

# THE ALTON RAILROAD COMPANY

**"Safety Above Everything"**



## WESTERN DIVISION

*Later*

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# 19

### TIME TABLE No. 19

Effective 12:01 a. m., Central Standard War Time

**SUNDAY, NOVEMBER 15, 1942**

J. J. BUTLER, Superintendent

# MEDICAL AND SURGICAL SERVICE

## COMPANY'S SURGEONS

Bloomington, Ill.—	DR. F. W. BRIAN
"	DR. H. O. DOLLEY
"	DR. W. W. GALLEY, Oculist
"	DR. H. E. WATKINS, Oculist
Mason City, Ill.—	DR. H. O. ROGIER
Jacksonville, Ill.—	DR. C. E. BLACK
"	DR. A. L. ADAMS, Oculist
Roodhouse, Ill.—	DR. NATHANIEL BUCKLIN
Carrollton, Ill.—	DR. A. K. BALDWIN
Jerseyville, Ill.—	DR. H. B. BOHANNON
Louisiana, Mo.—	DR. ROBERT L. ANDRAE,
Vandalia, Mo.—	DR. J. C. PARRISH
Ladonna, Mo.—	DR. W. K. MCCALL
Mexico, Mo.—	DR. N. R. RODES
"	DR. FRED GRIFFIN, Oculist
Fulton, Mo.—	DR. GREEN D. MCCALL
Centralia, Mo.—	DR. FRANK WM. BARDEN
Glasgow, Mo.—	DR. W. B. KITCHEN
Slater, Mo.—	DR. M. C. DUGGINS
Marshall, Mo.—	DR. S. P. SIMMONS
Higginsville, Mo.—	DR. E. M. MOORE
Odessa, Mo.—	DR. W. E. MARTIN
Independence, Mo.—	DR. E. D. TWYMAN
Kansas City, Mo.—	DR. M. W. PICKARD, Union Station Hospital

## HOSPITALS

Bloomington, Ill.—	Brokaw Hospital
Jacksonville, Ill.—	Passavant Memorial Hospital
Mexico, Mo.—	Audrain Hospital
Kansas City, Mo.—	Research Hospital

When passengers or employes are injured, Station Agent, Conductor or any official present, will at once notify the nearest Company surgeon, and if deemed necessary, may call the most available surgical aid to serve until his arrival, which will be sufficient authority for visiting an injured employe or passenger.

The surgeons of this Company are so selected as to warrant confidence in their ability, and are so located as to be reasonably accessible. No other surgeons will be expected, at Company's expense, to perform more than temporary service, or until the arrival of Company surgeon, who will take charge, except in such cases where delay would be dangerous to the injured person or persons. The acceptance of the aid of a Company surgeon is entirely optional with the injured, who may, if desired, select, at his own expense, other medical or surgical attention.

When trespassers are injured, they should be sent to their homes or placed in charge of the local city or village authorities, and no expense incurred on the part of this Company through such persons being treated by Company or other surgeon.

## DIVISION STAFF

### SUPERINTENDENT

J. J. BUTLER

### ASST. SUPERINTENDENT

G. C. BROWN

### ASST. TRAINMASTER

J. F. DONNELLY

### CHIEF DISPATCHERS

G. W. GOWIN                      E. E. SUTTON

### ASST. CHIEF DISPATCHERS

W. B. HUITT                      T. J. NEVIN

### TRAIN DISPATCHERS

T. H. PETERS  
W. R. BRANSCOM  
G. A. GREENE  
O. W. WADDLE  
W. A. YOWELL

G. H. RILEY  
J. J. IRELAND  
J. I. STALEY  
F. E. PFEIFFER  
J. C. WEINAND

A. J. DENMAN  
R. C. BERTRAND  
E. D. MILLS  
J. E. SYMONS  
E. D. LAKIN

DIVISION ENGINEER  
E. G. WALL

ACTING ASS'T DIVISION ENGINEER  
F. E. WALL

MASTER MECHANIC  
C. W. ESCH

ROAD FOREMAN OF ENGINES  
L. C. COOPER  
Sub-Divisions 1, 2, 3, 4, 5, 6 and 7

CLAIM AGENTS  
B. A. STURDEVANT

L. E. GROVE  
Bloomington to Woodson, Inclusive

Air Line — Roodhouse — Godfrey Line

J. E. ROBERTS  
Roodhouse to Kansas City and Fulton Branch

# SPECIAL INSTRUCTIONS

## 1. SUPERIORITY OF TRAINS

On single track northward and eastward trains are superior to southward and westward trains of the same class.

## 2. LOCATION OF STANDARD CLOCKS.

Target Shanty	Bloomington
Yard Office	Bloomington
Round House	Bloomington
Telegraph Office	Tallula
Telegraph Office	Roodhouse
Telegraph Office	Mexico
Telegraph Office	Slater
Telegraph Office, Union Station	Kansas City
Train Dispatcher's Office, 12th Street	Kansas City
Rest Room, Round House	Kansas City

## LOCATION OF WATCH INSPECTORS

Chas. Miller, Bloomington
R. P. Wiggins, St. Louis
Martin Co., Roodhouse
Johnson & Engle, Louisiana
F. Y. Ellis, Vandalia
Worrell Jewelry Co., Mexico
C. W. Penn, Slater
J. G. Bellamy, Slater
S. A. Hardin, Odessa
J. H. Mace Co., Union Station, Kansas City
Mace's, Inc., Kansas City

## 3. REGISTER AND BULLETIN BOARD STATIONS.

### Registers

Bloomington,	Murrayville	Kansas City,
Target Shanty	Roodhouse	Union Station
and Yard Office	Godfrey	Kansas City,
Iles	Slater	Dispatcher's Office
		St. Louis,
		Union Station

All trains not scheduled to stop will register by ticket.

Stations at which trains start and terminate are registering points for such trains.

