

SURGEONS AND PHYSICIANS

Albia, Iowa.....	DR. F. N. BAY.....	Surgeon.
Burlington, Iowa.....	DR. F. G. OBER.....	Surgeon and Examiner.
Burlington, Iowa.....	DR. C. J. LOHMANN.....	Surgeon and Examiner.
Burlington, Iowa.....	DR. W. R. LEE.....	Eye Specialist.
Burlington, Iowa.....	DR. T. T. MAZUR.....	Surgeon and Examiner.
Burlington, Iowa.....	DR. G. J. PEARSON.....	Eye Specialist.
Burlington, Iowa.....	DR. J. L. SAAR.....	Surgeon.
Chariton, Iowa.....	DR. DEAN CURTIS.....	Surgeon.
Chariton, Iowa.....	DR. A. L. YOCUM.....	Surgeon and Examiner.
Ciarinda, Iowa.....	DR. N. M. JOHNSON.....	Surgeon and Examiner.
Corning, Iowa.....	DR. C. L. BAIN.....	Surgeon.
Council Bluffs, Iowa.....	DR. J. P. COGLEY.....	Surgeon.
Council Bluffs, Iowa.....	DR. I. J. HANSSMANN.....	Surgeon and Examiner.
Council Bluffs, Iowa.....	DR. L. R. MARTIN.....	Surgeon and Examiner.
Creston, Iowa.....	DR. J. A. LIKEN.....	Surgeon.
Creston, Iowa.....	DR. H. G. BEATTY.....	Surgeon and Examiner.
Creston, Iowa.....	DR. J. L. HOYT.....	Surgeon and Examiner.
Des Moines, Iowa.....	DR. D. N. GIBSON.....	Surgeon and Examiner.
Des Moines, Iowa.....	DR. F. W. FORDYCE.....	Surgeon.
Des Moines, Iowa.....	DR. G. S. MARQUIS.....	Eye Specialist.
Fairfield, Iowa.....	DR. L. D. JAMES.....	Surgeon.
Fort Madison, Iowa.....	DR. R. L. FEIGHTNER.....	Surgeon.
Fort Madison, Iowa.....	DR. H. T. WERNER.....	Surgeon and Examiner.
Galesburg, Ill.....	DR. B. W. COAN.....	Surgeon and Examiner.
Galesburg, Ill.....	DR. S. M. HANAUER.....	Surgeon.
Galesburg, Ill.....	DR. R. L. CANNON.....	Eye Specialist.
Galesburg, Ill.....	DR. G. K. SMART.....	Eye Specialist.
Glenwood, Iowa.....	DR. D. W. HARMON.....	Surgeon and Examiner.
Glenwood, Iowa.....	DR. W. A. DE YOUNG.....	Surgeon.
Hamburg, Iowa.....	DR. W. H. KERR.....	Surgeon.
Knoxville, Iowa.....	DR. D. A. MATER.....	Surgeon.
Mt. Pleasant, Iowa.....	DR. W. H. MEGORDON.....	Surgeon.
Monmouth, Ill.....	DR. H. G. EBERSOLE.....	Surgeon.
Osceola, Iowa.....	DR. C. R. HARKEN.....	Surgeon.
Ottumwa, Iowa.....	DR. WALTER E. HERRICK.....	Surgeon and Examiner.
Ottumwa, Iowa.....	DR. H. A. SPILMAN.....	Surgeon and Examiner.
Ottumwa, Iowa.....	DR. S. FOX.....	Surgeon.
Ottumwa, Iowa.....	DR. D. O. BOVENMYER.....	Eye Specialist.
Omaha, Neb.....	DR. G. B. WHITCOMB.....	Surgeon and Examiner.
Omaha, Neb.....	DR. H. H. DAVIS.....	Surgeon.
Omaha, Neb.....	DR. CALVIN DAVIS.....	Surgeon.
Omaha, Neb.....	DR. J. F. GROSS.....	Surgeon.
Omaha, Neb.....	DR. H. GIFFORD.....	Eye Specialist.
Omaha, Neb.....	DR. S. A. SWENSON.....	Surgeon.
Omaha, Neb.....	DR. R. D. VICKERY.....	Eye Specialist.
Omaha, Neb.....	DR. W. L. SUCHA.....	Consulting Surgeon.
Omaha, Neb.....	DR. C. E. WILSON.....	Surgeon and Examiner.
Omaha, Neb.....	DR. E. K. CONNORS.....	Surgeon and Examiner.
Red Oak, Iowa.....	DR. H. C. BASTRON.....	Surgeon and Examiner.
Shenandoah, Iowa.....	DR. E. J. GOTTSCH.....	Surgeon.
Sidney, Iowa.....	DR. R. S. LOVELADY.....	Surgeon.
Villisca, Iowa.....	DR. E. L. CROXDALE.....	Surgeon and Examiner.
Villisca, Iowa.....	DR. J. C. COOPER.....	Surgeon.

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

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

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

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

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE OF THE OTTUMWA AND CRESTON DIVISIONS

No.

92

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

SUNDAY, OCTOBER 26, 1958

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the Book of Rules of the Operating Department.

Galesburg to Ottumwa—Subdivision—Westward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 92.

EFFECTIVE OCTOBER 26, 1958

FIRST CLASS				Signs	STATIONS	Capacity of		Office Open Week Days, except Saturday	FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger			Siding	Other Tracks		Daily Passenger	Daily Passenger	Daily Mail
3	7	19	17						1	15	29
A. M. L 1.03	A. M. L 3.40	P. M. L 1.15	P. M. L 5.53	B.C.K.O.R. T.W.Y.Yd.	..GALESBURG (Interlocked).. 5.02 P.M.			Continuous	P. M. L 7.17	P. M. L 9.40	P. M. L 11.23
					.....WATERMAN..... 3.53 P.M.			Continuous			
					.....GRAHAM (Interlocked).... 3.18			No Office			
1.10	f 3.53	1.24	6.01		.....CAMERON..... 7.47		34	No Office	7.25	9.48	11.31
					M. & St. L. Cross'g (Interlocked) 0.15			No Office			
f 1.18	s 4.12	s 1.37	6.08	B.O.Y.Yd.	.....MONMOUTH..... 5.75	106		Continuous	7.33	s 10.00	11.39
	s 4.22				.....KIRKWOOD..... 5.72	63		7:15 a.m. to 4:15 p.m.			
	f 4.30				.....BIGGSVILLE..... 5.53	27		7:15 a.m. to 4:15 p.m.			
	f 4.40				.....GLADSTONE..... 6.35	131		No Office			
1.34	4.46	1.52	6.23		.....CONNETT..... 1.79			No Office	7.48	10.19	11.54
					.....ILLINOIS JCT..... 1.18			No Office			
s 2.00	s 4.55	s 2.12	s 6.38	B.C.K.O.R. T.W.Yd.	.....BURLINGTON..... 3.90			Continuous	s 7.59	A 10.25 P. M.	A 12.07 A. M.
	5.50				.....WEST BURLINGTON..... 3.18	79		8:00 a.m. to 5:00 p.m.			
	c 5.57			Y. Yd.	.....DAYMAN..... 2.22	26		No Office			
					.....MIDDLETOWN..... 3.61	12		No Office			
	s 6.10				.....DANVILLE..... 6.25	28		6:00 a.m. to 3:00 p.m.			
	s 6.20			C.W.	.....NEW LONDON..... 8.60	130	72	6:15 a.m. to 3:15 p.m.			
2.28	s 6.38	s 2.41	c 7.05		.....MT. PLEASANT..... 7.02	79	91	11:30 p.m. to 7:30 a.m. 8:45 a.m. to 4:45 p.m.	8.25		12.33
	c 6.42				.....ROME..... 3.54	11		No Office			
	s 6.50				.....LOCKRIDGE..... 5.35	100	22	No Office			
					.....BECKWITH..... 5.11	23		No Office			
2.50	s 7.11	s 3.05	c 7.25		.....FAIRFIELD..... 0.47	90	94	11:45 p.m. to 7:45 a.m. 8:30 a.m. to 4:30 p.m.	8.42		12.52
					TOWER 255 C. R. I. & P. Cross'g (Interlocked) 10.40			No Office			
	s 7.26				.....BATAVIA..... 7.30	58		No Office			
3.03	c 7.35	3.21	7.40		.....AGENCY CITY..... 6.22	7		No Office	8.54		1.03
A 3.13	A 7.44	A 3.30	A 7.49	B.C.K.O.R. T.W.Yd.	Wabash Crossing (Interlocked) OTTUMWA.			Continuous	A 9.04 P. M.		A 1.14 A. M.
2:10 54.3	4:04 28:0	2:15 52.2	1:58 60.7		.....SCHEDULE TIME.....				1:47 65.8	0:45 57.4	1:51 63.5
					.....AVERAGE MILES PER HOUR.....						

Two main tracks between Galesburg and Ottumwa, and between Waterman and Graham.

Automatic Block System in effect between Galesburg and Connett and between MP-206.55 and Ottumwa. Rules D-251, D-252, D-253 and D-254 in effect.

Centralized Traffic Control in effect between Waterman and Graham and between Connett and MP-206.55.

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

At Burlington Passenger station flashing type train order signal located on canopy between two main tracks governs all trains operating through Burlington except trains on which the train or engine crew changes. Trains Originating Burlington and trains on which train or engine crew changes must have Clearance Form A.

MONMOUTH:

O-1 or heavier engines must not use Southwest Wye or Patee track. Middle siding may be used by either eastward or westward trains as the way is seen to be clear.

To provide proper protection by automatic gates at Main and First Streets, when eastward trains are ready to depart, they must not exceed 10 M.P.H. until head end of train is over Main Street crossing.

Lone Tree spur, off eastward track, M. P. 199.69, capacity 4 cars.

No. 17 stop Mt. Pleasant and Fairfield to discharge revenue passengers from Chicago or to receive revenue passengers for Omaha and beyond.

No. 7 stop West Burlington, Rome and Agency City on advance request to receive revenue passengers and will stop to discharge revenue passengers.

(Concluded on page 3)

Ottumwa to Galesburg—Subdivision—Eastward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 92.

