Chicago, Burlington & Quincy Railroad Co.

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE

CRESTON DIVISION

OF THE

IOWA DISTRICT

No. 23

EFFECTIVE AT 12:01 A. M.

SUNDAY, JUNE 1, 1924

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 HENRY O. SHEPARD CO., PRINTERS, CHICAGO.

Creston to Omaha—Sub-division—Westward.

CRESTON DIVISION. TIME TABLE No. 23. **EFFECTIVE JUNE 1, 1924.**

FIRST CLASS												SECOND CLASS							Signs.	Distance from Chicago	Distance from Creston	STATIONS	Distance from Omaha	Capacity Siding—Cars	Other Tracks
Daily Passenger	Daily Passenger	Daily Passenger	Daily Mail	Daily Ex. Sunday Passenger	Daily Express	Daily Passenger	Daily Mail	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Ex. Tuesday Freight	Daily Freight	Daily Freight	Daily Ex. Friday, Saturday and Sunday Freight	Daily Freight									
23	1	5	15	11	25	27	7	3	21	179	9	79	77	71	81	75									
	A.M. L 3.45	A.M. L 4.35	A.M. L 5.45	A.M. L 7.05	A.M. L 8.50		A.M. L11.59	A.M. L11.40		P.M. L 7.40	P.M. L 8.26	A.M. L 2.00	A.M. L 2.30		P.M. L 2.15			B.C.K.O.R. T.W.Y.	393.1		....CRESTON....	103.1		Yard
	3.54	4.45	5.54	s 7.15	8.59		P.M. 12.07	s11.51		s 7.50	8.35								398.9	5.8	....CROMWELL....	97.3		40
	4.05	4.55	6.04	s 7.28	9.09		12.16	P.M. s12.05		s 8.03	8.45								406.8	7.9	....PRESCOTT....	89.4	85	21
	4.14	s 5.05	6.12	s 7.40	9.17		12.25	s12.20		s 8.17	8.55							W.	413.8	7.0	....CORNING....	82.4	90	35
	4.19	5.10	6.17	s 7.50	9.22		12.30	12.28		s 8.25	9.00								417.8	4.0	....BROOKS....	78.4		21
	4.25	5.16	6.23	s 8.00	9.28		12.36	s12.37		s 8.33	9.06								422.8	5.0	....NODAWAY....	73.4		14
	s 4.35	s 5.26	s 6.30	s 8.12	s 9.35		s12.45	s12.49		s 8.45	9.13							K.W.T.	427.6	4.8	....VILLISCA....	68.6	90	173
	4.50	5.41	6.42	s 8.28	9.47		12.59	s 1.07		s 9.00	9.28								435.4	7.8	....STANTON....	60.8	50	21
	s **5.05**	s 5.56	s 6.55	s **8.47**	s10.02		s 1.14	s 1.30		A 9.20 P.M.	s 9.43	4.40	**5.05**		6.20			C.K.O.R. T.W.Y.	442.6	7.2	....RED OAK....	53.6	119	73
	5.13	6.05	7.02	s 8.57	10.12		1.25	1.39			9.52	**5.13**	5.25		6.40				448.3	5.7	....McPHERSON....	47.9	75	28
	5.18	6.10	7.07	s 9.05	10.17		1.31	s 1.47			9.57	5.25	5.40		6.55				451.8	3.5	....EMERSON....	44.4	63	56
	5.26	s **6.20**	7.13	s **9.15**	10.24		1.39	s 2.00			10.03	5.50	**6.20**		**7.20** **8.11**			C.W.Y.	457.1	5.3	....HASTINGS....	39.1	83	90
	5.33	**6.33**	7.20	s 9.27	10.31		1.46	s 2.15			10.10	**6.33**	6.50		8.35				461.8	4.7	....MALVERN....	34.4	84	147
	5.41	6.43	**7.29**	s 9.41	10.39		1.53	2.26			10.20	7.00	**7.29**		9.00			R.	467.0	5.2	....BALFOUR....	29.2	60	24
	5.50	s 6.51	7.35	s 9.55	10.45		1.59	s 2.35			10.28								471.5	4.5	....GLENWOOD....	24.7		97
A.M. L 5.20	A 6.00 A.M.	s 7.00	s 7.45	s**10.10**	A10.55 A.M.	A.M. L10.55	s 2.10	s 2.50	P.M. L 4.55		s10.40	A 7.40 A.M.	A 8.30 A.M.	A.M. L 8.10	A10.30 P.M.	P.M. L 3.00		B.C.K.R. T.W.Y.	475.2	3.7	....PACIFIC JCT....	21.0		Yard
5.30		7.10	8.00	f10.25		11.04	2.20	3.00	f 5.03		10.48			8.25		3.15			480.9	5.7	....FOLSOM....	15.3	82	9
5.40		7.20	8.08	f 10.35		11.12	2.30	3.07	**5.10**		10.55			8.40		3.30			486.2	5.3	....ISLAND PARK....	10.0	83	12
																			490.7	4.5	..St. Ry. Crossing (Grade)..	5.5		
																			491.4	0.7	..Wabash Crossing (Grade)..	4.8		
																			491.9	0.5	C. M. & St. P. X'g (Grade) C. R. I. & P. Crossing (Grade)	4.3		
s 5.55		s 7.33	s 8.22	s10.50		s11.25	s 2.43	s 3.20	s 5.30		s11.15			A 9.20 A.M.		A **4.00** P.M.		B.C.K.O. R.T.W.	492.3	0.4	....COUNCIL BLUFFS....	3.9		Yard
																			492.9	0.6	.C. & N. W. Crossing (Grade).	3.3		
																			493.0	0.1	...I. C. Crossing (Grade)...	3.2		
																			493.0	99.9	C. R. I. & P. Crossing (Grade)	3.2		
s 6.05 6.25		s 7.50	A 8.35 A.M.	s 11.05		s 11.35	s 2.55 3.05	s 3.35	s 5.50		s**11.25** 11.40								493.5	100.4	.....U. P. TRANSFER.....	2.7		

Trains between Union Pacific Transfer and Omaha are governed by rules and time table of Union Pacific Railway.

