Jct.	....	15
80	....	.....	475.50 to 491.00	80	....
....	70	Curve	487.88	....	70
....	55	Curve	490.60	....	55
30	....	.....	491.00 to U. P. Transfer	30	....
....	15	*Trailing moves through spring switch west end of double track	Council Bluffs	....	....

*No Roadway signals.

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

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

SPECIAL INSTRUCTIONS.

Master Mechanic.....C. J. Dietrich, Galesburg
Assistant Master Mechanic.....E. W. Fritts, Galesburg
Trainmaster.....J. J. Ryan, Ottumwa
Terminal Trainmaster.....E. C. Hale, Burlington
Road Foreman.....D. E. Griswold, Ottumwa
Road Foreman.....W. A. Stauss, Creston
Chief Dispatcher.....E. A. Gustaveson, Ottumwa
Chief Dispatcher.....A. A. Thiehoff, Creston
Night Chief Dispatcher.....J. C. Starbuck, Ottumwa
Assistant Chief Dispatcher.....N. D. Blackburn, Creston

TRAIN DISPATCHERS—Ottumwa

A. L. Tullis O. A. French C. G. Conard
C. A. Walter C. W. Orbin E. C. Staley

TRAIN DISPATCHERS—Creston

L. B. Connett E. J. Supple W. N. Robbins J. E. Pace

1. Between Pacific Jct. and Council Bluffs, extra trains and yard engines must clear the time of No. 1, No. 11, No. 12, No. 20, No. 21, No. 39 and No. 40, ten minutes.

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 must advise dispatcher when no passengers or caretakers on their train.

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

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 at restricted speed.

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, first examining switches and derails in route 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.

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

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

Hannibal Division trains between Illinois Jct., Wood Tower, and Sixth Street, Burlington, will 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, and between M. P. 491.9 and M. P. 493.8, Council Bluffs, 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.

Engines must not occupy eastward main track on reverse curve just west of Market Street, Ottumwa, when Zephyr trains are using westward main track at this location.

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

O-2, O-3, O-5, O-5-A and M engines must not use south yard Osceola, or north supply track, Chariton.

At Mediapolis the switch connecting C. B. & Q. main track to C. R. I. & P. siding will be left set for C. B. & Q. 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.

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

Wabash and C. & N. W. crossings at Council Bluffs are protected by automatic interlocking signals. Normal indication of home signal is "Stop." Distant signal indicates restricted speed. When a train 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 may proceed over crossing under protection.

Trains operating between west end of double track, Council Bluffs, and east end of Yard at U. P. Transfer Station will be governed by automatic block signals. When signals indicate proceed, trains will proceed at restricted speed, regardless of superior trains. In case of failure and signals cannot be cleared, trains must move under flag protection as prescribed by Rule 99.

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

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

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

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

SPECIAL INSTRUCTIONS—Concluded.

When trains meet in Centralized Traffic Control territory and it is not necessary to stop for opposing trains, headlight will be dimmed instead of extinguished and opposing train may pass same and be governed by signal indication.

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

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

5. Freight trains will not display classification signals between Galesburg and Creston.

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

7. 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.

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

9. Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat or other open-top cars with booms connected and handled in freight or mixed 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.

When this equipment is moving in freight or mixed trains upon its own wheels, the boom must be disconnected and loaded so as to be entirely free of swinging features. Steam wrecking derricks and bridge derricks, having specially designed idler cars, are excepted from requirements of this rule.

10. 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.

11. 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.

12. 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.

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

14. 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.

15. When two or more engines are used on any train, the brakes must be operated from the leading engine; all other brake valves must be cut out. If the leading engine is detached enroute, for any reason, a test as outlined below must be made after the engine is recoupled.

The train must be recharged, then the train brakes must be applied and released; a trainman at the rear of the train must see that the brakes apply and release on the rear cars and that the brake pipe pressure is being restored on the caboose gauge before giving a proceed signal.

In case the following engine or engines are coupled immediately behind the first engine, the engineman on the first engine must assure himself that the brake valves on the following engine, or engines, are properly cut out before proceeding.

J. H. AYDELOTT,
General Manager, Chicago.

J. C. GRISINGER,
General Superintendent, Burlington.

C. J. CONNETT,
Superintendent, Ottumwa.

A. F McKELVIE,
Assistant Superintendent, Creston.

F. E. SPERRY,
General Superintendent of Transportation, Chicago.

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