### Bulletin Boards

Crew Dispatcher's Office	Bloomington
Yard Office	Bloomington
Target Shanty	Bloomington
Round House	Bloomington
Telegraph Office	Tallula
Telegraph Office	Roodhouse
Locker Room	Roodhouse
Engine House	Mexico
Telegraph Office	Mexico
Crew Dispatcher's Office	Slater
Telegraph Office, Union Station	Kansas City
Train Dispatcher's Office, 12th Street	Kansas City
Rest Room, Round House	Kansas City

## 4. FORM 205 CLEARANCE CARD

When a train is stopped by Train Order Signal as prescribed by Rule 221 (a) it will require a Clearance Card in addition to any orders received.

No Eastward train will leave Rock Creek Junction without a clearance card.

The use of train order signal at Fulton is discontinued, and all trains must have clearance before departing from Fulton.

Southward First Class Trains will require a Clearance Card at Springfield and will not require a Clearance Card at Iles over Sub-Division 5.

## 5. SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE		
	Passenger and Express Trains	Passenger Trains handled by Freight Engines and Fast Freight Trains	Slow Freight Local Pickup and Work Trains
Roodhouse and Kansas City.....	50	40	30
Mexico and Fulton.....	25	20	20
Bloomington and Roodhouse.....	50	40	30
Iles and Murrayville.....	50	40	30
Roodhouse and Godfrey.....	50	35	30
Carrollton and East Hardin.....	25	20	20
(Except as noted below)			
Entering or leaving siding, cross overs or using Wye tracks.....	12	12	12
C. B. & Q. Crossing (West Roodhouse).	20	20	20
C. B. & Q. Crossing (White Hall).....	20	20	20
I. C. Crossing (Mason City).....	20	20	20
This speed will be maintained from the home signals until engine or head car passes over the crossings.			
Illinois River Bridge—Pearl.....	10	10	10
Mississippi River Bridge—Louisiana....	10	10	10
Curve at Station Platform—Louisiana	25	25	25
Vandalia—from Clark Street, which is the second crossing east of the station, to Maple Street, which is the second crossing west of the station.....	20	20	20
Mexico—from Walnut Street, which is the second crossing east of the station, to Morris street, which is the third crossing west of the coal chute.....	30	20	20
Centralia—from Jefferson Street, which is the second crossing east of the station, to Columbia Street, which is the fourth crossing west of the station.....	25	25	25
Slater—from Broadway, which is the extreme west crossing, to Margrave, which is the extreme east crossing....	30	20	20
Marshall—from Miami Street, which is the extreme west crossing, to Slater Street, which is the extreme east crossing.....	15	15	15
Higginsville—from Brand Street, which is the extreme west crossing, to Shelby Street, which is the crossing just east of the station platform.....	15	15	15
Trains using passing track over Russell Street, account of short flasher light circuits extending 100 feet on each side of the center line of crossing, reduce speed to not exceed five miles per hour from the point of circuit until the head end of the train has passed over the crossing.	5	5	5
Missouri River Bridge—Glasgow.....	30	20	20
Trains handling steam wrecking derrick on Sub-division 3 will not exceed speed of fifteen miles per hour, and over bridge E3510 (1 mile west of Fulton) ten miles per hour.			
On grades and curves between Curtis and Petersburg.....	40	30	25
Between Wabash and Burlington Towers, Jacksonvile.....	15	15	15
Over Interlocking Plant, Murrayville via Air Line.....	20	20	20
Piassa Bridge on Sub-division 6.....	30	20	20
M. K. & T. Crossing, Higbee.....	15	15	15
Pennsylvania, Crossing, Minier.....	15	15	15
Alton, (Q. C. Line) Carrollton.....	15	15	15

## SPECIAL INSTRUCTIONS—Continued

Between Electric Blocks 46 and 43, on Bowling Green Hill, passenger trains will not exceed 30 miles per hour, and freight trains will not exceed 20 miles per hour at any point, strictly complying with permanent slow boards designating speed over certain portions of the track.

Engines running backward on main line with or without cars will not exceed 20 miles per hour under any circumstances and will not exceed 15 miles per hour on curves or where track is not in first class condition.

Engines running backward on branch lines with or without cars must reduce speed to 15 miles per hour or less according to condition of track, it being the object to obtain safe movement.

Trains handling dead engines WITHOUT SIDE RODS will not exceed a speed of 20 miles per hour.

Trains, the make-up of which includes dead engines, will not exceed a speed of 25 miles per hour.

Six-wheel switch engines, 15 miles per hour.

Trains handling derrick cars, steam shovels, and similar pivoted machinery as well as pivoted machines shipped on their own wheels must run at reduced speed to not exceed fifteen (15) miles per hour unless given written instructions by Chief Dispatcher to exceed this speed. This does not apply to trains handling the Company's steam wrecking derrick.

Trains handling steam wrecking derrick will not exceed speed of thirty (30) miles per hour on straight and level track, twenty-five (25) miles per hour on light curves and grades, and twenty (20) miles per hour on heavy curves and grades.

Speed of trains handling steam derrick on Sub-division 6 must not exceed twenty-five (25) miles per hour and this speed must be further reduced down grades and around curves.

Fixed slow boards have been placed at different points, indicating on their face the maximum speed which will be permitted over the track. The slow board is set approximately one mile from the point that the speed is to become effective. At the end of each portion of restricted track a clear board has been placed.

Portable caution signals will be used for slow orders in effect from one to thirty days. The slow board will be set approximately (1) one mile from the point where speed restriction is effective. Resume speed signal will be placed at end of each portion of restricted track.

Yard movements and all trains moving in both directions between San Jose station and Peoria Line yard at San Jose must be under full control and only move as the way is seen and known to be clear.

If for any reason trains leaving Sub-Division 4 at P. & N. Junction are delayed in clearing main line they will promptly flag in both directions.