Via U. P. A 6.45 A.M.	Via Platts A 7.00 A.M.	Via U. P A 8.10 A.M.		Via U. P. A11.20 A.M.	Via Platts A11.50 A.M.	Via U. P. A 11.50 A.M.	Via U. P. A 3.20 P.M.	Via U. P. A 3.50 P.M.	Via U. P. A 6.05 P.M.		Via U. P. A12.01 A.M.	B. K. R. W.	496.2	103.1	2.7 OMAHA	Daily Ex. Tuesday	Daily	Daily	Daily Ex. Friday, Saturday and Sunday	Daily
Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily									
1:25 14.8	2:15 29.0	3:35 28.8	2:50 35.4	4:15 24.3	2:5 39.2	0:55 22.9	3:21 30.8	4:10 24.8	1:10 18.0	1:40 29.7	3:35 28.8				.....SCHEDULE TIME..... .....AVERAGE MILES AN HOUR.....	5:40 14.5	6:00 13.7	1:10 15.7	8:15 10.0	1:00 17.0

MAIL AND EXPRESS TRAINS MUST NOT EXCEED 55 MILES AN HOUR; OTHER FIRST CLASS TRAINS, 50 MILES AN HOUR BETWEEN CRESTON AND PACIFIC JCT.; 55 MILES AN HOUR BETWEEN PACIFIC JCT. AND COUNCIL BLUFFS; PASSENGER TRAINS, 45 MILES AN HOUR WITH CLASS R AND O-1 ENGINES; 35 MILES AN HOUR WITH O-2, O-3 OR O-4 ENGINES; STOCK AND TIME FREIGHT TRAINS, 40 MILES AN HOUR; OTHER FREIGHT TRAINS, 35 MILES AN HOUR; ALL FREIGHT TRAINS 35 MILES AN HOUR WITH O-2, O-3 OR O-4 ENGINES.

Trains eastward are superior to trains of the same class westward.
Single track between Red Oak and Balfour, between Pacific Jct. and East end Council Bluffs Yard and between West end Council Bluffs Yard and U. P. Transfer.
Double track between Creston and Red Oak, between Balfour and Pacific Jct. and through Council Bluffs Yard.
Automatic Block between Creston and Pacific Jct. and between West end Council Bluffs Yard and U. P. Transfer.
Between Creston and Red Oak, and Balfour and Pacific Junction, Rules D-251, D-253 and D-254 and 502 to 512, inclusive, in effect.
Between Red Oak and Balfour, west end Double Track Council Bluffs and U. P. Transfer Rules 502 to 512 in effect.
Manual Block between Pacific Jct. and Council Bluffs.
Rule 317-A in effect between Pacific Junction and Council Bluffs.
Operators at Red Oak and Balfour will register for trains that do not stop. Operator at Council Bluffs will register for trains Nos. 7 and 15.
No train order signal at Creston or Pacific Junction; Conductors and Enginemen must have Clearance Card (Form A).
Train shed over No. 1 track at Omaha will not clear O engines.

SPEED RESTRICTIONS.

Trains 30 miles an hour through turn-outs westward at Red Oak and eastward at Balfour.
10 miles an hour at the east end of Union Pacific Yard, Omaha.
10 miles an hour through passenger yard, Omaha.
No. 5 will stop at Malvern to discharge passengers from Chicago.
No. 9 will stop at Villisca to discharge passengers from Chicago.
No. 21 will stop at Island Park Sunday only when flagged or to discharge passengers.
No. 23 will stop at Folsom and Island Park Sunday only when flagged or to discharge passengers.

Omaha to Creston—Sub-division—Eastward.