EFFECTIVE OCTOBER 26, 1958

FIRST CLASS				Mile Post Location	STATIONS	Capacity of Siding	Office Open Saturday and Sunday	FIRST CLASS					
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger					Daily Passenger	Daily Passenger	Daily Mail	Daily Passenger		
30	10	2		162.23	.. GALESBURG (Interlocked) .. <small>6.02 P.M.</small>		Continuous	18	6	14	8		
A 4:45	A 6:38	A 8:50			..... WATERMAN		Continuous	A 10:28	A 5:25	A 1:30	A 1:57		
4:34	6:27	8:43		168.25	..... GRAHAM (Interlocked)		No Office	10:16	5:10	1:12	1:34		
		8:39		171.43	..... CAMERON		No Office						
				178.90	M. & St. L. Cross'g (Interlocked)		No Office						
s 4:20	6:19	s 8:32		179.05	..... MONMOUTH	106	Continuous	10:08	s 4:59	1:01	1:26		
4:10	6:12	8:23		184.84	..... KIRKWOOD		Closed	10:02	4:50	12:50	1:20		
		8:19		190.56	..... BIGGSVILLE	68	Closed						
		8:15		196.09	..... GLADSTONE		No Office						
				202.45	..... CONNETT		No Office						
				204.24	..... ILLINOIS JCT.		No Office						
s 3:52	s 5:55	L 8:05 A.M.		205.42	..... BURLINGTON		Continuous	s 9:42	s 4:32	12:30 A.M.	1:02 s 12:47		
3:37	5:44			209.32	..... WEST BURLINGTON		Closed	9:29	4:17	11:57	12:38		
				212.50	..... DAYMAN	152	No Office						
3:33	5:40			214.72	..... MIDDLETOWN		No Office	9:25	4:13	11:52	12:34		
				218.33	..... DANVILLE		Closed						
				224.58	..... NEW LONDON	125	Closed						
s 3:16	5:27			233.18	..... MT. PLEASANT	79	11:30 p.m. to 7:30 a.m. 8:45 a.m. to 4:45 p.m.	c 9:10	s 4:00	11:35	12:20		
				240.20	..... ROME		No Office				-A.M.-		
				243.74	..... LOCKRIDGE		No Office						
				250.12	..... BECKWITH		No Office						
s 2:56	5:09			255.23	..... FAIRFIELD		11:45 p.m. to 7:45 a.m. 8:30 a.m. to 4:30 p.m.	c 8:51	s 3:39	11:10	11:59		
				255.70	..... TOWER 255 C.R.I. & P. Cross'g (Interlocked)		No Office						
				266.10	..... BATAVIA		No Office						
				273.40	..... AGENCY CITY	80	No Office						
L 2:32 A.M.	L 4:46 A.M.			279.62	Wabash Crossing (Interlocked) OTTUMWA		Continuous	L 8:28 A.M.	L 3:13 P.M.	L 10:40 P.M.	L 11:36 P.M.		
2:13 62.8	1:52 62.8	0:45 57.4			..... SCHEDULE TIME			2:00 55.6	2:12 53.3	2:50 41.3	2:21 49.1		
					..... AVERAGE MILES PER HOUR								

BURLINGTON:

Hannibal Division trains use track between Illinois Jct. and Burlington and are governed by Galesburg and Ottumwa Subdivision rules.

Drawbridge 204.66 over Mississippi River is interlocked.

C. R. I. & P. trains and engines move on C. B. & Q. tracks between Sixth Street and yard office on signal indication and must move at reduced speed.

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

Yard Engines making Switching moves between Main Street Burlington Iowa and Pickle Works Switch west of Mt. Pleasant Street, must not exceed 10 MPH.

NEW LONDON:

Spring switch at east end of eastward siding and west end of westward siding.

FAIRFIELD:

Between Tower 255 and Fairfield Passenger Depot, train and engine movements, in both directions on westward track, will be governed by signal indication.

Bernhart spur off eastward track M. P. 261.41, capacity 6 cars.

OTTUMWA:

If interlocking signals at Wabash Crossing fail to clear, a trainman will precede the train through the interlocking, examining switches and assuring himself that they are in proper position.

C. R. I. & P. trains and engines will use No. 1 track between Wapello and Market Streets and must move at reduced speed. Normal position of switches will be for No. 1 track.

No. 18 stop Fairfield and Mt. Pleasant to discharge revenue passengers from Denver or beyond and receive revenue passengers for Chicago.

Ottumwa to Creston—Subdivision—Westward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 92.

EFFECTIVE OCTOBER 26, 1958

FIRST CLASS					STATIONS	Capacity of		Office Open Week Days, except Saturday	FIRST CLASS					
	Daily Mail	Daily Passenger	Daily Passenger			Siding	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger			
	29	3	7	Signs					19	17	1			
	A. M. L 1.18	A. M. L 3.18	A. M. L 8.05	B.C.K.O. R.T.W.Yd.	..... OTTUMWA 0.24			Continuous	P. M. L 3.35	P. M. L 7.53	P. M. L 9.06		
			c 8.13		..... C. M. St. P. & P. Crossing.. (Interlocked) 6.26								
					..... CHILLICOTHE 8.33	8		No Office					
	1.38	3.38	8.29		..... DUDLEY 11.01	7		No Office					
					..... MAXON N. & St. L. Crossing on West- ward Track (Interlocked) 1.19	66	99	No Office	3.56	8.15	9.26		
	s 1.46	s 3.47	s 8.41	K.Yd.	..... ALBIA 3.33	32		Continuous	s 4.00	8.18	9.28		
					..... HALPIN 11.06		11	No Office					
			s 8.59		..... MELROSE 3.23	81	9	No Office.					
	2.06	4.08	s 9.10		..... RUSSELL 7.47		66	7:00 a.m. to 4:00 p.m.	4.21	8.38	9.47		
	2.16	s 4.22	s 9.30	B.C.K.O. W.Y.Yd.	..... CHARITON 2.54	80		Continuous	s 4.34	8.46	9.56		
					..... INDIANOLA JCT 4.50			No Office					
					..... SHANNON 1.13			No Office					
			s 9.39		..... LUCAS 7.53	20		No Office.					
			s 9.48		..... WOODBURN 9.42	16		No Office					
	s 2.44	s 4.54	s 10.08		..... OSCEOLA 10.67	103		Continuous	s 5.03	9.09	10.19		
					..... MURRAY 5.45		37	No Office					
			c 10.20		..... THAYER 3.83		20	No Office					
			c 10.27		..... TALMAGE JCT. (Interlocked) 3.82			No Office					
	3.03	5.14	s 10.38		..... APTON 9.37	82	27	7:00 a.m. to 4:00 p.m.	5.23	9.29	10.39		
	A 3.16	A 5.25	A 10.50	B.C.K.O. T.W.Y.Yd.	..... CRESTON 9.37			Continuous	A 5.36	A 9.42	A 10.50		
	1:58 57.6	2:07 53.3	2:45 41.2		..... SCHEDULE TIME AVERAGE MILES PER HOUR ...				2:01 55.3	1:49 62.4	1:44 65.3		

Two main tracks between Ottumwa and Creston.

Automatic Block System in effect between Ottumwa and Maxon; between Halpin and Chariton and between Shannon and Creston. Rules D-251, D-252, D-253 and D-254 in effect.

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

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

OTTUMWA:

If interlocking signals at Wabash Crossing fail to clear, a trainman will precede the train through the interlocking, examining switches and assuring himself that they are in proper position.

C. R. I. & P. trains and engines will use No. 1 track between Wapello and Market Streets and must move at Reduced Speed. Normal position of switches will be for No. 1 track.

Interlocking at C. M. St. P. & P. Crossing M. P. 280.46, is remotely controlled by C. B. & Q. train dispatcher. Telephones connected with dispatcher on south side of Eastward track at home signals.

Avery on eastward track at M. P. 298.04.

Albia station on westward track.

At Chariton, engines must not be operated on hopper rails at coal chute.

Tyrone spur at M. P. 312.90, off westward track, capacity 8 cars.

No. 7 make flag stop at Chillicothe, daily except Sunday and holidays, to dispatch mail.

No. 7 stop at North Avery on westward track, M. P. 298.57, to discharge revenue passengers and, on advance request, to receive revenue passengers.

No. 7 make regular stop at Murray and Thayer daily except Sunday; and make flag stop on Sunday.

OSCEOLA:

Spring switch at east end of eastward siding and west end of westward siding.

No. 65 Leaves Chariton 12:01 p. m. daily except Saturday and Sunday,
Arrives Indianola Jct. 12:10 p. m.
No. 81 Leaves Ottumwa 10:05 p. m. daily except Saturday,
Arrives Albia 11:00 p. m.

(Concluded on page 5)

Creston to Ottumwa—Subdivision—Eastward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 92.

EFFECTIVE OCTOBER 26, 1958

FIRST CLASS				Mile Post Location	STATIONS	Capacity of Siding	Office Open Saturday and Sunday	FIRST CLASS					
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger					Daily Mail	Daily Passenger				
30	10	18	6					14	8				
A. M. A 2:30	A. M. A 4:44	A. M. A 8:26	P. M. A 3:07	279.62	.....OTTUMWA..... 0.84		Continuous	P. M. A 10:30	P. M. A 11:28				
				280.46	..C. M. St. P. & P. Crossing.. (Interlocked)								
2:20	4:35	8:16	2:57	287.42	.....CHILLICOTHE..... 6.36		No Office	9:55	11:19				
				290.81	.....DUDLEY..... 5.39		No Office						
2:08	4:24	8:04	2:48	301.92	.....MAXON..... 11.01 E		No Office	9:42	11:08				
				303.71	M. & St. L. Crossing on Westward Track (Interlocked) 1.79 W		Continuous	s 9:39	s 11:05				
2:00	4:17	7:57	2:37	307.54	.....ALBIA..... 3.83 W		No Office		10:52				
				318.62	.....HALPIN..... 11.08		No Office						
				326.85	.....MELROSE..... 8.23		Closed						
1:36	3:54	7:34	s 2:14	334.32	.....RUSSELL..... 7.47	78	Continuous	s 9:08	s 10:28				
				337.16	.....CHARITON..... 2.84		No Office						
				341.66	.....INDIANOLA JCT..... 4.60		No Office						
1:28	3:46	7:26	2:01	342.79	.....SHANNON..... 1.13		No Office						
				350.32	.....LUCAS..... 7.53		No Office	8:58	10:13				
1:13	3:31	7:11	s 1:47	359.74	.....WOODBURN..... 9.42 W		No Office						
				370.41	.....OSCEOLA..... 10.67	79	Continuous	s 8:43	s 9:59				
				376.86	.....MURRAY..... 5.45		No Office						
				379.75	.....THAYER..... 3.89		No Office						
				383.57	.....TALMAGE JCT. (Interlocked). 3.82		No Office						
L 12:44 A. M.	L 3:03 A. M.	L 6:43 A. M.	L 1:17 P. M.	392.94	.....APTON..... 9.37	82	Closed						
					.....CRESTON.....		Continuous	L 8:13 P. M.	L 9:26 P. M.				
1:48 64.1	1:41 66.3	1:43 66.0	1:50 63.7		.....SCHEDULE TIME.....			2:17 49.6	2:02 55.1				
					.....AVERAGE MILES PER HOUR...								