All northward freight and extra passenger trains via Jacksonville Line must approach P. & N. Junction switch, San Jose, under control expecting to find trains entering or leaving the new wye or fouling main track. This in no way relieves crews from strict observance of Rule 99.

The following definitions will be observed:

**NORMAL SPEED**—The maximum speed permitted by Time Table for main track movements.

**MEDIUM SPEED**—One half the normal speed, not to exceed thirty (30) miles per hour.

**SLOW SPEED**—One quarter the normal speed, not to exceed fifteen (15) miles per hour. (This definition does not supersede nor modify instruction 5 in Time Table.)

**RESTRICTED SPEED**—Proceed not to exceed ten (10) miles per hour prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

### 6. BRAKEMEN, FLAGMEN AND FLAGGING

Rule 93 of the Book of Rules is changed as follows: Yard engines and all trains have the right to work within yard limits regardless of second class, third class and extra trains, but must clear first class trains.

Yard limits are indicated by yard limit signs, located as follows: west of Bloomington station, east of Jacksonville station, west of Jacksonville station, north of Roodhouse station, south of Roodhouse station, west of Roodhouse station, west of Iles Tower, east of Godfrey station, east of Louisiana station, west of Louisiana station, east of Mexico station, west of Mexico station, south of Mexico station (South

Branch), east of Slater station, west of Slater station, east of Marshall station, west of Marshall station, east of Rock Creek Jet. Tower.

All second class, third class and extra trains will reduce speed in passing through yard limits, and proceed only as the way is seen or known to be clear. In case of accidents the entire responsibility rests with the approaching train. Crews in charge of trains or yard engines using siding or yard tracks at any point must proceed only as the way is seen or known to be clear, and know switches are properly lined for their movement before fouling them.

In addition to other rules for the protection of trains it is required of men in charge of trains occupying main tracks within yard limits that they protect their trains during fogs, storms and other bad conditions, as well as where the curvature is sharp and view thereby obstructed, and they will be held responsible for failure to exercise reasonable precaution in thus protecting their trains.

Trains or yard engines must not be run against the current of traffic within yard limits, except in emergency, and then only on proper authority and Detour Order, Form 216.

Rule 99 is changed as follows:

"When a train stops under circumstances in which it may be overtaken by another train the Flagman must go back immediately with Flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fuseses.

Should a train be seen or heard approaching before the Flagman has reached the required distance, he will, at once, place two torpedoes on the rail, continuing in the direction of the approaching train, and at night or during foggy or stormy weather, carry a lighted fusee.

When Signal 14(d), or 14(e), has been given to the Flagman and safety to the train will permit, he may return. When the conditions require, he will leave the torpedoes and a lighted fusee.

The front of the train will be protected in the same way, when necessary, by the front trainman, and when he is not available, by the fireman.

When a train is moving under circumstances in which it may be overtaken by another train the Flagman must take such action as may be necessary to insure full protection. By night, or by day, when the view is obstructed, lighted fuseses must be thrown off at proper intervals.

When day signals can not be plainly seen, owing to weather or other conditions, night signals must also be used.

All except first class trains must approach watering and coaling stations under control so it will not be possible for them to strike any train at those points. The entire responsibility in such cases rests with the approaching train. During fogs, storms and other bad conditions, as well as where the curvature is sharp and view obstructed, crews of trains at watering and coaling stations will be expected to exercise reasonable precaution and will be held responsible for the proper protection of their trains.

Conductors and Enginemen are responsible for the protection of their trains.

Flagmen's Signals: Day Signals —A red flag  
Torpedoes and fuseses  
Night Signals—A red light  
A white light  
Torpedoes and fuseses."

Rule 11 of the Book of Rules is changed as follows:

A train finding a fusee burning on or near its track must stop and extinguish the fusee, and then proceed with caution, prepared to stop short of train or obstruction.

Rule 15 of the Book of Rules is changed as follows:

The explosion of two torpedoes is a signal to reduce speed and look out for a train ahead or obstruction. The explosion of one torpedo will indicate the same as two, but the use of two is required.

When a train is moving under the protection of a flag the instructions to the flagman must be in writing.

During the night or unfavorable weather conditions, when the engine is detached from train, with or without cars, a train man must be stationed at, or a red light conspicuously placed on the head car of the rear portion of train to mark the location of the same, so engine will not be backed into it.

## SPECIAL INSTRUCTIONS—Continued.

### 7. EXPLOSIVES

Cars loaded with inflammable articles, acids, dynamite, powder and other explosives, and oil tanks loaded or empty, will be handled in accordance with Bureau of Explosives Pamphlets Nos. 8 and 9, and supplements thereto.

### 8. EXTRA TRAINS

Extra trains may run ahead or between sections of third class trains.

### 9. FIXED SIGNALS

Rule No. 221 (a) of the Book of Rules will govern position of train order signals.

Enginemen will call aloud to each other the indication of all fixed signals.

The normal position of the Southward or Westward arm of train order signal at Iles will be stop.

**TWO SWITCH INDICATORS** of the semaphore type are located at the C. B. & Q. junction switch, Francis, to indicate the approach of trains separately from each direction and must be observed before main line switch is opened. Switch indicator marked "EAST," when in the clear position, will indicate that block east is clear. Switch indicator marked "WEST," when in the clear position, will indicate that block west is clear. Trains must not open switch or enter main track when either switch indicator indicates "STOP," except under flag protection, or it is definitely known that a train is preceding through block.

**GRADE SIGNAL.** A yellow disc showing the letter "G" displayed to the right of an automatic block signal mast modifies automatic block signal restrictions both day and night. A train encountering a Grade Signal with the automatic signal indicating STOP, may proceed without stopping at restricted speed not exceeding ten (10) miles per hour to the next automatic block signal in advance in the direction in which the train is moving prepared to stop short of train, obstruction or anything that may require the speed of a train to be reduced.