CRESTON DIVISION. TIME TABLE No. 23. **EFFECTIVE JUNE 1, 1924.**

FIRST CLASS												SECOND CLASS						
Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Mail	Daily Passenger	Daily Express	Daily Passenger	Signs.	Distance from Chicago	Distance from Creston	STATIONS	Distance from Omaha	Capacity Siding—Cars	Other Tracks	Office Closed	Daily Ex. Monday Freight	Daily Freight	Daily Freight	Daily Freight		
10	178	6	20	4	14	26	2	8	12	30	22									74	82	76	70		
A.M.	A.M.	A.M.		P.M.	P.M.		P.M.	P.M.	P.M.	P.M.										A.M.			P.M.		
A 5.35	A 7.25	A10.17		A 2.15	A 7.30		A 7.45	A 9.32	A 9.47	A10.15		B.C.K. O.R.T. W.Y.	393.1		..... CRESTON	103.1		Yard		A 5.20			A 1.40		
															5.8										
5.25	s 7.13	10.06		s 2.05	s 7.10		7.32	9.22	9.35	10.03			398.9	5.8	. . . CROMWELL . . .	97.3		40	4:00 p. m. to 7:00 a. m.						
															7.9										
5.13	s 7.00	9.54		s 1.48	s 6.58		7.19	9.11	9.23	9.50			406.8	13.7	.... PRESCOTT	89.4	85	21	10:30 p. m. to 6:30 a. m.						
															7.0										
5.03	s 6.48	s 9.42		s 1.33	s 6.46		7.07	9.01	s 9.12	9.38		W.	413.8	20.7	.... CORNING	82.4		35							
															4.0										
4.58	s 6.39	9.33		s 1.22	s 6.37		7.00	8.55	9.06	9.30			417.8	24.7	..... BROOKS	78.4		21	3:30 p. m. to 6:30 a. m.						
															5.0										
4.52	s 6.31	9.27		s 1.13	s 6.29		6.53	8.48	9.00	9.23			422.8	29.7	.... NODAWAY	73.4	85	14	4:40 p. m. to 7:40 a. m.						
															4.8										
4.43	s 6.22	s 9.17		s 1.03	s 6.20		s 6.43	s 8.38	s 8.50	s 9.13		K.W.T.	427.6	34.5	..... VILLISCA	68.6	70	173							
															7.8										
4.30	s 6.05	9.02		s12.48	s 6.03		6.28	8.22	8.35	8.55			435.4	42.3	..... STANTON	60.8	85	21	9:45 p. m. to 5:45 a. m.						
															7.2										
4.18	L 5.50 A.M.	s 8.47		12.35 s12.15	s 5.50		s 6.12	s 8.07	s 8.20	s 8.40		C. K. O. R. T. W. Y.	442.6	49.5	..... RED OAK	53.6	89	73		2.30			9.57		
															5.7										
4.08		8.37		s12.05	s 5.36		6.00	7.55	8.10	8.23			448.3	55.2	... McPHERSON ...	47.9	79	28		2.15			9.45		
				— P.M. —											3.5										
4.03		8.32		s11.55	s 5.29		5.53	7.50	8.05	8.18			451.8	58.7	..... EMERSON	44.4	73	56	11:00 p. m. to 7:00 a. m.	2.03			9.30		
															5.3										
3.56		8.25		s11.42	s 5.18		s 5.43	**7.42**	**7.58**	**8.11**		C.W.Y.	457.1	64.0	..... HASTINGS	39.1	90	90		1.45			**9.15**		
															4.7										
3.49		8.19		s11.30	s 5.05		s 5.29	7.33	7.51	8.05			461.8	68.7	..... MALVERN	34.4	85	147	11:00 p. m. to 7:00 a. m.	1.20			9.00		
															5.2										
3.42		8.12		s11.20	s 4.55		5.19	7.25	7.44	7.58		R	467.0	73.9	..... BALFOUR	29.2	59	24		1.05			8.45		
															4.5										
3.35		s 8.03		s11.10	s 4.45		5.09	7.16	s 7.35	7.50			471.5	78.4	.... GLENWOOD	24.7		97	10:45 p. m. to 6:45 a. m.						
			A.M.			P.M.					A.M.				3.7						A.M.		A.M.		
L 3.28		L 7.53	A10.10	L11.00	s 4.35	A 5.35	L 5.00	s 7.07	s 7.25	s 7.42	A12.15	B.C.K.R T.W.Y.	475.2	82.1	.... PACIFIC JCT	21.0		Yard		L12.20	A 1.30	A 4.30	L 8.00		
A.M.		A.M.		A.M.			P.M.								5.7					A.M.				A.M.		
			f10.00		f 4.20	5.19		6.56	7.15	7.30	12.01		480.9	87.8	..... FOLSOM	15.4	82	9	5:30 p. m. to 7:00 p. m. 7:40 p. m. to 8:30 a. m.		1.05	4.05			
											A.M.				5.3										
			f 9.50		f 4.12	**5.10**		6.50	7.08	7.24	11.52		486.2	93.1	... ISLAND PARK ...	9.9	83	12	3:00 p. m. to 4:00 p. m. 12:01 a. m. to 7:00 a. m.		12.50	3.50			
															4.5										
													490.7	97.6	St. Ry. Crossing (Grade)	5.5									
															0.7										
													491.4	98.3	Wabash Crossing (Grade)	4.8									
															0.5										
													491.9	98.8	..C. M. & St. P. Crossing (Grade) . C.R.I.&P. Crossing (Grade)	4.3									
															0.4										
			s 9.35		s **4.00**	s 4.55		s 6.38	s 6.55	s 7.10	s11.35	B C K O R T W	492.3	99.2	.. COUNCIL BLUFFS ..	3.9		Yard			L12.20	L 3.30			
																					A.M.	A.M.			
													492.9	99.8	C.& N.W. Crossing (Grade)	3.3									
															0.1										
													493.0	99.9	. I. C. Crossing (Grade) .	3.2									
													493.0	99.9	C.R.I.& P. Crossing (Grade)	3.2									
															0.5										
			s 9.20		s 3.50	s 4.45		L 6.30 P.M.	s 6.45	s 7.00	s **11.25**		493.5	100.4	... U. P. TRANSFER...	2.7			No Office						
															2.7										

Trains between Union Pacific Transfer and Omaha are governed by rules and time table of Union Pacific Railway.

Via Platts. L 2.35 A.M.		Via Platts. L 7.00 A.M.	Via U. P. L 9.05 A.M.	Via Platts. L 9.05 A.M.	Via U. P. L 3.35 P.M.	Via U. P. L 4.30 P.M.	Via Platts. L 3.45 P.M.		Via U. P. L 6.30 P.M.	Via U. P. L 6.40 P.M.	Via U. P. L11.10 P.M.	B.K.R. W	496.2	103.1	..... OMAHA										
Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily									Daily Ex. Monday	Daily	Daily	Daily		
2:7 38.8	1:35 31.3	2:24 34.2	1:05 19.0	3:15 25.3	3:55 26.3	1:05 19.0	2:45 29.9	3:02 32.9	3:17 31.4	3:35 28.8	1:05 19.0				SCHEDULE TIME. AVERAGE MILES AN HOUR					5:00 16.4	1:10 15.7	1:00 17.0	5:40 14.5		

MAIL, EXPRESS AND PASSENGER TRAINS MUST NOT EXCEED 55 MILES AN HOUR BETWEEN COUNCIL BLUFFS AND PACIFIC JCT.; 50 MILES AN HOUR BETWEEN PACIFIC JCT. AND CRESTON; PASSENGER TRAINS 45 MILES AN HOUR WITH CLASS R AND O-1 ENGINES; 35 MILES AN HOUR WITH O-2, O-3 OR O-4 ENGINES; STOCK AND TIME FREIGHT TRAINS, 40 MILES AN HOUR; OTHER FREIGHT TRAINS, 35 MILES AN HOUR; ALL FREIGHT TRAINS 35 MILES AN HOUR WITH O-2, O-3 OR O-4 ENGINES.