TALMAGE JUNCTION:

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

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

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

At Talmage Jct. when interlocking signals are in stop position train or engineman will promptly communicate with train dispatcher on telephone located near crossover. Train dispatcher, after communicating with operator at Talmage when such operator on duty, may authorize movement by stop signal in compliance with Rules 509, 628 and 663.

Crossover switches at Talmage Jct. are equipped with electric locks. When eastward trains use this crossover, train or engineman must communicate with train dispatcher, who may authorize the operator at Talmage to unlock the switches. Crossover may then be used complying with Rule 539.

No. 66 Leaves Indianola Jct. 3:00 p. m. daily except Saturday and Sunday,
Arrives Chariton 3:10 p. m.
No. 82 Leaves Albia 2:30 a. m. daily except Monday,
Arrives Ottumwa 4:30 a. m.

Creston to U. P. Transfer—Subdivision—Westward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 92.

EFFECTIVE OCTOBER 26, 1958

FIRST CLASS					STATIONS	Capacity of		Office Open Week Days, except Saturday	FIRST CLASS				
Daily Mail	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger		Siding	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	
29	23	3	7	27					19	21	17	1	
A. M. L 3:20		A. M. L 5:33	A. M. L 11:05		B.C.K.O.R. T.W.Y.Yd.			Continuous	P. M. L 5:43		P. M. L 9:45	P. M. L 10:52	
			c11:11		.....CRESTON.....			No Office					
			c11:19		.....CROMWELL.....		17	No Office					
					.....PRESCOTT.....		24	7:15 a.m. to 4:15 p.m.					
3:41		f 5:51	s11:28		.....CORNING.....	132	57	6:00 a.m. to 3:00 p.m.	c 6:02		10:03	11:10	
			c11:32		.....BROOKS.....		4	No Office					
			c11:36		.....NODAWAY.....		13	No Office					
3:52		f 6:03	s11:44		K.W.T.		89	6:00 a.m. to 10:00 p.m.	s 6:17		10:13	11:20	
			c11:52		.....VILLISCA.....		44	7:15 a.m. to 4:15 p.m.					
4:07		s 6:25	P. M. s12:10		K.O. W.Y.		69	Continuous	s 6:40		s10:30	11:32	
					F	178	13	No Office					
			s12:20		F	127	46	No Office					
4:19		6:39	s12:30		F.Y.	160	78	No Office	6:53		10:44	11:43	
			s12:39		F	175	49	No Office					
					F			No Office					
			s12:55		F		69	No Office	7:05		10:57	11:54	
4:36	A. M. L 4:45	6:54	f 1:00	P. M. L 1:30	B.C.K.O. T.W.Y.Yd.			Continuous	7:09	L 8:36	11:01	A11:59	
					F	98		No Office					P. M.
					F	98		No Office					
					.....ISLAND PARK.....			No Office					
					.....Wabash Crossing (Intri.)..			No Office					
4:54	5:07	7:11	1:20	1:49	B.C.K.O. T.W.			Continuous	7:26	8:52	11:18		
					.....COUNCIL BLUFFS YARD. CMSt&P Crossing (Intri.) ..CRI&P Crossing (Intri.)..			No Office					
4:55	s 5:10	c 7:12	s 1:22	s 1:53	.....COUNCIL BLUFFS....			No Office	f 7:27	s 8:54	c11:19		
					.....C&NW Crossing (Intri.)..			No Office					
					.....IC Crossing (Intri.)....			No Office					
					.....CRI&P Crossing (Intri.)..			No Office					
A 4:59	A 5:14	A 7:17	A 1:25	A 1:57	Yd.			No Office	A 7:32	A 8:58	A11:23		

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

Via U. P. A 5:45 A. M.	Via U. P. A 6:00 A. M.	Via U. P. A 8:00 A. M.	Via U. P. A 2:00 P. M.	Via U. P. A 2:30 P. M.	B.K.R. W. Yd.	2.86.....OMAHA.....	Continuous	Via U. P. A 8:20 P. M.	Via U. P. A 9:25 P. M.	Via U. P. A 11:45 P. M.	Via Platts. A 12:35 A. M.
1:39 60.8	0:29 39.5	1:45 57.3	2:20 43.0	0:27 40.8		SCHEDULE TIME.....		1:49 55.2	0:22 50.0	1:38 61.6	1:07 73.5
						AVERAGE MILES PER HOUR.					

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

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

Time shown at Omaha is for information only.

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

Rules D-251, D-252, D-253 and D-254 in effect between Creston and M. P. 441.8 east of Red Oak. Manual Block System Rule 318(B) in effect for trains moving against the current of traffic.

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

No train order signal Creston and Omaha Conductors and enginemen must have clearance form "A" except conductors and enginemen of eastward freight trains terminating at Council Bluffs yard will not receive clearance form "A" at Omaha Depot.

No train order signal Pacific Jct. Conductors and Enginemen must have Clearance Form A on all trains except trains in through movement on Creston-U. P. Transfer Subdivision. Extra trains which change engines at Pacific Jct. must have Clearance Form A.

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

At Corning on middle siding; spring switches on eastward track at east end and on westward track at west end and siding may be used by both eastward and westward trains as the way is seen to be clear.

(Concluded on page 7)

U. P. Transfer to Creston—Subdivision—Eastward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 92.

EFFECTIVE OCTOBER 26, 1958

FIRST CLASS					Mile Post Location	STATIONS	Capacity of		Office Open Saturday and Sunday	FIRST CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Siding			Other Tracks	Daily Passenger		Daily Mail	Daily Passenger	Daily Passenger	Daily Passenger	
10	18	20	6					26		14	8	30	22	
A.M. A 3:01	A.M. A 6:41		P.M. A 1:12	392.94	.....CRESTON.....			Continuous		P.M. A 7:58	P.M. A 9:18	A.M. A 12:35		
2:55	6:34		1:06	398.59	.....CROMWELL.....		17	No Office		7:35	9:12	12:26		
				406.71	.....PRESCOTT.....		24	Closed						
2:43	6:20		s12:52	413.66	.....CORNING.....	132	57	See Footnote			s 8:58	12:13		
				417.67	.....BROOKS.....		4	No Office						
				422.68	.....NODAWAY.....		80	13	No Office					
2:33	6:10		s12:39	427.41	.....VILLISCA.....	59	89	See Footnote		s 7:00	8:45	s12:01 A.M.		
				435.22	.....STANTON.....	78	44	Closed						
2:20	c 5:58		s12:21	442.42	.....RED OAK.....	77	69	Continuous		s 6:40	s 8:31	s11:43		
				448.11	.....McPHERSON.....	178	13	No Office						
				451.65	.....EMERSON.....	127	46	No Office						
2:08	5:46		12:04 P.M.	456.90	.....HASTINGS.....	160	78	No Office			8:10	11:29		
				461.68	.....MALVERN.....	175	49	No Office						
				467.89	.....BALFOUR.....			No Office						
				471.37	.....GLENWOOD.....		69	No Office						
L 1:52 A.M.	L 5:30 A.M.	A.M. A 9:40	11:47	474.98	.....PACIFIC JCT.....			Continuous	P.M. s 4:44	6:06	7:53	11:12	A.M. s 2:04	
				480.69	.....FOLSOM.....	98		No Office						
				486.04	.....ISLAND PARK.....	98		No Office						
				491.31	..Wabash Crossing (Intrl.)..									
			9:24	491.75	..COUNCIL BLUFFS YARD. ..CMStP&P Crossing (Intrl.).. ..CRI&P Crossing (Intrl.)..			Continuous	4:24	5:51	7:36	10:53	1:44	
				492.13	...COUNCIL BLUFFS....			No Office	s 4:21	5:50	7:35	s10:52	s 1:43	
				492.70	..CANW Crossing (Intrl.)..									
				492.99	...IC Crossing (Intrl.)....									
				493.01	..CRI&P Crossing (Intrl.)..									
			s 9:17	493.34	.....U. P. TRANSFER.....			No Office	s 4:15	s 5:45	s 7:30	10:45	s 1:38	

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	Via Platts	Via U. P.	Via U. P.	Mile Post	STATIONS	Office Open Saturday and Sunday	Via U. P.	Via U. P.	Via U. P.	Via U. P.	Via U. P.
L 1:15 A.M.	L 4:50 A.M.	L 9:00 A.M.	L 11:05 A.M.	496.20	.....OMAHA.....	Continuous	L 4:00 P.M.	L 5:20 P.M.	L 6:30 P.M.	L 10:30 P.M.	L 1:15 A.M.
1:09 70.3	1:11 69.5	0:23 47.9	1:49 54.3		.....SCHEDULE TIME.....		0:29 38.3	2:13 45.2	1:48 55.7	1:50 53.2	0:28 42.7
					.....AVERAGE MILES PER HOUR.....						

Freight trains handling flat cars loaded with trailers must not use tracks 2, 3 and 4 at U. P. Transfer account insufficient clearance.
 At Hastings siding from crossover to east switch, capacity 77 cars; and from crossover to west switch, capacity 88 cars.
 Train register Pacific Jct. and Council Bluffs yard for trains originating and terminating.
 Spring switch located at end of double track, Pacific Jct. Normal position of this switch is for eastward movements.
 Standard Oil tracks M. P. 489.30, capacity 95 cars.
 Iowa Power and Light Company Industry track M. P. 489.01.
 Offices Open Saturday and Sunday.
 Corning Saturday 6:00 a. m. to 3:00 p. m.
 Sunday 11:00 a. m. to 2:00 p. m.
 Villisca Saturday 6:00 a. m. to 10:00 p. m.
 Sunday 11:00 a. m. to 2:00 p. m.
 6:00 p. m. to 9:00 p. m.