### RAILROAD CROSSINGS

Stations	Crossings	Position of Signal Indicating Clear Route for Western Division Trains
Kansas City .....	C. B. & Q. (Broadway Tower) .....	Interlocking
"	K. C. S. (Gillis St.)..	Grade
"	Hand green signal from crossing watchman	
"	C. M. St. P. & P....	Interlocking
"	K. C. S.—Mo. Pac. (Big Blue) .....	Grade
Rock Creek Jct.....	K. C. T. ....	Interlocking
Higbee .....	M. K. & T. ....	Gate
Clark .....	Wabash R. E. ....	Interlocking
South Branch Jct..	Wabash R. E. ....	Interlocking
Francis .....	C. B. & Q. Junction..	Automatic signals
Louisiana .....	C. B. & Q. ....	Interlocking
Louisiana .....	Draw Bridge Mississippi River ..	Interlocking
Pearl .....	Draw Bridge Illinois River .....	Interlocking
West Roodhouse....	C. B. & Q. ....	Automatic interlocking
Murrayville .....	Junction ..	Interlocking
Jacksonville .....	C. B. & Q. ....	Interlocking
Jacksonville .....	Wabash .....	Interlocking
Ashland .....	B. & O. ....	Interlocking
Mason City .....	I. C. ....	Automatic interlocking
Delavan .....	I. C. ....	Interlocking
Minier .....	Penna. ....	Gate
Bloomington .....	C. C. C. & St. L.—N. Y. C. & St. L....	Semaphore
Whitehall .....	C. B. & Q. ....	Automatic interlocking
Carrollton .....	Alton ..	Gate
Godfrey .....	Alton R. B. Junc....	Interlocking
Iles .....	Wabash ..	Interlocking

### 10. SPACING TRAINS

In addition to showing scheduled meeting or passing stations in full faced type, the time of trains running in the same direction will be shown in full-faced type at first station where such schedules are ten (10) or less minutes apart.

Telegraph Block Signal System as per rules effective at 12:01 A.M. April 17, 1904, is in use between Clark and Roodhouse.

The automatic signals located between these points for station and curve protection are adjuncts thereto and Rule 231 will govern. Telegraph Block System Rules read:

Rule No. 18: Trains must not go to a closed Block Signal or non-telegraph station to be met or passed by other trains without special orders from the Train Dispatcher, copies of which will be given to the Operators at the nearest Block Signal Station on each side of the station where trains are to be met or passed. Operators receiving such orders will keep their signal at Stop and issue Clearance Card (Form 169) (which in the case of trains to pass will be equivalent to a Permissive Card) reading: "Block Signal is at Stop for Train.....and Train.....to meet (or pass) as per Special Order No....."

Rule No. 58: Trains must not go to a closed Block Signal or non-telegraph station to be met or passed by other trains without special orders from the Train Dispatcher, copies of which will be given to the Block Signal Operator at the nearest station each side of such station. When such orders are given Operators will keep their signal at Stop and issue a Clearance Card (Form 169) (which in the case of trains to pass will be equivalent to a Permissive Card) reading: "Block Signal is at Stop for Train.....and Train.....to meet (or pass) as per Special Order No. ...."

Clearance Card Form 205 will be substituted for Form 169 in both cases.

Trains going to a closed block station or a non-telegraph office where telephone communications are available, will immediately report in to clear by telephone and after so reported superior train may be permitted to enter the block without special orders.

On the following districts: Air Line, Iles to Murrayville; Jacksonville Line, Bloomington to Murrayville; Eldred Line, Carrollton to East Hardin; Godfrey Line, Roodhouse to Godfrey; South Branch, Mexico to Fulton:

Unless otherwise provided, an absolute block will be maintained behind all trains carrying passengers at all times and in all places, except that when a train carrying passengers passes a train at a non-train order station and there is no telephone communication from that siding to a train order station, the train so passed will wait ten minutes after the passage of the train carrying passengers and may then proceed with caution, provided its superiority permits, until the next open train order station in advance is reached. If telephone communication is had from the siding, the train which is passed will not again occupy the main track until released by verbal instructions on the phone by the train order station in the direction in which the passenger train is moving.

Continuous electric block signals are in use between Rock Creek Junction and Clark and between Roodhouse and Murrayville.

Rule No. 91-A—In automatic block signal territory not protected by train control device, at open telegraph and block stations, train order signal will be displayed at "Stop" position immediately after passage of a passenger train, and "Proceed" signal must not be displayed to following train until ten minutes have elapsed after passage of preceding train.

Telegraph Block Signal System rules 17 and 57 are modified to the extent that block signal lights will be extinguished during hours stations are closed.

All work trains are required to clear main tracks ten (10) minutes before trains are due at the block limit in either direction.

Automatic signals between Godfrey and Roodhouse and between Bloomington and Murrayville are provided for curve and station protection and Rule 231 will govern.

Rule 229 is cancelled and Rule 227 is revised between Rock Creek Jct. and Clark and Roodhouse and Murrayville to read—"On single track when a train is stopped by an automatic block,

## SPECIAL INSTRUCTIONS—Continued

stop and proceed signal, it may proceed when a proceed indication is displayed. If a proceed indication is not displayed and there are no train orders or time table restrictions affecting its movement it may, after waiting five minutes, proceed at restricted speed not exceeding ten (10) miles per hour to the next automatic block signal in advance in the direction in which train is moving expecting to find a train in the block, broken rail, obstruction or switch not properly set."

Rule 233 is revised to read—"When trains meet by rule or train order at a siding within the limits of a block, the train to take siding may pass the stop and proceed signal while indicating stop, without stopping, but at restricted speed not exceeding ten (10) miles per hour. The train having right to main track after stopping for stop and proceed signal, may proceed at once at restricted speed, not exceeding ten (10) miles per hour, to the clearance point of switch used by opposing train.