Trains eastward are superior to trains of the same class westward.
Single track between U. P. Transfer and West end Council Bluffs Yard, between East end Council Bluffs Yard and Pacific Jct. and between Balfour and Red Oak.
Double track through Council Bluffs Yard, between Pacific Junction and Balfour and between Red Oak and Creston.
Automatic Block between U. P. Transfer and West end Council Bluffs Yard and between Pacific Junction and Creston.
Between Creston and Red Oak, and Balfour and Pacific Junction, Rules D-251, D-252 and D-254 and 502 to 512, inclusive, in effect.
Between Red Oak and Balfour, west end Double Track Council Bluffs and U. P. Transfer Rules 502 to 512 in effect.
Manual Block between Council Bluffs and Pacific Junction.
Rule 317-A in effect between Council Bluffs and Pacific Junction.
Operators at Balfour and Red Oak will register for trains that do not stop.
No train order signal at Council Bluffs or Pacific Junction; Conductors and Enginemen must have Clearance Card (Form A).
Train shed over No. 1 track, Omaha, will not clear O Engines.

SPEED RESTRICTIONS.

First class trains eastward 40 miles an hour and freight trains eastward 25 miles an hour between Mile Post 432 and Bridge 428.67.
Trains 30 miles an hour through turn-outs eastward at Balfour and westward at Red Oak.
10 miles an hour at the east end of Union Pacific Yard, Omaha.
10 miles an hour through Passenger Yard, Omaha.
No. 2 will stop at Emerson and Corning to discharge passengers from Denver or West.
No. 6 will stop at Hastings to receive Chicago passengers.
No. 10 will stop at Red Oak, Villisca and Corning to discharge Passengers from Denver, Alliance or West, or to receive passengers for Chicago or East, and will reduce speed at Glenwood, Emerson, Red Oak, Stanton and Villisca to permit dispatching of mail without danger of falling under train.
No. 22 leaving Omaha Sundays will stop at Island Park and Folsom when flagged or to discharge passengers

Creston and Amazonia—Sub-division.

CRESTON DIVISION. TIME TABLE No. 23. EFFECTIVE JUNE 1, 1924.

SOUTHWARD			NORTHWARD		
SECOND CLASS	FIRST CLASS		FIRST CLASS		SECOND CLASS
Daily Ex. Sunday Freight	Daily Passenger	Daily Ex. Sunday Passenger	Signs.	Distance from Creston	STATIONS	Distance from St. Joseph	Capacity Siding—Cars	Office Closed	Daily Ex. Sunday Passenger	Daily Passenger	Daily Ex. Sunday Freight
95	5	3							4	10	94
A.M. L 6.30	A.M. L 6.00	P.M. L 2.45	B. C. K. O. R. T. W. Y.		CRESTON	104.4	Yard		P.M. A 2.00	P.M. A10.40	P.M. A 3.35
				9.1							
s 7.00	s 6.16	s 3.02		9.1	KENT	96.3	30	3:10 p. m. to 6:10 a. m.	s 1.40	s10.18	s 3.02
				7.9							1.45
s 7.40	s 6.32	s 3.18		17.0	LENOX	87.4	62	11:00 p. m. to 6:00 a. m.	s 1.25	s10.02	s12.45
				7.8							
s 8.00	f 6.43	s 3.30	F.	24.8	MERLE JCT.	79.6	4	No Office	s 1.10	f 9.38	s12.20
				2.5							
s 8.25	s 6.49	s 3.38	W.	27.3	CONWAY	77.1	40	3:30 p. m. to 6:30 a. m.	s12.59	s 9.32	s12.10
				7.5							P.M.
s 9.45	s 7.05	s 3.57		34.8	BEDFORD	69.6	42	5:30 p. m. to 8:30 a. m.	s12.43	s 9.15	s11.45
				9.9							
s11.00	s 7.22	s 4.17	T.W.	44.7	HOPKINS	59.7	129	4:00 p. m. to 7:00 a. m.	s12.23	s 8.55	s11.00
				7.1							
s11.25	s 7.35	s 4.30		51.8	PICKERING	52.6	32	4:40 p. m. to 7:15 a. m.	s12.07	s 8.40	s10.10
				7.4					P.M.		
s11.51	s 7.52	s 4.48	C.	59.2	MARYVILLE	45.2	110	5:30 p. m. to 8:30 a. m.	s11.51	s 8.25	s 9.45
				6.3							
P.M. s12.30	s 8.07	s 5.01	W.	65.5	ARKOE	38.9	30	5:15 p. m. to 7:45 a. m.	s11.33	s 8.07	s 9.05
				7.7							
s 1.10	s 8.25	s 5.18		73.2	BARNARD	31.2	41	5:25 p. m. to 8:00 a. m.	s11.17	s 7.50	s 8.25
				4.4							
s 1.35	s 8.35	s 5.29		77.6	BOLCKOW	26.8	49	5:35 p. m. to 8:00 a. m.	s11.07	s 7.40	s 8.05
				4.8							
s 2.00	s 8.45	s 5.40	W.	82.4	ROSENDALE	22.0	65	5:50 p. m. to 8:30 a. m.	s10.56	s 7.30	s 7.40
				7.5							
s 2.35	s 9.00	s 5.55		89.9	SAVANNAH	14.5	59	6:10 p. m. to 8:30 a. m.	s10.41	s 7.15	s 7.00
				5.5							
A 3.00 P.M.	A 9.15 A.M.	A 6.10 P.M.	R.W.	95.4	AMAZONIA	9.0	170		L10.25 A.M.	L 7.00 P.M.	L 6.25 A.M.

Trains between Amazonia and St. Joseph are governed by St. Joseph Division Time Table.