No. 19 stop at Corning to let off revenue passengers from Chicago, and to receive revenue passengers for Omaha or beyond.
 No. 18 stop at Red Oak to discharge passengers from Denver.
 No. 3 stop at Council Bluffs to discharge revenue passengers.
 No. 3 reduce speed to 40 M.P.H. at Villisca, Hastings, Malvern and Glenwood to permit safe dispatch of mail.
 No. 17 stop at Council Bluffs to discharge revenue passengers from Chicago and to pick up passengers for Denver.
 No. 7 stop Prescott and Stanton to discharge revenue passengers from points Osceola east, and to receive revenue passengers for Omaha or beyond. Stop Cromwell, Brooks and Nodaway on advance request to receive revenue passengers and stop to discharge revenue passengers. Reduce speed to 50 M.P.H. Cromwell, Prescott, Brooks, Nodaway and Stanton to dispatch mail.

Tracy and Des Moines—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 92.

EFFECTIVE OCTOBER 26, 1958

WESTWARD			Office Open Week Days, except Saturday	Signs	Mile Post Location	STATIONS	Capacity of		Office Open Saturday and Sunday	EASTWARD		
SECOND CLASS							Sliding	Other Tracks		SECOND CLASS		
Daily Ex. Saturday Freight	Daily Ex. Sunday Mixed	Daily Ex. Sunday M. & St. L. Freight								Daily Ex. Monday M. & St. L. Freight	Daily Ex. Sunday Mixed	Daily Ex. Sunday Freight
81	27	895	Continuous	K.Yd.	0	.....ALBIA.....	32	Continuous	894	28	82	
P. M. 11-08	A. M. 11-30	P. M. 4-30							A. M. 8-20	A. M. 11-00	A. M. 1-25 A.M.	

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

P. M. 82 11-55 A. M. 12-04	P. M. 12-10	P. M. 5-20				.....TRACY.....				A. M. 7-15	A. M. 10-15	P. M. 81 11-55
			Continuous	R.	19.4	.....HARVEY.....	35	30	Continuous			
			No Office		23.1	.....DURHAM.....		23	No Office	7-06	10-00	11-30
			No Office		24.9	.....FLAGLER.....	36		No Office	7-00	9-50	11-25
			No Office		28.4	.....KNOXVILLE.....		26	No Office	6-50	9-40	11-15
			8:00 a.m. to 5:00 p.m.		33.1	.....DONNELLY.....		118	Closed	6-42	9-30	11-05
			No Office		37.1	.....PLEASANTVILLE.....	50		No Office	6-30	8-40	10-45
			7:15 a.m. to 4:15 p.m.		43.2	.....SWAN.....	37	38	Closed	6-19	8-30	10-35
			No Office		49.1	.....FORD.....		25	No Office	6-04	8-05	10-16
			No Office		53.4	.....CLARKSON.....		23	No Office	5-55	7-55	10-06
			No Office		57.1	.....LEVEY.....		31	No Office	5-46	7-45	9-52
			No Office		61.9	Iowa Power and Light Co. Spur		50	No Office			
			No Office		62.6	.....GLAKE.....	50	50	No Office	5-35	7-35	9-37
			No Office		62.9	C. R. I. & P. Cross'g (Interlocked)						
					65.7							
					66.3	.....D. M. U. Crossing (Grade).....						
					66.4	.....C. R. I. & P. Crossing (Grade).....						
					66.5	.....C. R. I. & P. Crossing (Grade).....						
					66.7	.....G. G. W Crossing (Grade).....						
			No Office		67.3	.....EAST DES MOINES.....			No Office			
			5:00 a.m. to 1:00 p.m. 5:00 p.m. to 1:00 a.m.	C.B.K. O.R. Yd.	68.0	.....DES MOINES.....			Closed	L 5-15 A. M.	L 7-15 A. M.	L 9-15 P. M.
						.....SCHEDULE TIME.....				2:00	3:45	4:10
						.....AVERAGE MILES PER HOUR.....				24.3	18.7	16.3

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

Time shown at Albia is for information only.

Manual Block System; Rule 318(B) in effect.

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

Rule 907 in effect.

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

Trains may register at Tracy by register ticket.

Expect to find sliding at Durham blocked with cars at all times.

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

The following restrictions apply over bridges 62.08 and 67.43:

O or heavier steam engines and SD-7 and SD-9 diesels must not operate.

Engines 200 to 289, 9350 to 9379 series and M&StL 1000 HP, single unit 10 M.P.H., doublehead 6 M.P.H.

Engines 105 to 136, 150 to 169, C&S 700 to 702, FWD 750 to 752 series four units or less, engines 9960 to 9962 series three units, engines 9909 to 9915, 9950 and 9980 three units, and engines 9130 to 9153, 9120 to 9123, 9103 to 9107, 9111, 9300 to 9308 series, 10 M.P.H.

Engines 9916 to 9949, 9964, 9977 and 9990 to 9995 three or more units, may operate on detour only at 6 M.P.H.

Engines 9200 to 9270 and 9400 to 9414, single unit 6 M.P.H. and two or more units must not operate.

When trains are operated with more than one engine, restricted from double-heading, engines must be separated by not less than five cars, or operated separately over the bridges.

Mediapolis and Washington—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 92.

EFFECTIVE OCTOBER 26, 1958

WESTWARD				EASTWARD			
SECOND CLASS				SECOND CLASS			
		Daily Ex. Sat. and Sunday Mixed				Daily Ex. Sat. and Sunday Mixed	
		23				22	
		A.M. L 7.20				P.M. A 2.55	
		B.C.K.O. R.T.W.Yd.		STATIONS		Office Open Week Days, except Saturday	
				..... BURLINGTON.....		Continuous	

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	15.4 MEDIAPOLIS	22	No Office	s 2.10	
		s 8.40		20.6	5.2 ROSCOE	21	No Office	s 1.30	
		s 8.50		23.9	3.3 YARMOUTH	25	No Office	s 1.15	
		s 9.05		28.3	4.4 MT. UNION	25	No Office	s 1.00	
				32.9	4.6 M. & St. L. Crossing (Gate)				
		s 9.45		34.0	1.1 WINFIELD	52	No Office	s 12.35	
		s 10.00		38.7	4.7 WYMAN	13	No Office	s 12.15	
		s 10.15		42.4	3.7 CRAWFORDSVILLE	21	No Office	s 12.01 P.M.	
				48.0	5.6 C. R. I. & P. Crossing (Interlocked)				
		A 10.45 A.M.	B.Y. Yd.	52.5	4.5 WASHINGTON	35	No Office	L 11.30 A.M.	
		3:25 18.4			..... SCHEDULE TIME			3:25 18.4	
					..... AVERAGE MILES PER HOUR				

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

Time shown at Burlington is for information only.

Manual Block System; Rule 318(B) in effect.

Rule 907 in effect.

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

At Washington, all tracks are yard tracks from east switch west. Trains entering Washington expect to find cars on any and all tracks including the old main track.

At M&StL Crossing, M. P. 32.9, normal position of gates will be against CB&QRR. Train or enginemen desiring to use gate must open door of electric lock and if indicator lamp is lighted, he can immediately proceed to actuate lock lever and swing gate across M&StL track to permit movement of CB&Q train or engine over crossing. If, upon opening the electric lock door, the indicator lamp is not lighted, and no M&StL train or engine is evident, he will proceed to wind hand release within the electric lock in a clockwise direction releasing same upon striking stop. After a two and one-half minute time interval, lock will be released.

Should lock fail to release after expiration of time interval, train or enginemen should break seal on emergency lock plunger located on top and to the rear of internal lock mechanism turning and depressing same, lock will then be released. Movement over crossing must then be made under protection, and report made to Superintendent from first available point of communication.

After completing movement over crossing, gate must be restored to normal position and door closed.

At C. R. I. & P. Crossing, M. P. 48, when interlocking home signals are in stop position, train or enginemen will promptly communicate with C. R. I. & P. train dispatcher at Rock Island, Illinois, by means of telephone located near crossing, and will be governed by his instructions as to movement over the crossing.

In case of failure of communicating with the C. R. I. & P. train dispatcher and no reason is evident for home signal displaying stop indication, trainman may unlock release box marked "C. B. & Q." and push button located within box. Home signal should clear after approximately 2½ minutes.

If home signal does not clear, trainman may signal his train to proceed over the crossing if there is no train or engine approaching on conflicting route.

Movements must not be made over crossing on hand signal until after flag protection has been provided for conflicting route.

Stockport Spur

				STATIONS			
				..... FORT MADISON			Yard
		5.8		5.8 SAWYER			3
		11.3		5.8 WEST POINT			11
		17.0		5.7 PILOT GROVE			9
		20.7		3.7 MERTENSVILLE			
		28.1		7.4 HILLSBORO			20
		34.7		6.6 STOCKPORT			20

Spur track between Ft. Madison and Stockport within yard limits. Rule 908 in effect. Trains must receive Clearance Form A at Fort Madison.

Maximum speed 15 M.P.H.
except 600 H.P. diesel engines, on tangent track, between M.P. 3.00 and Stockport 20 M.P.H.
On curves between M.P. 1.00 and M.P. 3.20 10 M.P.H.
Over Highway crossing, M.P. 18.64 5 M.P.H.

Ft. Madison—Avenues D, E, F, G, and H, stop and protect movement over street crossings.

Normal position of east and west wye switches Mertensville is for Stockport Spur.

Red Oak and Hamburg—Subdivision

SOUTHWARD					Signs	Mile Post Location	STATIONS	Capacity of Other Tracks	Office Open Week Days, except Saturday	NORTHWARD														
SECOND CLASS										DAILY EX. SUNDAY MIXED	101	A. M. L 8:30	S 8:45	S 8:58	S 9:18	S 9:32	S 9:45	A 10:05 A. M.	1:38 24.6	SECOND CLASS				
																				DAILY EX. SUNDAY MIXED	102	P. M. A 3:45	S 3:25	S 3:15	S 3:00 P. M. S 11:20	S 11:05	S 10:50	L 10:35 A. M.	5:10 7.6
					B.K.O. R.W. Y.Yd.		..... RED OAK 6.6		Continuous														
						6.6	..... COBURG 8.3	21	No Office														
						12.9	..... ESSEX 5.3	21	No Office														
						18.2	..... Wabash Crossing (Grade) 0.6																
					O.T.W.	18.8	..... SHENANDOAH 6.4		8:00 a.m. to 5:00 p.m.														
						25.2	..... FARRAGUT 5.1	29	No Office														
						30.7	..... RIVERTON 8.8	41	8:00 a.m. to 5:00 p.m.														
					R.Y. Yd.	39.1	..... HAMBURG SCHEDULE TIME AVERAGE MILES PER HOUR	75	Continuous														

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

Manual Block System; Rule 318(B) in effect.