When a train is stopped by an automatic block, stop and proceed signal, and it is definitely known that a train is preceding through the block, it may proceed at once, at restricted speed, not exceeding ten (10) miles per hour, to the next signal in advance in the direction in which train is moving expecting to find the preceding train."

Positive block for all eastbound passenger trains will be maintained between Bowling Green and Louisiana. Positive block for all eastbound freight trains will be maintained between Bowling Green and Vera.

It will be permissible to move eastbound freight trains from Bowling Green on permissive card, Form 170, after the preceding train has cleared the block at Vera, which will be indicated by the indicator located in the telegraph office at Bowling Green, except it will not be permissible to move any train on permissive card between Bowling Green and Louisiana where such block is occupied by a passenger train. In extreme emergencies account of accidents or unusual delays and it is necessary to move eastbound trains out of Bowling Green before the preceding passenger train has cleared the block at Louisiana, in such cases, each move must be handled by special orders and surrounded by every safe-guard.

The indicator located in the telegraph office at Bowling Green will show STOP indication when the block is occupied by trains between a point 1500 feet west of Signal 46 and a point 200 feet east of the switch at the west end of the passing siding at Vera, or a point about 600 feet east of Signal 43.

When trains meet at Vera, westbound trains holding the main line, should stand to clear the fouling point to avoid setting indicator at Bowling Green at STOP, as well as holding Block 46, and must not open the passing track switch until the eastbound train is in sight.

Speed restrictions shown in Rule 5 in the Western Division current time table, limiting speed of trains between Blocks 46 and 43 on Bowling Green hill, will apply and operators at Bowling Green will maintain block sheet showing the movement of all trains through this territory.

Eastward trains may use track north of the main line between Bowling Green and Booth without train order but must call operator at Bowling Green on telephone at Booth and secure permission to use this track. Both eastward and westward trains and engines using this track will move at restricted speed and under full control prepared to stop short of train, obstruction or anything that may require the speed of train to be reduced.

### 11. HELPER, SWITCH AND YARD ENGINES

### 12. TELEPHONES

### 13. AIR BRAKES, HAND BRAKES, TESTING, ETC.

(a) Form 1118-D-Rev. 1, Instructions governing the Operation of Air Brakes, Train Air Signal Equipment and Electric Lighting of Locomotives and Passenger Cars, in full force and effect except Articles 104 and 105 are amended in part to read as follows:

(b) At points where engine crew or train crew is changed, only, without the locomotive being detached from the train or any change in the make-up of the train, the inbound engineer

on arrival at the terminal, and after making stop of his train, will make a 30 pound service reduction of the brakes, leaving the brakes set; the flagman will then move from the rear end of the train to the head end of the train to note if brakes are applied, and if found applied on arrival at the locomotive he will request the outbound engineer to release the brakes and then return to the rear of the train inspecting brakes on each car, and if all brakes are released he will give signal to the head end so indicating, which will constitute a terminal test of the brakes.

When there is any change in the make-up of the train, or the locomotive has been detached for any reason, a complete terminal test will be made in accordance with the rules.

(c) Designated Repair points: Bloomington, Roodhouse, Slater and Kansas City.

(d) Crews picking up cars standing on a descending grade must first ascertain sufficient brakes are set to hold cars in event coupling is missed. Likewise crews leaving cars spotted or standing on a descending grade must be sure all hand brakes are properly set to hold cars.

### 14. WATER AND FUEL

### 15. OPERATING TRAINS BY SIGNAL INDICATIONS

### 16. JOINT OR SPECIAL USE OF TRACKS

All passenger trains will arrive at and depart from the Kansas City Terminal Ry. Union Station at Kansas City, using the tracks of the Kansas City Terminal Ry. between Rock Creek Junction and the Station. Between these points all trains will be governed by the time table and rules of the Kansas City Terminal Ry.

All Freight Trains will arrive at and depart from Alton 12th St. yard, Kansas City, using tracks of Kansas City Terminal Ry. between Rock Creek Junction and Bridge Junction and between St. Louis Ave. tower and 12th St. and tracks of the C. B. & Q. R. R. between Bridge Junction and St. Louis Ave. Tower. While on tracks of K. C. T. and C. B. & Q. trains will be governed by the rules of those Companies.

### 17. MAIL

### 18. TRAIN ORDER STATIONS—IRREGULAR HOURS

See Bulletin Covering Same

### 19. MAXIMUM WEIGHT LIMITS—CARS

### 20. RESTRICTIONS AT RAILROAD CROSSINGS AND DRAWBRIDGES

Extract from Illinois State Laws

"All trains running on any railroad in this State, when approaching a crossing with another railroad upon the same level, or when approaching a swing or drawbridge, in use as such, shall be brought to a full stop before reaching the same, and within eight hundred (800) feet therefrom, and the engineer or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding to pass the bridge or crossing." [This law does not apply to crossings or drawbridges protected by an interlocking system of signals approved by the Illinois Commerce Commission.]

Rule 501 of Illinois Commerce Commission General Order No. 138 provides:

"In addition to warnings by whistle or bell as required by statute, every railroad train shall give warning by prolonged or repeated whistling when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of a grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing."

## SPECIAL INSTRUCTIONS—Continued.

### Extract from Missouri State Laws

All trains in the state of Missouri shall be brought to a full stop at crossings at grade with other railroad lines, unless such crossings are protected by interlocking plants, gates or other devices which have been approved by the Missouri Public Service Commission, stop to be made before reaching crossing and within 800 feet therefrom, and proceed only after the way is seen and known to be clear.

#### 21. WHISTLE SIGNALS

Approaching Murrayville Eastward trains via Sub-Division 5 (Air Line) will give two short and one long Blast (oo—) of the whistle.

Approaching Rock Creek Junction, in both directions, passenger trains to and from Union Station will sound one long and one short blast (—o) of the whistle.