A 4.00 P.M.	A 9.35 A.M.	A 6.30 P.M.		104.4	9.0 ST. JOSEPH				L10.05 A.M.	L 6.40 P.M.	L 6.00 A.M.
Daily Ex. Sunday	Daily	Daily Ex. Sunday							Daily Ex. Sunday	Daily	Daily Ex. Sunday
8:30 11.2	3:15 29.3	3:25 27.9			SCHEDULE TIME. AVERAGE MILES AN HOUR				3:35 28.6	3:40 28.2	9:10 10.4

PASSENGER TRAINS MUST NOT EXCEED 40 MILES AN HOUR; FREIGHT TRAINS, 30 MILES AN HOUR; CLASS R OR S ENGINES, 25 MILES AN HOUR.

Trains northward are superior to trains of the same class southward.
Rule 318 (B) in effect.
An absolute block will be maintained between trains southward from Savannah to Amazonia.
Water tank at mile post 67—between Arkoe and Barnard—maintain absolute block between trains.
Rule 20 of special instructions is in effect.
No train order signal at Creston; Conductors and Enginemen must have Clearance Card (Form A).

SPEED RESTRICTIONS.

All trains (8) miles an hour over crossing 200 feet south of Freight House at Maryville, and 15 miles an hour over slide ½ mile south of Mile Post 68.
Passenger trains 35 miles an hour around curves between Arkoe and Barnard; freight trains, 25 miles an hour.
Trains handling loaded tank cars 25 miles an hour.
Engines must not go in on the dust track at Amazonia Quarry, account sharp curve.

Creston and Cumberland—Sub-division.

CRESTON DIVISION. TIME TABLE No. 23. **EFFECTIVE JUNE 1, 1924.**

NORTHWARD			SOUTHWARD							
SECOND CLASS	FIRST CLASS	Signs.	Distance from Creston	STATIONS	Distance from Cumberland	Capacity Siding—Cars	Office Closed	FIRST CLASS	SECOND CLASS	
Daily Ex. Sunday Way Frt.	Daily Ex. Sunday Passenger							Daily Ex. Sunday Passenger	Daily Ex. Sunday Way Frt.	
97	3							6	96	
A.M. L 7.35	P.M. L 2.25	B.C.K. O.R.T. W.Y.		CRESTON	47.2	Yard.		A.M. A10.15	P.M. A 4.35	
7.36	2.27		0.7	CUMBERLAND JCT	46.5		No Office.	10.10	4.30	
			7.0							
S 8.00	S 2.45		7.7	SPAULDING	39.5	22	4:45 p. m. to 7:45 a. m.	S 9.55	S 4.05	
			4.9							
S 8.35	S 2.58		12.6	ORIENT	34.6	22	5:00 p. m. to 8:00 a. m.	S 9.45	S 3.45	
			8.7							
S 9.25	S 3.20	W.	21.3	GREENFIELD	25.9	44	5:00 p. m. to 8:00 a. m.	S 9.25	S 3.20	
			7.8							
S10.20	S 3.40	W.	29.1	FONTANELLE	18.1	38	5:00 p. m. to 8:00 a. m.	S 9.06	S 1.55	
			6.5							
S10.50	S 3.57		35.6	BRIDGEWATER	11.6	28	5:00 p. m. to 8:00 a. m.	S 8.50	S 1.20	
			5.7							
S11.15	S 4.12	W.	41.3	MASSENA	5.9	80	5:00 p. m. to 8:00 a. m.	S 8.35	S12.45	
			5.9							
A11.40 A.M.	A 4.25 P.M.	C.R.T.	47.2	CUMBERLAND		58	4:30 p. m. to 7:30 a. m.	L 8.20 A.M.	L12.10 P.M.	
Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday	
4:05 11.5	2:00 23.6			SCHEDULE TIME. AVERAGE MILES AN HOUR				1:55 24.6	4:25 10.7	

PASSENGER TRAINS MUST NOT EXCEED 30 MILES AN HOUR; FREIGHT TRAINS, 25 MILES AN HOUR.

Trains northward are superior to trains of the same class southward.
Rule 318 (B) in effect.
Rule 20 of special instructions is in effect.
No train order signal at Creston or Cumberland; Conductors and Enginemen must have Clearance Card (Form A).
Nos. 96 and 97 will carry passengers.

SPEED RESTRICTIONS.

Freight trains 20 miles an hour between mile post 21 and 22.
Trains handling loaded tank cars 20 miles an hour.

Red Oak and Hamburg—Sub-division.

Creston Division. **TIME TABLE No. 23.** **Effective June 1, 1924.**

SOUTHWARD											NORTHWARD					
SECOND CLASS	FIRST CLASS				Signs.	Distance from Red Oak	STATIONS	Distance from Nebraska City	Capacity Siding—Cars	Office Closed	FIRST CLASS				SECOND CLASS	
Daily Ex. Sunday Freight	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Sunday only Passenger	Daily Ex. Sunday Passenger							Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Sunday only Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Freight	
99	179	3	15	5							178	4	2	12	98	
A.M.	P.M.	P.M.	A.M.	A.M.							A.M.	A.M.	P.M.	P.M.	P.M.	
L 8.45	L 9.50	L 1.40	L 8.30	L 7.05	B.C.K. O.R.T. W.Y.		.....RED OAK.....	52.1	Yard		A 5.45	A11.30	A 6.00	A 8.05	A 3.00	
							6.6									
s 9.10	s10.05	s 1.53	s 8.42	s 7.18		6.6	.....COBURG.....	45.5	29	4:00 p. m. to 7:00 a. m.	s 5.25	s11.09	s 5.41	s 7.45	s 2.30	
							6.3									
s 9.55	s10.20	s 2.05	s 8.52	s 7.29		12.9	.....ESSEX.....	39.2	32	4:00 p. m. to 7:00 a. m.	s 5.12	s10.57	s 5.28	s 7.35	s 2.05	
							5.1									
					F.	18.0	..Centerville Div. Jct..	34.1		No Office.						
							0.2									
						18.2	...Wabash Crossing...	33.9		No Office.						
							0.7									
s10.40	A10.35 P.M.	s 2.25	s 9.09	s 7.45	K.O.R. T.W.	18.9	...SHENANDOAH...	33.2	170	5:30 p. m. to 7:00 p. m. 7:40 p. m. to 8:30 a. m.	L 5.00 A.M.	s10.40	s 5.15	s 7.25	1.00 P.M. s 9.50	
							6.4									
s11.10		s 2.39	s 9.21	s 7.59		25.3	....FARRAGUT....	26.8	50	4:30 p. m. to 7:30 a. m.		s10.22	s 4.58	s 7.00	s 9.30	
							5.1									
s11.40		s 2 51	s 9.32	s 8.09		30.4	....RIVERTON....	21.7	55	5:00 p. m. to 8:00 a. m.		s10.10	s 4.47	s 6.50	s 9.00	
							8.8									
— P.M. — A12.05 P.M.		A 3.15	s 9.50 10.08	A 8.27	C.R. W.Y.	39.2	....HAMBURG....	12.9	80			L 9.53	L 4.25	L 6.35	L 8.27 A.M.	