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

Rule 907 in effect.

At the north end of freight house on the west side of main track at Shenandoah when truck trailers are parked for loading some trailers will not clear man on side of car. See that extreme care and caution is used when passing this location.

Saturday Red Oak and Hamburg continuous; other offices closed.

Sunday Red Oak continuous, Hamburg 12.01 a.m. to 4.00 p.m.-5.30 p.m. to 8.30 p.m. other offices closed.

Indianola Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
2.8	..... INDIANOLA JCT 11.0	
13.8	..... LACONA 8.0	12
21.8	..... MILO 11.4	24
33.2	..... INDIANOLA	22

Spur track between Indianola Jct. and Indianola, within yard limits. Rule 908 in effect. Trains must receive Clearance Form A at Charlton.

Maximum speed 20 M.P.H.
Between M.P. 11.35 and M.P. 12.80 15 M.P.H.
Between M.P. 20.00 and M.P. 21.90 15 M.P.H.
Between M.P. 26.95 and M.P. 33.00 15 M.P.H.
600 H.P. or heavier diesel engines over bridges 10.57 and 26.91 15 M.P.H.

Normal position of north wye switch Indianola is for the north leg of wye.

Trains will make flag stops at Oakley M. P. 4.4, and Ackworth M.P. 28.5.

Trains handling loaded tank cars and 30 yard air dump cars 15 M.P.H.

Derail on main track at M.P. 33.40 north of 2nd St. Indianola to protect cars loading and unloading on main track.

Salem Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
29.5	..... HAMILL 1.00	6
30.5	..... MERTENSVILLE 2.03	
32.8	..... HOUGHTON 3.00	12
35.8	..... SALEM	16

Spur track between Hamill and Salem, within yard limits. Rule 908 in effect.

Maximum speed 15 M.P.H.

Normal position of north wye switches Mertensville is for Salem-Hamill Spur.

Cumberland Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
	..... CRESTON	Yard
4.7	..... SNYDER	22
12.6	..... ORIENT	20
21.9	..... GREENFIELD	33
28.7	..... FONTANELLE	32
35.6	..... BRIDGEWATER	20
41.3	..... MASSENA	26
47.2	..... CUMBERLAND	31

Spur track between Creston and Cumberland, within yard limits. Rule 908 in effect. Trains must receive Clearance Form A at Creston.

Maximum speed:
 Creston to M.P. 34.00 20 M.P.H.
 M.P. 34.00 to Cumberland 15 M.P.H.
 Southward trains over Highway crossing M.P. 42.95 5 M.P.H.
 Highway Crossing, M.P. 16.60 5 M.P.H.
 Trains handling loaded tank cars and 30 yd. air dump cars 15 M.P.H.

Griswold Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
	..... RED OAK	Yard
8.1	..... STENNETT	9
12.6	..... ELLIOTT	25
18.9	..... GRISWOLD	44

Spur track between Red Oak and Griswold, within yard limits. Rule 908 in effect. Trains must receive Clearance Form A at Red Oak.

Maximum speed 25 M.P.H.
 except between M.P. 0.20—M.P. 1.38, M.P. 5.60—M.P. 9.60 and
 M.P. 18.09—M.P. 18.62 15 M.P.H.
 Red Oak—Over Coolbaugh Street crossing 5 M.P.H.
 Over Highway Crossings at M.P. 1.37, M.P. 3.60, MP 7.28, M.P. 7.32
 and M.P. 12.19 5 M.P.H.
 Trains handling loaded tank cars and 30 yd. air dump cars 15 M.P.H.

Oquawka Spur

Mile Post Location	STATIONS	Sidings	Capacity of Other Tracks
71.5	..... GLADSTONE		131
66.5	..... OQUAWKA		35

Spur track between Gladstone and Oquawka within yard limits. Rule 908 in effect. Trains must receive Clearance Form A at last open office.

Maximum speed 20 M.P.H.
 Over bridge 70.34 15 M.P.H.
 SD-7s and SD-9s single or coupled with G.P. units over bridge 70.34 6 M.P.H.
 Two SD units coupled must not operate.
 Trains handling loaded tank cars and 30 yard air dump cars 15 M.P.H.
 Engines must not use United Construction Co. track at Oquawka beyond 100 feet south of elevator.

Carson Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
	..... HASTINGS	
9.3	..... HENDERSON	19
13.1	..... MACEDONIA	30
16.2	..... CARSON	65

Spur track between Hastings and Carson, within yard limits. Rule 908 in effect.
 Maximum speed 15 M.P.H.
 Over Highway crossings at M.P. 0.92 and M.P. 3.05 5 M.P.H.
 Trains must receive Clearance Form A Hastings when operator on duty.
 Operator Hastings on duty 7:15 a.m. to 4:15 p.m. daily except Saturday and Sunday and stated holidays.

Sidney Spur

Mile Post Location	STATIONS	Capacity of Other Tracks
00.0	..... HASTINGS	14
3.2	..... Wabash Crossing (Grade)	
5.7	..... CLARK	10
11.3	..... RANDOLPH	30
16.8	..... ANDERSON	9
21.0	..... SIDNEY	25

Spur track between Hastings and Sidney, within yard limits. Rule 908 in effect.
 Maximum speed 15 M.P.H.
 Trains must receive Clearance Form A Hastings when operator on duty.
 Operator Hastings on duty 7:15 a.m. to 4:15 p.m. daily except Saturday and Sunday and stated holidays.

Shambaugh Spur

Mile Post Location	STATIONS	Capacity of other Tracks
67.80	..... VILLISCA	85
60.47	..... HEPBURN	22
52.82	..... CLARINDA	71
47.19	..... SHAMBAUGH	17

Spur track between Villisca and Shambaugh, within yard limits. Rule 908 in effect. Trains must receive Clearance Form A at Villisca when operator on duty.

Maximum Speed:
 Villisca to Clarinda 25 M.P.H.
 Clarinda to Shambaugh 20 M.P.H.
 Clarinda—Engine or leading car over 16th St. Crossing 10 M.P.H.
 Over Bridge 66.68 10 M.P.H.
 Hospital spur track M.P. 55 switch on north end capacity 50 cars.
 Anderson Stub track M.P. 55.97 switch on north end capacity 6 cars.

Freight Trains (Information Only)

WESTWARD						STATIONS	EASTWARD					
Denver Daily Mds.	Daily Time Freight	Daily Time Freight	Daily Time Freight	Denver Daily Mds.	Daily Fruit		Daily Mds.	So. Omaha Daily Meat	Daily Ex. Sunday Meat	Daily Fruit	Chicago Daily Mds.	
61	73	79	67	CD	CB68		62	LC	74A	LW68	DC	
A. M. 3:15	L 5:30	L 2:30	L 5:30	P. M. 6:30	..... WATERMAN	P. M. A 5:45	A. M. A 3:45	A. M. A 5:30	P. M. A 8:45	P. M. A 5:00	P. M. 6:45
5:50	10:00	9:00	8:20	9:20	..... OTTUMWA	2:30	12:30	2:00	L 5:00	1:30	3:30
6:00	10:15	10:30	8:35	9:35	..... CRESTON	2:15	12:20	1:45	P. M.	1:15	3:20
8:45	2:15	6:00	11:25	12:25	..... PACIFIC JCT	11:00	9:05	10:45		10:00	12:05
9:00	2:30	3:30	11:45	12:45	..... COUNCIL BLUFFS YARD	10:45	8:55	10:15		9:45	11:55
	5:45	7:30	1:45	2:45		8:10	6:30	8:00		L 7:30	L 9:40	
L 1:15	6:45	P. M.	2:30	3:00		7:50	P. M.	7:30		A 7:00	A 9:30	
-A. M.	A 7:30		A 3:30			L 7:15		L 4:30		A. M.	A. M.	
	P. M.		A. M.									

SPEED RESTRICTIONS.

1. Passenger, mail, express, and troop trains consisting of passenger cars only (including cabooses equipped with ride-control trucks numbered in series 13525 to 13559, inclusive, or drovers cars 5760 to 5765, inclusive) will be governed by speed authorized for passenger trains; when consisting of passenger cars only, but including cabooses not equipped with ride-control trucks, will be governed by speed authorized for passenger trains, except must not exceed 65 M.P.H.; and when handling freight cars will be governed by speed authorized for freight trains, except must not exceed 50 M.P.H.

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

Steam engines running backward, 20 M. P. H.

Steam or Diesel engines running light and engines with cabooses only must not exceed speed authorized for freight trains, except must not exceed 35 M.P.H. unless otherwise provided.

Steam switching engines not equipped with engine truck, moving over the road (outside of switching limits) must run forward when practicable, and must not exceed 20 M. P. H.

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

On subdivisions where maximum speed restrictions for steam engines is not shown, movement of steam engines will be governed by train order.

Gas or gas-diesel-electric motor cars may operate on the various subdivisions at speed authorized for passenger trains, but must not exceed 50 M.P.H. On branch lines when steam is substituted for motor service speed must be reduced 10 M.P.H. below authorized speed for motor trains.

Gas or gas-diesel-electric motor cars running backward must not exceed a speed of 10 M.P.H. above the speed authorized for steam engines running backward on that subdivision.

Diesel engines in 200, 300 and 400 series must not exceed 65 M. P. H.

Diesel engines 9103, 9104, 9105, 9106 and 9107 must not exceed a maximum of 30 M. P. H. either in service or when being handled dead in train.

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

Gas or diesel-electric motor cars	80 M.P.H.
Diesel-electric passenger engines	75 M.P.H.
Diesel-electric freight engines	60 M.P.H.
Diesel-electric switch engines	40 M.P.H.

When subdivision maximum speeds are less, they will govern.