Approaching Iles westward trains via Sub-Division 5 (Air Line) will give two short and one long Blast (oo—) of the whistle.

All trains displaying signals for a following section will sound whistle signal at both front and rear end of all trains affected.

#### 22. MARKERS

#### 23. TRAIN ORDERS

Conductors must hand their orders to their brakemen; enginemen hand orders to their firemen and head brakemen and see that all read them, confer and know that they understand them correctly. Conductors receiving Form 31 order must personally deliver same to enginemen.

#### 24. SWITCHING OVER HIGHWAYS AT GRADE

Train and yardmen must open their trains to clear all public crossings while standing at stations and must in no case block a public crossing longer than five (5) minutes. Care must be taken by train and yardmen to open their trains to allow free passageway for all persons going to and from passenger trains doing work at stations.

Cars must not be cut off and permitted to pass over public crossings except in an emergency, and then only after a member of the train crew has been stationed at the crossing to flag approaching vehicles and pedestrians.

In the movement of engines with or without cars while switching over highway grade crossings within yard limits, also commercial and station sidings, mine, industrial, or passing sidings; unless there is a crossing watchman at his post, or the gates are down, a member of the crew will protect highway traffic at crossing by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the engineman to proceed, except, when work requires all members of train crew to be stationed so it would not be possible for them to flag crossings without serious delay to work, then, engineers must approach and move over crossings at such speed that engine may be stopped before striking any vehicle or person that may occupy the crossing in front of engine. When making such moves proper warning must be given by engineer.

When necessary to cut a train at a highway grade crossing, the ends of the cut, where practicable, shall be not less than fifty feet from the center line of the crossing and a member of the crew will remain at the crossing to protect highway traffic as indicated above, until the cars have again been coupled.

If necessary to cut a train at more than two highway crossings and there are not sufficient members of the crew available to protect highway traffic at each crossing, the ends of the cuts at the crossings which cannot be protected should, where practicable be left standing not less than one hundred and fifty feet from center line of the crossing. A member of the crew should station himself in position to insure that all highway traffic has been stopped before signaling the engineman to make the movement.

When a car or cars are set off or placed on any track they must be left standing not less than one hundred and fifty feet from the center line of a highway crossing when the space permits.

All switch movements over crossings protected by flasher light or wig wag signals must be protected by a member of train crew on ground at crossing to warn traffic before movement is made.

No car or train should be permitted to stand within track circuit of flasher light or wig wag signals for a greater length of time than absolutely necessary.

#### 25. INTERLOCKING

Trains must not accept hand signals to proceed at interlocking plants without sending member of crew ahead to see that the switches and derails are properly lined.

A reverse movement within the limits of an interlocking plant, or a forward movement after making a reverse movement, must not be made without proper interlocking signal or permission from the leverman.

Inoperative approach signals at the following interlocking plants are inoperative and show caution.

Approach home signals at these interlocking plants under control, not to exceed 30 miles per hour and proceed at a speed not to exceed 20 miles per hour between the home signals of the plant.

Mason City, Ashland, Jacksonville-Wabash crossing westward, Murrayville-westward via Air Line and westward via Jacksonville Line, Louisiana and Clark.

At Murrayville-westward, home signals governing main line routes are semi-automatic and act as block signals as well as governing routes over interlocking plant. The lower arm is a call-on signal. Trains receiving this signal must understand that the route through the plant is set up but does not indicate block is clear and does not give right to automatic block territory. At this plant trains receiving call-on signal may pass the home signal without stopping at restricted speed not exceeding ten (10) miles per hour to the next signal in advance prepared to stop short of train or obstruction or anything that may require the speed of a train to be reduced.

AUTOMATIC INTERLOCKING PLANTS are located at Mason City, White Hall and West Roodhouse. The home signals at automatic interlocking plants will clear for trains approaching when there are no conflicting movements. If home signal does not clear, a trainman must go to the railroad crossing, unlock box marked "ALTON" and operate hand release in accordance with instructions contained therein.

The normal position of signals at the South Branch Cabin interlocking plant, Mexico, will be to display proceed indication for movement of Wabash trains over crossing, when not in use by Alton trains. The interlocking plant is operated by Alton trainmen, as per instructions posted in the signal cabin. When the signals display "STOP" indication against the movement of Wabash trains, the door to signal cabin locks automatically and cannot be opened until signals are changed to display "PROCEED" indication for movement of Wabash trains over the crossing. Great care must be exercised in the operation of this plant, the route not to be taken away from the Wabash trains that are approaching the crossing.

The railroad crossings at Higbee, Missouri, Minier and Carrollton, Illinois, are protected by hand-operated railroad crossing gates. The normal position of these gates will be clear for Alton trains. The gate at Higbee is operated by M. K. & T. trainmen, the gate at Minier is operated by Pennsylvania trainmen, and the gate at Carrollton is operated by Alton trainmen operating over the Q. C. & St. L. Line. The crossing gate masts are equipped with lights showing red for "STOP" and yellow for "PROCEED WITH CAUTION." All trains must approach these crossings under control, prepared to stop, and not proceed until the crossing gate and crossing are seen and known to be clear. Wire report must be made to the Chief Dispatcher when any improper condition of crossing gate equipment is observed.

#### 26. FIRST AID IN EMERGENCY CASES

#### 27. HOURS OF SERVICE LAW

#### 28. ELECTRIC HEADLIGHTS

## SPECIAL INSTRUCTIONS—Continued.

Headlights will be dimmed provided trains are not near public road crossings at grade when:

1. In yards where switch engines are employed.
2. Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.
3. On two or more tracks where trains are approaching in opposite direction, providing trains are not nearing a public road crossing at grade.
4. Standing at Terminal or Division points.
5. At any point where they are liable to make difficult the proper reading of signals.