Trains Between Hamburg and Payne are governed by St. Joseph Division Time Table, and Between Payne and Nebraska City by Wymore Division Time Table.

							7.3								
		s 3.30	s10.30	s 8.40		46.5	.....PAYNE.....	5.6				s 9.25	s 4.08	s 6.00	
							5.6								
		A 3.45 P.M.	A10.45 A.M.	A 8.55 A.M.		52.1	..NEBRASKA CITY..					L 9.10 A.M.	L 3.50 P.M.	L 5.45 P.M.	
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Sunday only	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday	Sunday only	Daily Ex. Sunday	Daily Ex. Sunday
3:20 11.3	0:45 25.0	1:35 24.7	1:20 29.4	1:22 29.8			.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....				0:45 25.0	1:37 24.2	1:35 24.7	1:30 26.1	6:33 6.0

PASSENGER TRAINS MUST NOT EXCEED 40 MILES AN HOUR; CLASS R OR S-1 OR S-2 ENGINES 25 MILES AN HOUR.
FREIGHT TRAINS, 25 MILES AN HOUR; CLASS R OR CLASS S-1 OR S-2 ENGINES 20 MILES AN HOUR.

Trains southward are superior to trains of the same class northward.
Rule 318 (B) in effect.
Rule 20 of Special instructions is in effect.
No train order signal at Red Oak or Hamburg; Conductors and Enginemen must have Clearance Card (Form A).
Normal position of switch at Centerville Division Jct. is for Creston Division main track.

SPEED RESTRICTIONS.

Class D. O. R. & S. engines 5 miles an hour between Red Oak passenger station and foot of incline. Class D. R., S-1 and S-2 engines 15 miles an hour between switch at foot of incline and Mile Post 2.
D4, R4, R5, S1 and S2 engines 10 miles an hour over Bridge 35.96.
Trains handling loaded tank cars 20 miles an hour.

Red Oak and Griswold—Sub-division.

Creston Division. **TIME TABLE No. 23.** **Effective June 1, 1924.**

NORTHWARD							SOUTHWARD	
FIRST CLASS		Signs.	Distance from Red Oak	STATIONS	Distance from Griswold	Capacity Siding—Cars	Office Closed	SECOND CLASS	
Daily Ex. Sunday Mixed	Daily Ex. Sunday Mixed							Daily Ex. Sunday Mixed	Daily Ex. Sunday Mixed
5	3							6	2
A.M.	P.M.							A.M.	P.M.
L 6.10	L 1.35	B.C.K. O.R.T. W.Y.		....RED OAK....	18.9	Yard		A 8.25	A 5.00
				8.1					
s 6.30	s 2.10		8.1	...STENNETT...	10.8	12	No Office.	s 8.00	s 4.25
				4.7					
s 6.45	s 2.40		12.8	....ELLIOTT....	6.1	37	5:30 p. m. to 8:30 a. m.	s 7.45	s 4.10
				6.1					
A 7.10 A.M.	A 3.05 P.M.	R.T.W.	18.9	....GRISWOLD....		61	5:00 p. m. to 8:00 a. m.	L 7.25 A.M.	L 3.45 P.M.
Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday
1:00 19.0	1:30 12.6			.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....				1:00 19.0	1:15 15.1

PASSENGER AND MIXED TRAINS MUST NOT EXCEED 25 MILES AN HOUR; FREIGHT TRAINS, 20 MILES AN HOUR.

Trains southward are superior to trains of the same class northward.
Rule 318 (B) in effect.
Rule 20 of Special instructions is in effect.
No train order signal at Red Oak or Griswold; Conductors and Enginemen must have Clearance Card (Form A).

SPEED RESTRICTIONS.

All trains 15 miles an hour between 1408 feet south of Mile Post 8 and 3124 feet north of Mile Post 8 on account reverse curves.
Trains handling loaded tank cars 20 miles an hour.
Trains handling loaded coal cars of 100,000 capacity 20 miles an hour.

Hastings and Sidney—Sub-division.

Creston Division. **TIME TABLE No. 23.** **Effective June 1, 1924.**

SOUTHWARD FIRST CLASS	Signs.	Distance from Hastings	STATIONS	Distance from Sidney	Capacity Siding—Cars	Office Closed	NORTHWARD FIRST CLASS
Daily Ex. Sunday Mixed							Daily Ex. Sunday Mixed
6							3
A.M. L 9.45	B.C. R.W.Y.		.... HASTINGS....	21.0	133		P.M. A 1.45
		3.2					
		3.2	..Wabash Crossing..	17.8		No Office	
		2.5					
s10.00		5.7	.....CLARK.....	15.3	22	No Office	s 1.15
		5.6					
s10.25		11.3	...RANDOLPH....	9.7	40	5:00 p. m. to 8:00 a. m.	s 1.00
		5.5					
s10.50	W.	16.8	....ANDERSON....	4.2	23	5:00 p. m. to 8:00 a. m.	s12.30
		4.2					
A11.15 A.M.	K.R.T.	21.0	.....SIDNEY.....		35	5:00 p. m. to 8:00 a. m.	L12.15 P.M.
Daily Ex. Sunday							Daily Ex. Sunday
1:30 14.0			.....SCHEDULE TIME..... ...AVERAGE MILES AN HOUR..				1:30 14.0

PASSENGER AND MIXED TRAINS MUST NOT EXCEED 25 MILES AN HOUR; FREIGHT TRAINS, 20 MILES AN HOUR.