ALL SUBDIVISIONS	Passenger Trains M. P. H.	Freight Trains M. P. H.
On Sidings	Reduced speed	Reduced speed
All crossovers and turnouts, not otherwise specified...	10	10
Trailing movement through spring switches not otherwise specified	15	15
Derricks, pile drivers, clamshells or similar equipment:		
Main line		30
Branch lines unless otherwise provided		15
Derricks between Tracy and Levey		25
Derricks between Levey and Des Moines		15
250 ton derrick and bridge derrick 204620 may operate on any track where M-4-A engines operate, but must not exceed 10 M. P. H. on any siding. Must not operate on any branch line.		
Pile drivers 204617 and 204618:		
Main line		25
Branch line		15
Rotary snow plows:		
Main line		25
Branch line		15
Scale test car:		
Main line		25
Branch line		15
Loaded air dump cars in rear of train when possible:		
Main Line		35
S-4-A engines with drivers blocked up	40	40
O-5-A or M-A 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
Wholly disconnected or dead steam engines		20

SPEED RESTRICTIONS—Continued.

GALESBURG AND OTTUMWA SUBDIVISION.

LOCATION	Passenger Trains M.P.H.	FREIGHT TRAINS M.P.H.
Waterman-Graham.....	35	35
ZONE—M.P. 162.23—M.P. 163.50.....	30	Yd.
ZONE—M.P. 163.50—M.P. 164.00.....	75	50
ZONE—M.P. 164.00—M.P. 177.40.....	79	50
Graham* turnouts, except crossover between freight main tracks.....	30	30
ZONE—M.P. 177.40—M.P. 178.75.....	79	Yd.
ZONE—M.P. 178.75—M.P. 179.50.....	40	Yd.
ZONE—M.P. 179.50—M.P. 181.09.....	79	Yd.
ZONE—M.P. 181.09—M.P. 203.00.....	79	50
Connett through crossovers.....	40	40
ZONE—M.P. 203.00—M.P. 204.00.....	70	50
ZONE—M.P. 204.00—M.P. 204.99..... M-4-A, O-5-A, S-4, and S-4-A engines over Bridge 204.66.....	30 10	20 10
ZONE—M.P. 204.99—M.P. 206.80.....	20	20
Eastward movements on Main tracks, from 3rd Street to and over Main St. crossing.....	10	10
Westward Movements, on main tracks, and east Hawkeye lead from 300 feet east to and over Main Street crossing.....	10	10
Westward movements on all other tracks from 150 feet east to Main Street crossing.....	5	5
ZONE—M.P. 206.80—M.P. 207.33.....	50	Yd.
ZONE—M.P. 207.33—M.P. 208.95, westward track.....	50	40
ZONE—M.P. 207.33—M.P. 208.95, eastward track.....	50	40
ZONE—M.P. 208.95—M.P. 210.99.....	79	Yd.
ZONE—M.P. 210.99—M.P. 276.50.....	79	50
Head of train through Mt. Pleasant and Fairfield.....	40	20
ZONE—M.P. 276.50—M.P. 277.55.....	60	50
ZONE—M.P. 277.55—M.P. 279.00.....	40	Yd.
ZONE—M.P. 279.00—M.P. 279.62.....	30	Yd.
Ottumwa, Wabash Crossing.....	15	15

M-4-A engines must not be double-headed, except with diesel engines, over Bridge 204.66, Burlington. M-4-A, O-5-A, S-4, and S-4-A engines must not be operated over this bridge unless other track is completely unoccupied.

O-5-A, S-4-A and M engines on westward siding West Burlington, 10 M.P.H.

M engines on both sidings New London, 10 M.P.H.

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

Freight trains 68, LW-CB, 62, LC, 67, CD, DC, and 61, authorized by message over signature of Superintendent, and No. 14 when handling freight cars, may observe maximum speed as follows (observing all other speed restrictions):

55 M.P.H.
Between M.P. 247.00 and 263.00

60 M.P.H.
Between M.P. 211.00 and 247.00
263.00 and 276.00

SPEED RESTRICTIONS—Continued.

OTTUMWA AND CRESTON SUBDIVISION.

LOCATION	PASSENGER TRAINS M.P.H.	FREIGHT TRAINS M.P.H.
Ottumwa, Wabash Crossing.....	15	15
ZONE—M.P. 279.62—M.P. 280.46.....	30	Yd.
ZONE—M.P. 280.46—M.P. 281.30.....	79	Yd.
ZONE—M.P. 281.30—M.P. 301.92.....	79	50
ZONE—M.P. 301.92—M.P. 304.40, westward track.....	70	50
Head end of train between M.P. 303.60 and M.P. 304.40, westward track.....	40	20
ZONE—M.P. 304.40—M.P. 306.90, westward track.....	70	45
ZONE—M.P. 301.92—M.P. 308.25, eastward track.....	65	50
Maxon, east crossover.....	40	30
Maxon, west crossover.....	40	40
Maxon, eastward track over east switch of west crossover.....	50	50
Halpin, east crossover.....	40	30
Halpin, west crossover.....	40	40
ZONE—M.P. 306.90—M.P. 315.00, westward track.....	79	50
ZONE—M.P. 308.25—M.P. 315.00, eastward track.....	79	50
ZONE—M.P. 315.00—M.P. 321.60.....	70	50
Curve M.P. 316.78.....	65	50
ZONE—M.P. 321.60—M.P. 323.25.....	60	50
ZONE—M.P. 323.25—M.P. 333.95.....	79	50
ZONE—M.P. 333.95—M.P. 334.32.....	40	Yd.
ZONE—M.P. 334.32—M.P. 336.33.....	79	Yd.
ZONE—M.P. 336.33—M.P. 338.75.....	79	50
ZONE—M.P. 338.75—M.P. 340.00, westward track.....	50	40
ZONE—M.P. 338.75—M.P. 340.00, eastward track.....	79	50
ZONE—M.P. 340.00—M.P. 391.65, westward track.....	79	50
Shannon, crossover.....	40	40
ZONE—M.P. 340.00—M.P. 351.50, eastward track.....	79	50
ZONE—M.P. 351.50—M.P. 356.00, eastward track.....	55	45
ZONE—M.P. 356.00—M.P. 391.65, eastward track.....	79	50
Osceola, head end of train over Main Street crossing.....	40	40
ZONE—M.P. 391.65—M.P. 393.03.....	30	Yd.

Trains must not exceed 15 M. P. H. between Talmage Jct. and Talmage.

Freight trains 68, LW-CB, 62, LC, 67, CD, DC and 61, authorized by message over signature of Superintendent, and No. 14 when handling freight cars, may observe maximum speed as follows (observing all other speed restrictions):

60 M.P.H.
 Between M.P. 281.00 and 301.00
 308.00 and 321.00
 323.25 and 333.00
 340.00 and 359.00
 360.00 and 391.65

SPEED RESTRICTIONS—Continued.

CRESTON AND U. P. TRANSFER SUBDIVISION.

LOCATION	PASSENGER TRAINS M.P.H.	FREIGHT TRAINS M.P.H.
ZONE—M.P. 393.03—M.P. 393.73.....	30	Yd.
ZONE—M.P. 393.73—M.P. 491.00.....	79	50
M.P. 441.80, east crossover.....	40	40
Red Oak, west crossover between main tracks.....	40	30
M.P. 443.70, turnout, end of two main tracks.....	40	40
McPherson, Emerson, Hastings, Malvern, Folsom and Island Park, siding turnouts.....	40	30
Emerson and Hastings, head end of train over public crossings on siding.....	10	10
M.P. 466.44, turnout, end of two main tracks.....	40	40
M.P. 467.95, crossover.....	40	30
Pacific Jct., east crossover between main tracks at M.P. 473.75.....	30	30
Pacific Jct., crossover between main tracks at M.P. 475.00.....	30	30
Pacific Jct., northeast wye.....	25	20
Curve, M.P. 487.88.....	70	50
Curve, M.P. 490.60.....	55	30
ZONE—M.P. 491.00—East end of curve, Council Bluffs.....	30	15
Wabash crossing, Council Bluffs Yard, main track.....	30	15
Wabash crossing, Council Bluffs Yard, freight track.....	Stop	Stop
Council Bluffs, turnout, east end of two main tracks.....	30	15
ZONE—Thru curve at Council Bluffs passenger station, M.P. 492.24—M.P. 492.43. Westward track.....	20	15
Eastward track.....	25	15
Council Bluffs, turnout, west end of two main tracks.....	15	15
C. & N. W. Crossing, M.P. 492.86; I. C. crossing, M.P. 492.99; C. R. I. & P. crossing, M.P. 493.01.....	20	15

Light engines and single unit motor cars over Main Street crossing, Prescott, 20 M.P.H.

Light engines and single unit motor cars over highway crossings, M.P. 423.08 and M.P. 426.47, 20 M.P.H.

Engines heavier than O-3 must not use Iowa Power track, M.P. 489.01. Engines using this track must not exceed 15 M.P.H.

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

Freight trains 68, LW-CB, 62, LC, 67, CD, DC and 61, authorized by message over signature of Superintendent, and No. 14 when handling freight cars, may observe maximum speed of 60 M.P.H. between M.P. 393.73 and M.P. 472.00 (observing all other speed restrictions).

SPEED RESTRICTIONS—Concluded.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	All Trains M. P. H.
TRACY AND DES MOINES SUBDIVISION			RED OAK AND HAMBURG SUBDIVISION	
Maximum speed	45	35	Maximum speed	30
First street crossing east of Tracy depot	5	5	Between Red Oak passenger depot and foot of incline ..	15
Street crossing, east end of Knoxville passenger depot ..	5	5	Heavier than O-1-A engines between Red Oak pass- enger depot and foot of incline	10
Between M. P. 28.25 and M. P. 29.80	40	30	All diesels and steam power, except M engines, may operate over bridge 0.74, on Red Oak—Griswold Spur to enter lower yard.	
Between M. P. 34.90 and M. P. 35.15	20	20	Sheridan and Thomas Avenues, Shenandoah. Freight trains protect movement	Stop
Over Bridges 62.08 and 67.43	20	20	GP-7, GP-9, SD-7, SD-9, 5400 and 6000 H. P. Diesel engines over Bridge 35.96	5
1200-H. P. diesel switch engines	6	6	Main Street, Hamburg	5
Diesel engines, single or multiple units	10	10	E. Street, Hamburg, protect movement	Stop
Diesel or steam engines doubleheaded, must have at least 5 light cars between the engines	6	6	Loaded tank cars and loaded 30-yard air dump cars ...	20
Eastward between approach and home signals at CRI&P Crossing M. P. 65.7	40	20		
Maury Street, Des Moines	10	10		
18th Street, Freight trains protect movement	5	Stop		
Between 18th Street and Des Moines	10	10		
East Sixth Street, Des Moines freight yard		5		
Loaded tank cars and loaded 30-yard air dump cars ...		25		

SPEED OF TRAINS

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	65	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

LOCATION	All Trains M. P. H.
MEDIAPOLIS AND WASHINGTON SUBDIVISION	
Maximum speed	20
Between M. P. 33.45 and M. P. 34.10	15
Engine or leading car of train between home signals at C. R. I. & P. crossing, M. P. 48	20
Highway crossings, M. P. 15.93 and M. P. 42.61...	5

SPECIAL INSTRUCTIONS.