### HEADLIGHTS WILL BE TURNED OUT OR CONCEALED:

1. When a train turns out to meet another and has stopped clear of the main track, or is standing to meet a train at the end of double track or at Junction.

### 29. BRIDGE AND TRESTLE PROTECTION

### 30. TRAINS LEAVING SIDING

#### IN AUTOMATIC SIGNAL TERRITORY

In Automatic signal territory, trains passing from side to main track will, as a protection against following trains, open the main track switch three minutes before fouling the main track. In order to expedite their own movement the switch should be opened immediately after the passage of any train they expect to follow.

When trains meet at passing sidings on single track, hand operated switches will be thrown as soon as the rear of train to be met has passed the fouling point of the siding, and proceed according to authority held.

Both switches of a crossover must be opened three minutes before a train or engine starts to make a crossover movement, and the movement must be completed before either switch is restored to normal position.

This will not relieve flagmen from protecting as per Rule 99.

### 31. INSPECTION OF PASSING TRAINS

At stops for coal and water, meeting points, passing points and other similar delays freight trains and engines must be carefully inspected by enginemen and trainmen for defective brake appliances, running gear, heated journals, etc., and conductors and enginemen must know such inspection has been made and any defects remedied before giving signal to proceed.

Train crews into clear on sidings or on opposite track, operator or agent, switchmen, crossing flagmen and others whose duties are along the main track, must watch passing trains for any defects, and when possible call attention of crew by giving stop signal. In case of failure to stop the train operators will notify the Train Dispatcher at once.

Trainmen in charge of trains on sidings or on opposing track, where no defects are noticed, will give proceed signal to trainmen on rear of passing train. Operators or agents, where possible to do so, will be on station platform to better observe train, and will also give proceed signal to rear of train where no defects are noticed. Conductors or rear brakemen will be in a position to see such signals and communicate same to head end.

On trains having office or other cars on rear of train to which trainmen do not have access, signals will be exchanged from car first ahead of such car or cars.

Passenger flagmen at frequent intervals will look out for the purpose of detecting hot boxes.

### UNCLASSIFIED

**SPRING SWITCHES.** Should a train making trailing movement through the points stop before clearing the switch, back-up movement must not be made until the switch is thrown by hand. When switch is opened by hand, it must be closed by hand after train passes over it. A running switch or drop must not be made over a spring switch. Train making facing point movement finding signal controlling approach to switch at stop will carefully examine the points before using.

### EXPLANATION OF LETTERS

#### ADDITIONAL REGULAR AND FLAG STOPS

- 33 will stop at Glasgow to discharge passengers from St. Louis, and stop on flag at Glasgow to pick up passengers for Kansas City.
- 32 will stop on flag at Glasgow to pick up passengers for St. Louis, and stop at Glasgow to discharge passengers from Kansas City.
- 23 will stop at Centralia, Clark, Higbee and Odessa to discharge passengers from Chicago or St. Louis, and stop on flag at these stations to pick up passengers for Kansas City.
- 22 will stop on flag at Odessa, Glasgow, Higbee, Clark and Centralia to pick up passengers for Chicago or St. Louis, and discharge passengers from Kansas City.
- 20 and 21 will stop on flag at Salt Springs (between Mt. Leonard and Shackelford).
- 28, 21, 20, 27 will stop on flag at Strawns crossing (between Sinclair and Brownton) for revenue passengers.
- 20 and 21 will stop on flag at Yatesville road crossing between Sinclair and Prentiss to pick up and discharge passengers.

Passengers will not be allowed to ride on freight trains except 112-113, between Bloomington and Tallula; 116-117, between Roodhouse and Springfield; 215-214, between Mexico and Fulton; and 196-197, between Slater and Odessa.

**CASUALTIES,** involving personal injuries, must be reported by telegraph as soon as possible upon Form 490 to the Superintendent, Assistant Superintendent, Chief Dispatcher, and Local Claim Agent in whose territory accident occurs, by the Conductor of the train or Foreman, or other Agent of the Company in charge. As soon as possible after the accident written report upon Form 790 must be filled out by all employees on the train or present at the place of the accident and the Conductor and Agent at the station nearest the place of accident will also, if possible, induce passengers and resident witnesses not in the service of the Company, to make statements in writing and forward one copy to General Claim Agent, Chicago, one copy to Supervisor of Safety, at Bloomington, one copy to the Superintendent, one copy to the Assistant Superintendent and one copy to Local Claim Agent, in whose territory the accident occurs. In addition to telegraphic report Form 490 and written report Form 790, conductors in charge of trains involved in an accident of any kind at a highway crossing will make a report on Form 790-A and send one copy to the Superintendent, Assistant Superintendent, General Claim Agent at Chicago, and Local Claim Agent in territory where accident occurs.

In case of accident to trains carrying passengers Conductors will have form 200 filled out and secure signature from each passenger on his train and forward to Superintendent.

It is the desire of the Company that all statements in reference to personal injury accidents should be as full as possible and all facts should be stated, whether favorable or unfavorable to the Company, its employees or the injured person.

Employees who witness or have any knowledge whatever of an accident must not give information of the same to attorneys, the injured person, or any one else except this Company's officers and Claim Agents, unless legally required. Persons seeking information should be referred to the General Claim Agent.

An employe served with subpoena to report to any court or officer must at once notify superior official and communicate with or report in person to the Railroad attorney or representative of the Claim Department and act under his direction.

Reports of all train accidents must also be promptly made by telegraph on Form 490 to the Superintendent, Assistant Superintendent and Chief Dispatcher by the Conductor of the train, or Foreman, to be followed by written report by the Conductor and Engineer on Form 490 to Assistant Superintendent. This report to cover all train accidents, such as derailments, engine breaking down, pulled out or broken drawbars, and breakages of all kinds.