Trains northward are superior to trains of the same class southward.
Rule 318 (B) in effect.
Rule 20 of Special instructions is in effect.
No train order signal at Hastings or Sidney; Conductors and Enginemen must have Clearance Card (Form A).

SPEED RESTRICTIONS.

Trains handling loaded tank cars 20 miles an hour.
Trains handling loaded coal cars of 100,000 capacity 20 miles an hour.

Hastings and Carson—Sub-division.

Creston Division. **TIME TABLE No. 23.** **Effective June 1, 1924.**

NORTHWARD FIRST CLASS		Signs.	Distance from Hastings	STATIONS	Distance from Carson	Capacity Siding—Cars	Office Closed	SOUTHWARD FIRST CLASS	
Daily Ex. Sunday Mixed	Daily Ex. Sunday Mixed							Daily Ex. Sunday Mixed	Daily Ex. Sunday Mixed
5	3							6	2
A.M. L 7.15	P.M. L 2.10	B.C. R.W.Y.		.... HASTINGS....	16.2	133		A.M. A 9.15	P.M. A 5.05
			5.5						
f 7.35	f 2.25		5.5	.....ETTA.....	10.7	25	No Office	f 8.55	f 4.35
			3.8						
s 7.48	s 2.45		9.3	...HENDERSON...	6.9	25	4:35 p. m. to 7:35 a. m.	s 8.47	s 4.25
			3.8						
s 8.00	s 3.05		13.1	.....MACEDONIA...	3.1	33	4:30 p. m. to 7:30 a. m.	s 8.35	s 4.05
			3.1						
A 8.10 A.M.	A 3.25 P.M.	W.R.T.	16.2	..... CARSON		78	4:30 p. m. to 7:30 a. m.	L 8.25 A.M.	L 3.45 P.M.
Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday
0:55 17.8	1:15 16.9			.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR...				0:50 19.4	1:20 15.7

PASSENGER AND FREIGHT TRAINS MUST NOT EXCEED 30 MILES AN HOUR.

Trains northward are superior to trains of the same class southward.
Rule 318 (B) in effect.
Rule 20 of Special instructions is in effect.
No train order signal at Hastings or Carson; Conductors and Enginemen must have Clearance Card (Form A).

SPEED RESTRICTIONS.

Trains handling loaded tank cars 20 miles an hour.
Trains handling loaded coal cars of 100,000 capacity 20 miles an hour.

MEDICAL AND SURGICAL DEPARTMENTS.

Location of Company Medical Examiners, Surgeons and Oculists.

Council Bluffs, Iowa	Dr. M. A. Tinley	Surgeon.
Council Bluffs, Iowa	Dr. McMichen Hanchett	Surgeon.
Creston, Iowa	Dr. Edw. Schifferle	Medical Examiner.
Creston, Iowa	Dr. J. W. Fry	Surgeon.
Creston, Iowa	Dr. F. E. Sampson	Surgeon.
Creston, Iowa	Dr. J. W. Reynolds	Oculist.
Creston, Iowa	Dr. O. S. Barber	Oculist.
Glenwood, Iowa	Dr. J. M. Donelan	Surgeon.
Griswold, Iowa	Dr. C. R. Jones	Surgeon.
Hamburg, Iowa	Dr. Wade Sperry	Surgeon.
Hastings, Iowa	Dr. Edgar Christy	Surgeon.
Maryville, Mo	Dr. Chas. T. Bell	Surgeon.
Maryville, Mo	Dr. W. M. Wallace, Jr.	Surgeon.
Red Oak, Iowa	Dr. W. S. Reiley	Surgeon.
Shenandoah, Iowa	Dr. T. L. Putman	Surgeon.
Sydney, Iowa	Dr. R. S. Lovelady	Surgeon.
Villisca, Iowa	Dr. F. S. Williams	Surgeon.
Villisca, Iowa	Dr. W. A. Lomas	Surgeon.

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

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

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

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

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

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

J. N. REDFERN,
Manager, Chicago.

D. B. MOSS, M. D.,
Chief Medical and Surgical Officer, Chicago.

SPECIAL INSTRUCTIONS.

Trainmaster, W. F. Shiffer, Creston.

Chief Dispatcher, J. R. Young, Creston.

Train Dispatchers, {C. W. Jarvis, T. W. Jeffrey, J. F. Moran, L. B. Connett, E. J. Supple, C. E. Supple, W. N. Robbins.

Rule 1.

Where manual or controlled manual block system rules are in effect, as indicated in foot notes, train order signal will also be used as block signal, normal indication "stop," while operator is on duty, and must not be changed to "proceed" while orders are in effect for trains in that direction, clearing preceding train as per Rule 906.

Light engines and freight trains carrying passengers or caretakers, will be handled the same as passenger, mail or express trains. Conductors will advise dispatcher when no passengers or caretakers on their train.

Trains may pass train order signal indicating "stop," when convenient to do station work or take siding, but the proper clearance must be obtained before train may proceed from station. A proceed signal indication must not be displayed for or accepted by a train entering a siding.

When weather conditions obscure the view, operators will promptly report to the Dispatcher, who will decide if an absolute block of all trains must be maintained.

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. Conductors must advise promptly when clear of main track, and receive permission from signalman before he can again return to main track.

Rule 2.

Train order signal must indicate "stop" in both directions at end of reverse movement, and Clearance Card, Form "A" with copy of train order delivered to the train completing a reverse movement.

Rule 3. TRAINS APPROACHING STATIONS.