District Master Mechanic.....	O. W. Gibson, Galesburg
Assistant District Master Mechanic.....	A. Baker, Galesburg
Road Foreman.....	K. R. Sutton, Galesburg
Road Foreman.....	W. R. Essex, Galesburg
Road Foreman.....	H. L. Bettger, Galesburg
Road Foreman.....	O. E. Mayne, Ottumwa
Road Foreman.....	M. F. Thompson, Creston
Trainmaster.....	E. L. Phillips, Ottumwa
Assistant Trainmaster.....	H. E. Pierce, Burlington
Assistant Trainmaster.....	D. H. Seeger, Ottumwa
Terminal Trainmaster.....	W. T. Dinan, Omaha
Chief Dispatcher.....	H. R. Davis, Ottumwa
Night Chief Dispatcher.....	W. F. Bolam, Ottumwa
Night Chief Dispatcher.....	M. C. Smith Jr., Ottumwa
Relief Chief Dispatcher.....	K. E. Welcher, Ottumwa

TRAIN DISPATCHERS—Ottumwa

C. G. Conard	L. D. Pettet	L. H. Beery	J. S. Brain
J. E. Pace	M. B. Grover	C. H. Pettet	B. G. McDowell
E. E. Davis	Virgil Brown	L. E. Carl	H. D. Beverlin
E. D. Clark			

1. Manual Block System Rule 318 (B) In effect for train moving against the current of traffic on train order authority.

Movement of train and engines against the current of traffic between crossover east of Iowa Avenue and Tisdale Street at Ottumwa; and between stock yards and New York Avenue at Creston, will be made on authority of the yardmaster.

St. Joseph Division trains No. 30 and No. 31 have no timetable superiority between passenger depot and yard limit sign, Creston, and must move at reduced speed between these points.

Trains have no timetable superiority between east end of yard at U. P. Transfer and U. P. connection just west of U. P. Transfer Station. Trains and engines must move at reduced speed between these points. Normal position of switch at east end of yard at U. P. Transfer is for main track.

When train order (Form D-R) authority for crossover, at facing-point hand-throw switch is issued at the point where crossover movement is to be made, train must be stopped before the crossover switches are lined.

2. USE OF TRACK.

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

One long and three short blasts of interlocking horn at Seminary Interlocking Galesburg is signal for train, yard or enginemen to come to telephone.

At Waterman: Before entering interlocking limits, trains or engines moving south on yard tracks 4 to 9, inclusive, and moving in either direction through limits of crossover No. 42 between tracks 3 and 4 near south end of Yard "R" must stop clear of the bonded track section unless it is known that switches are properly lined for their movement. These clearance points are indicated by yellow paint on each track located at safe clearance short of the ladder.

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

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

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

When stop signal fails to clear for main track movement over Wabash Crossing, M. P. 491.31; C. & N. W. Crossing, M. P. 492.70; I. C. Crossing, M. P. 492.99; or C. R. I. & P. Crossing, M. P. 493.01, Rules 523, 524, 525, and 526 must be complied with and, in addition, movement over crossing must be made under protection.

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

3. RULES OF THE OPERATING DEPARTMENT ARE MODIFIED AS FOLLOWS:

RULE H.

The use of tobacco by employes in uniform while on duty in the presence of patrons, or by employes transacting business with patrons in or about stations, is prohibited.

RULE Q.

Courteous deportment is required of all employes in their dealings with the public, their subordinates and each other.

Employes who are careless of the safety of themselves and others, negligent, insubordinate, dishonest, immoral, quarrelsome or otherwise vicious or who do not conduct themselves in such a manner and handle their personal obligations in such a way that their railroad will not be subject to criticism or loss of good will, will not be retained in the service.

RULE 7 (a). (Third Paragraph).

When backing or pushing a train or cars or switching cars, the disappearance from view of trainman, yardman, light by which signals are given or failure to hear his voice frequently on radio, must be construed as a stop signal, unless movement is being made as prescribed by Rule 1346.

RULE 15 (First Paragraph).

The explosion of two torpedoes is a signal to proceed at Reduced Speed for one and one-quarter miles. The explosion of one torpedo will indicate the same as two, but the use of two is required.

RULE 16 (k).

One long sound of communicating signal to shut off train heat.

RULE 17.

Full headlight will be displayed to the front of every train by day and by night. It must be concealed or extinguished when a train turns out to meet another train and has stopped clear of main track, is standing to meet a train at end of two or more tracks or a junction, or when oscillating emergency red headlight is displayed and train has stopped.

It must be dimmed while standing in yards where yard engines are employed.

When an engine is running backward a white light must be displayed by night on the leading end.

At night, when standing or moving about yards, road engines without cars must display a light on the rear.

Unless otherwise provided, white oscillating light must be displayed approaching highway crossings at night and during day when weather conditions impair visibility. It must be extinguished when head light is dimmed or extinguished.

RULE 19 (e).

A train not equipped to display the prescribed markers will display a red flag by day and a white light by night to indicate the rear of the train.

RULE 21.

Where extra trains display classification signals, the display of white flags will be discontinued and white lights will be used as classification signals for both day and night operation.

RULE 30.

Except where the momentary stop and start, forward or backward, is a continual switching movement, the engine bell must be rung when an engine is about to move, and while approaching and passing public crossings at grade and station platforms.

RULE 35.

The following signals will be used by flagmen:

Day Signals—A red flag,
torpedoes and
red fuses
Night Signals—Torpedoes and
red fuses

RULE 99 (b). (Second paragraph).

The required flagging equipment for an engine is one red flag, six torpedoes and four red fuses.

RULE 102 (a). (Second sentence, first paragraph).

The red headlight is displayed automatically by an emergency application of the air brakes.

RULE 208. (Second paragraph).

The several addresses must be in the order of superiority of trains, each office taking its proper address and when office is open, except within Automatic Block Signal Limits, must include the operator at meeting or waiting point.

RULE 221 (a). (First paragraph).

Where trains are operated on single track, Clearance Form A must be filled out by the operator before clearing a train, showing thereon, without erasure or alteration, the total number of train orders and the number of each train order, if any, addressed to a train. He will then repeat from the clearance to train dispatcher the information shown thereon. The dispatcher will make the required record in the train order book, and if operator has correctly repeated the number of all train orders addressed to a train will respond by giving "OK," the time, and the Superintendent's initials, which the operator will endorse on the Clearance.

SPECIAL INSTRUCTIONS—Concluded.

CLEARANCE FORM F.

Proceed per Rule 509 A on..... track.

Train Dispatcher will specify number or name of track that the train will proceed on after passing the signal; viz., In multiple track territory—On No. 2 track, or—on westward track; in single track territory—on Main track, or on siding or yard track. Conductor or Engineman will note track on Clearance Form F and repeat to the Train Dispatcher.

RULE 318 (B). (Third paragraph).

A train may be permitted to follow a train other than a passenger train into a block under Permissive Indication, or with permissive Form C, on authority of train dispatcher, provided ten minutes have elapsed since the passage of the last preceding train.

RULE 374.

When a train is passed by another train at a non-communicating station, the train passed must wait ten minutes and then proceed at Reduced Speed to the next open block station.

RULE 501-501-E.

A single arm semaphore signal having a yellow blade in a vertical position in the upper quadrant with a green light will indicate proceed in accordance with Rule 501.

A single arm semaphore signal having a yellow blade in the upper quadrant at an angle of 45 degrees to the vertical with a yellow light will indicate approach in accordance with Rule 501-E.

RULE 509. (First paragraph).

When a train is stopped by a Stop Indication It must stay until authorized to proceed, and will then proceed at Restricted Speed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying other than a Stop indication.

RULE 509 C.

When block signal rules require movement at restricted speed, this speed must not be increased until after the rear of train has passed through the block.

RULE 512. (Second paragraph).

Except as provided for in Rule 512, before train or engine movement is made from siding equipped with a spring switch, not governed by a dwarf signal, spring switch must be opened by hand.

When a train or engine, on a siding equipped with a spring switch and dwarf signal, is stopped by a Stop Indication and no conflicting train or engine movement is evident, and movement to main track is authorized as prescribed by Rule 509, spring switch must be opened by hand.

In either case, after waiting three minutes and leading truck has passed fouling point while switch is open, switch must then be closed by hand. Leading truck must not pass fouling point until after expiration of the three minute period.

RULE 514.

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

RULE 672. (Third paragraph).

If there is no indication to show that signals on the conflicting routes indicate stop, movement must be made in the following manner: Train or engine will be moved to occupy the track between the home signal and the crossing and clear of the crossing. Burning red fuses must be placed 100 feet from the crossing on all conflicting routes. Train or engine may proceed after standing two minutes, if no conflicting train or engine movement is evident.

RULE 712.

Train Orders must not be transmitted by radio between head and rear end of a train.

Information concerning the position of switches or aspect of governing signals must not be requested nor accepted by train or engine crews from persons other than members of their own crew.

RULE 901. (First paragraph).

Roadway signs indicate maximum speeds for passenger trains.

RULE 908. (Second paragraph).

Before moving engines and cars on station, or industry tracks, train and yardmen must know that the cars can be moved with safety. (Fourth paragraph).

Unless otherwise authorized, cars must not be shoved on yard tracks, team tracks, industry or freight house tracks, until a member of the crew is stationed at the opposite end of tracks for the purpose of ascertaining the amount of room or clearance and prevent shoving cars out to foul.

RULE 913. (First paragraph).