Except in automatic block signal territory, freight and extra trains must pass through stations with caution, unless the way is seen to be clear.

Rule 4.

Where automatic block system in effect, normal indication of train order signal must be "proceed" except when train orders are in effect for trains in that direction, when signal must be changed to stop, and remain so until orders have been delivered to trains, or cleared as per Rule 906.

Rule 5. GRADE SIGNALS.

The semaphore type is indicated by yellow square end blade with black stripe and purple marker light on right side of pole below. Restrictive light indication yellow above and purple below when the blade is in horizontal position.

Color light signal type are indicated by a purple marker light on right side of pole below head. Restrictive indication for two light signals one yellow light above and purple light below. For three light signals two yellow lights above and one purple light below. Restrictive indication of signal.

(A) Light passenger, mail, express or freight trains and light engines stop, then proceed as per Rule 509-A or B.

(B) Heavy passenger, mail or express and freight trains may pass signal at slow speed, then proceed as per Rule 509-A or B.

Rule 6. WITH CAUTION.

Moving a train with caution, or under control means that the speed must be such that the enginemen shall be able to stop within the range of their vision.

Rule 7.

A train which is to take siding at a point where the switch to be used is within 300 feet in advance of an automatic block signal may pass such signal at stop to enter siding when under control, provided the switch is set for the siding and the way is known to be clear. In such case Rule 509 will not be effective.

Rule 8. RESTRICTING ORDER.

On single track where the middle order is used a train order restricting the superiority of a passenger, mail or express train may be given in "19 Form." At division, terminal and junction stations where the "31 Form" is used and the signature of the conductor of a passenger, mail or express train connot be obtained previous to the time at which it is necessary to send orders to other trains against it, the orders may be given and the signature of the conductor of the passenger, mail or express train obtained to the restricting order at the time the conductor reports for orders before commencement of his run on that division or subdivision.

Rule 9. DELIVERING ORDERS.

Operators must deliver copy of train orders and clearance cards to flagmen on passenger trains.

Rule 10. ADVANCING TRAINS.

When a Train Dispatcher desires to advance a train from a station where by the rule it should enter the siding before passing a train order office, he may instruct the operator to use a green signal as prescribed by Rule 12-(C), or clear the calling-on signal. The enginemen may then continue to move his train on the main track to the signal with caution and there be governed by train orders that are addressed to his train.

Rule 11. SAFETY OF TRAINS AT TERMINALS.

At terminal station the conductor will be responsible for the safety of his train while on the main track, until relieved.

Rule 12. PROTECTION OF TRAINS ON GRADE.

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

Rule 13. PROTECTION OF OIL CARS.

Oil cars connected with a loading or unloading device must be protected with signs reading "stop, tank car connected." The signs may be placed on ends of car or on the track and should be placed or removed by party loading or unloading.

Rule 14. BACKWARD MOVEMENT OF PASSENGER TRAINS.

The conductor must control, with extension hose, the backward movement of loaded passenger trains at terminals and other points where necessary.

Rule 15. STANDARD TIME.

Rules 2 and 3 (Book of Rules) will also apply to Train Baggagemen, Brakemen, Flagmen, Firemen and Switchmen.

Rule 16. RECALL SIGNALS.

The recall signal D-14 (D and E) against the current should be followed by one short sound of the whistle.

Rule 17. INSPECTION OF SPECIAL EQUIPMENT.

Steam shovels, snow plows, derricks, rail loaders and other special equipment must be inspected for safe side and top clearance before being moved in trains.

Rule 18.

Conductors of work extras and foremen of bridge and track gangs must furnish flagman written instructions to be handed to engineer of trains flagged, detailing clearly what they are to do.

Where changes in instructions are necessary they may be written by the conductor or foremen, or by the flagman under instructions of conductor or foreman.

Rule 19.

Where check of register is not received by train order conductors will check register as per Rule 83 and furnish register check, Form 1648, to engineman.

When register check is received by train order conductor will hand register ticket to operator, who will register.

Rule 20.

Freight trains will be notified of following extras by the Train Dispatcher who will issue train orders to all concerned as follows:

"C. & E. after (time) protect against Extra..... Preceding trains receiving this order will after the specified time, while occupying main track at stations, protect according to Rule 99."

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

Rule 21. USE OF TRACK.

The sidings west of Malvern, Hastings, Emerson and McPherson are for trains westward. The sidings east of those stations are for trains eastward.

Trains using these sidings will come up main track to cut-offs at stations to head in. Operators will open switches for trains when called for. Care must be used by approaching trains to prevent accident.

Rule 22. SPEED RESTRICTIONS.

First-class trains 15 miles an hour between Creston Stock Yards and New York Avenue.

Passenger trains 35 miles an hour, and all other trains 20 miles an hour, over interlocking crossings.

Trains 15 miles an hour on sidings and through main line cross-overs, and 10 miles an hour through other turnouts, unless otherwise specified.

Trains handling pile drivers, steam derricks or similar equipment, 30 miles an hour on main line; 20 miles an hour on branches.

Trains handling short scale test cars 25 miles an hour on the main line; 20 miles an hour on the branches.

Trains handling clam shells 25 miles an hour on the main line; 20 miles an hour on the branches. The boom must be taken down and the boom end be towards the rear.

Engines running light 30 miles an hour on main line and 20 miles an hour on branch lines.

Rule 23. THE FOLLOWING SIGNS INDICATE.

"F" Telephone Siding without operator.
"C" Fuel.
"W" Water.
"Y" Wye.
"T" Turntable.
"R" Registering station.
"K" Standard Clock.
"O" Track Scales.
"B" Bulletin Board.

W. F. THIEHOFF, General Manager, Chicago.

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

N. L. HOWARD, Superintendent of Transportation, Chicago.

W. A. CARD, General Superintendent, Burlington.

H. D. BROWN, Superintendent, Creston.

MAP OF BURLINGTON ROUTE AND CONNECTING LINES.