When for any reason an engine leaves its train or part of its train on main track at night or where view is obscured, torpedoes must be placed a safe distance in advance of rear portion of train to warn enginemen returning, and at night a light must be placed on front end of rear portion of train.

RULE 914.

A rectangular yellow sign with diagonal black stripe displayed on the right of track indicates that the track one mile distant is safe for a speed of 10 miles per hour unless otherwise directed by train order, timetable or bulletin.

A round green sign with diagonal white stripe displayed on the right of the track signifies that the slow track has been passed and authorized speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear of train.

On subdivisions where maximum speed is 40 MPH or more an octagonal yellow sign with horizontal black stripe displayed on the right of the track will indicate the beginning of slow track.

RULE 916.

Diesel engines may be deadheaded directly behind road diesel engines between Galesburg and Council Bluffs

RULE 918.

Bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

RULE 970. (Second paragraph).

Instruct the fireman in his duties including the economical use of fuel and supplies. Engineman will not permit fireman to operate the engine, except in emergency, or when in his judgment the fireman has had sufficient experience to operate engine for the purpose of qualifying himself. This practice must be confined to freight and yard service unless otherwise authorized by Road Foreman of Engines. Engineman is responsible while the engine is being operated by the fireman.

RULE 1304.

Before starting brake test on a freight train, the brake system must be charged to not less than 10 lbs. below the standard pressure for that train, instead of 5 lbs.

RULE 1345.

The emergency air brake valve located in all passenger, baggage and express cars and in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

If it is necessary to stop a train due to inability to transmit signal to the engineman, open the valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep brakes applied to the stop.

Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

4. If due to accident, on an engine other than steam, operating without cars, causing complete failure of the air brake, proceed as follows:

- (a) Close throttle to Idle.
- (b) Move the reversing handle to reverse position.
- (c) Open throttle to No. 1 position.

5. Air brakes must be used on occupied passenger carrying equipment when switching.

6. To insure against fire damage do not permit engines to stand over or near any open flame.

7. Bridge Derrick 204620 may be handled Ottumwa-Creston Divisions with following restrictions:

Burlington— Proceed with CARE under 6th Street viaduct, M. P. 205.99, on Westward main track, and watch for close clearance at top. Eastward main track has better clearance.

Talmage Jct.—Do not exceed 10 M. P. H. at Bridge 379.64, and watch for close clearance between lower part of derrick sill step and bridge girders.

Turntables— Must not be moved over turntables, Burlington, Ia., Ottumwa, Ia., Creston, Ia., and Pacific Jct., Ia. May be handled on turntables listed above if boiler hood is removed.

C.G.W.R.R.— Derrick may be handled on CGWRR Talmage Jct., to Des Moines, not to exceed 35 MPH when handled in regular train movement. Advance notice must be given CGWRR operating department before movement.

E. L. POTARF,
General Manager, Chicago

C. J. MILLER,
Superintendent, Ottumwa

L. H. DYER,
Superintendent Terminal, Galesburg.

J. E. CARY,
Assistant Superintendent, Creston

W. B. SIMMONS,
General Superintendent Transportation, Chicago

The following side clearance restrictions are in effect for SD-7 and SD-9 diesel engines:

Burlington— Will not clear at following locations:
 Building on spur No. 78 referred to as Chittenden and Eastman track;
 Platform on track No. 22 referred to as Freight house track;
 Coal shed on spur No. 86 referred to as Baker Coal track;
 Through doors, spur No. 96 referred to as Murray Iron Works No. 2;
 Shed, platform and hydrant on spur No. 104, referred to as Northwest Cabinet No. 2.

West Burlington— Will not clear at following locations:
 Concrete walls on Spur No. 11 referred to as Murray Iron Works.

Ottumwa— Will not clear at following locations at Morrell Packing Co. tracks:
 Platforms on track Q-129 referred to as Export track 1
 Building on track Q-48, referred to as lead to scale.

Charlton— Will not clear at following locations:
 Platform on Spur No. 29 referred to as freight house track.

Creston— Will not clear at following locations:
 Platform on spur No. 96 referred to as Freight House track.
 Platform on spur No. 99 referred to as Jackson and Sherry track.

Red Oak— Will not clear at following locations:
 Platform on Spur No. 26 referred to as Freight House Track.

Council Bluffs— Will not clear at following locations:
 Lumber shed on spur No. 43 referred to as Warehouse Construction Co.
 Platform on Spur No. 13 referred to as Lang Construction Company.

Monmouth— Look out for close clearance at the following locations:
 Platform on spur No. 19 referred to as Brown, Lynch Scott Co. track.
 Shed on spur No. 22 referred to as McCullough Lumber Co. track.

Burlington— Look out for close clearance at the following locations:
 Crane rail post on spur No. 97 referred to as Murray Iron Works No. 1.

Fairfield— Look out for close clearance at the following locations:
 Platform on spur No. 14 referred to as Dexter-Philco Washing Machine track.

Des Moines— Look out for close clearance at the following locations:
 Platform on spur No. 34 referred to as Freight House track.

Villisca— Look out for close clearance at the following locations:
 Platform on spur No. 12 referred to as Freight House track.

Malvern— Look out for clearance at the following locations:
 Sand bin on spur No. 17 referred to as Elevator track.

Council Bluffs— Look out for close clearance at the following locations:
 Platform on spur No. 42 referred to as International Harvester Co. tracks.
 Pipe on spur No. 36 referred to as Citizens Gas and Electric Co. track.

TRACK RESTRICTIONS FOR ENGINES.

SPEED SHOULD BE REDUCED AND EXTREME CARE USED IN MAKING MOVEMENTS ON TRACKS LAID WITH LIGHTWEIGHT RAIL.
CLASS B-1-A, O-5-A, S-4-A AND M-4-A ENGINES MUST NOT OPERATE ON FOLLOWING TRACKS:

Location	Local Name of Track	Location	Local Name of Track
GALESBURG AND OTTUMWA SUBDIVISION		GALESBURG AND OTTUMWA SUBDIVISION—Concluded	
Cameron.....	Stock track—From stock chute to west end of track. Elevator track—From point 190 ft. east of main track switch to east end of track.	Fairfield.....	ALL TRACKS, except: Westward siding. Eastward siding. Dexter Spur track. North Malleable track. House track, except over frog at west end of House No. 1. Park track. Stock track via Park track.
Monmouth.....	ALL TRACKS, except: Middle siding. House track—From West switch to freight house platform. Tracks 1 and 2—South of freight house. M. & St. L. Trsf.—From east switch to C. B. & Q. property line post Track 1. M. & St. L. Trsf.—From east switch to C. B. & Q. property line post Track 2. Beardstown Divn.—From main track connection to 10 cars. South main—South of stock track switch track. Stock track. South yard, Beardstown Division main track, 10 cars south of stock track. Southwest leg of wye. Pattee track.	Batavia.....	Westward siding (stub track from house track switch to end of track). Stock track—From stock chute to west end of track.
Kirkwood.....	Mill track—From elevator to west end of track. Team track.	Agency.....	House track—From clearance point to east end of track.
Blggsville.....	Spur track No. 3.	OTTUMWA AND CRESTON SUBDIVISION	
Gladstone.....	Stock track—Stock chutes to east end of track. House track—From depot to east end of track. Middle track—From depot to east end of track.	Dudley.....	North side—East of Clearance Point.
Burlington.....	ALL TRACKS, except: Westward siding at depot. New Hawkeys, and East and West Hawkeys tracks. Old House track. Burch track. Old Main track. Track numbers 9, 10 and 11. Tracks leading to coal chutes and roundhouse. East side lead in east end of yards.	Maxon.....	North Transfer track—C. B. & Q. track OK for all classes of power. M. & St. L. track which is north track not safe for heavier than Class O-3 engines. South Transfer track—West of Clearance point.
West Burlington...	ALL TRACKS, except: Westward siding. Wye track via west end lead track through stub track west of erecting shop. Track No. 2, first track north of main line from west switch to point opposite, west end of erecting shops. Shop train track west of depot from main track switch to 350 feet east. Eastward siding. Stock track from east switch to point opposite depot. No. 1 track south yard (first track south of eastward siding). Wye track via west ladder track to west end of the erecting shop. East leg of wye via Walnut log mill.	Albia.....	North No. 3 track—East of Oil Rack. Stock track—West of East Clearance Point. Des Moines Branch—West of "D" Street.
Middletown.....	Stock track—From stock chute to west end of track.	Chariton.....	West No. 1, 2, 4 and 5 East of Clearance Point. House No. 1—East of Clearance Point. House No. 2—Beyond west end platform. House No. 3. Ice House track. North Supply track. East No. 3 track. Stock track—West of pens. Scale track. New Chariton Wholesale Grocery. Chariton Lumber & Supply Co.
Danville.....	Stock track—From east end of depot to west end of track.	Lucas.....	Oil track—West of Clearance Point.
New London.....	House track—From west end of depot to east end of track. Cold storage—From coal chute to east end of track. Stock track—From stock chute to west end of track.	Woodburn.....	Stock track—West of Clearance Point.
Mt. Pleasant.....	ALL TRACKS, except: Old K-Line—From switch to stock loading chute. Scraper track—To main line clearance point. Eastward siding. Westward siding. Stock track—From east switch to stock chute. House track—From west switch back east to west end of freight house platform.	Ocoola.....	North Yard—North of Clearance point on branch main track. South Yard—South of Clearance Point. Oil track—Loading off westward siding. East leg of Wye.
Rome.....	Stock track—From elevator to west end of track.	Thayer.....	Team Track—120 ft. east of Clearance point.
Lockridge.....	Stock track—From stock chute to west end of track. Stock track from 150 feet west of depot to end of track.	Afton.....	Stock track—West of Chute.
Beckwith.....	Stock track—From stock chute to west end of track. Stock track from 200 feet west of clearance point to end of track.	CRESTON AND U. P. TRANSFER SUBDIVISION	
		Cromwell.....	Elevator track—50 ft. west of clearance point.
		Nodaway.....	Stock track—East of depot.
		Villisca.....	House track—East of freight house platform.
		Stanton.....	Stub track—West of stock yard.
		Hastings.....	Horn track—South of derall to sign reading: "Limit for M-4 and O-5 engines." Carson Branch Wye. West end of frog at west end of city track to Sidney spur.
		Malvern.....	Back track—Back track beyond derall from either end. Incline track to lower yard.
		Glenwood.....	No. 3 track west of elevator.