The double-heading of engines over Mississippi River bridge at Louisiana is prohibited. Where dead engines are handled in trains there must be at least ten cars placed between the dead



## SPECIAL INSTRUCTIONS—Continued.

engine and the engine pulling the train. Speed restrictions over the bridge must be strictly adhered to and air brakes must not be applied when passing over this bridge except in case of emergency.

In the operation of Lap Sidings, which are located at Louisiana, Thompson, Centralia, Higbee, Armstrong, Marshall, Blackburn, Corder, Odessa, Oak Grove, Blue Springs and Independence, trains that take siding will always enter the siding at the first switch approaching the station at which lap sidings are located, unless specially directed otherwise.

Except that the passing sidings at Armstrong will be reversed. The siding south of the main track will be the Westward passing track. The siding north of the main track will be the Eastward passing track.

Employees handling switches must examine the switch points and see that they are properly thrown regardless of the position of the switch target.

At all passing points the trainman handling the main track switch, after locking same, must stand at least fifty (50) feet on opposite side of track from the switch while trains are approaching or passing.

When trains meet at passing sidings on single track, the train entering the siding must not be brought to a stop until the entire train clears the fouling point of the siding and the switch must not be lined up for the main track until the last car in the train has cleared the fouling point.

All yard engines, or other engines, doing switching on tracks immediately adjacent to main line, must come to a stop while passenger trains are passing.

Enginemen are expressly prohibited from allowing their firemen to handle their engines while switching or elsewhere, or to take them to or from engine-house. The only exception permitted is that an engineman, while himself on the engine, may allow the fireman to handle it under his direction, it being understood that the engineman is held entirely responsible for the movement of the engine at all times.

Enginemen must not permit any one to ride on the pilot of their engine between stations.

All employees are hereby notified that there are coal chutes, platforms and other structures, located on the main line and on sidings; also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side or top of a car; and all employees must protect themselves from injury in passing such structures.

Eastward passenger trains will head in Francis yards at switch just west of the station instead of at west end of yards.

The work between Carrollton and East Hardin will be handled by extra trains on instructions of Chief Dispatcher and Agents at Carrollton, Eldred, and East Hardin.

## Speed Restrictions Governing the Maximum Speed of Zephyr Type Motor Trains

Distinctive roadway signals have been adopted to indicate maximum curve speeds of Zephyr type motor trains.

Where speed restrictions are required on curves the numerals shown on the triangle type signal will indicate maximum speed permissible for that particular curve. After passing the curve trains will be governed by the maximum normal speed for the district.

The triangle signs for curve speed restrictions will be placed at the beginning of the curve or point where speed changes. Account of sidings adjacent to main track, the triangle sign governing curve speed for curve at west end of Steinmetz Yard, also sign governing east end of curve west of depot at Blue Springs, will be located on the left side of approaching trains.

At points where permanent slow signs will be maintained governing track conditions other than curve restrictions, our present type of permanent boards will be maintained, restencilled for the maximum speed permissible as follows: "Z" with numerals opposite will represent the maximum speed of Zephyr trains. "P" with numerals opposite will represent the maximum permissible speed for passenger trains consisting of standard equipment. "F" with numerals opposite will represent the maximum permissible speed for freight trains over that portion of the track. The end of restricted speed territory for other than curves will be indicated by our present standard clearance boards.

Maximum speed restrictions for Zephyr Type Motor Trains other than as indicated by restricted signals are as follows:

Between Kansas City and Slater, in both directions, 60 miles per hour.

Between Slater and Francis, in both directions, 70 miles per hour.

Missouri River Bridge—Glasgow, 50 miles per hour.

Through Slater Yard, 40 miles per hour.

Marshall, Benton to Jefferson Streets—20 miles per hour.

Through Higginville, 40 miles per hour.

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

Zephyr type motor trains approaching train order signals in stop position will sound four short blasts of the whistle and not exceed a speed at which train orders or clearance cards can be safely delivered. The delivery of all train orders, clearance cards or other instructions will be made on the right-hand side of the train.

### WESTWARD

### EASTWARD

WESTWARD					EASTWARD				
Distance from Mexico	Train Order Stations	SECOND CLASS			Distance from Fulton	Train Order Stations	THIRD CLASS		
		SUB-DIVISION 3 TIME TABLE No. 19 November 15, 1942					SUB-DIVISION 3 TIME TABLE No. 19 November 15, 1942		
		215					214		
		<i>Daily Ex Sunday</i>					<i>Daily Ex Sunday</i>		
			PM				PM		
	SOUTH BRANCH JCT.. Wab	1.00			D	FULTON	4.00		
5.8	ORTIZ	1.17		4.3		CALLAWAY	4.20		
8.4	BRYANS	1.27		7.8		M'CREIDIE	4.35		
11.1	AUXVASSE	1.40		12.7	D	AUXVASSE	4.50		
16.0	M'CREIDIE	1.55		16.4		BRYANS	5.00		
19.5	CALLAWAY	2.10		18.0		ORTIZ	5.10		
23.8	FULTON	2.30		23.8	D	SOUTH BRANCH JCT.. Wab	5.30		
			PM				PM		
	Time over Sub-Division...	1:30				Time over Sub-Division...	1:30		
	Average speed per hour...	15.8				Average speed per hour...	15.8		

# EASTWARD

Distance from Kansas City	Train Order Stations	SUB-DIVISION 1 TIME TABLE No. 19 November 15, 1942	Passing Sidings Cap. in 45 ft. Cars	FIRST CLASS			SECOND CLASS			THIRD CLASS			
				20	32	22	98	92	94	196			
				<i>Daily Ex Sunday</i>	<i>Daily</i>	<i>Daily</i>	<i>Daily</i>	<i>Daily</i>	<i>Daily</i>	<i>Daily</i>	<i>Daily Ex Sunday</i>		
				AM	AM	PM	AM	PM	PM	AM			
DN	KANSAS CITY 1.2 (12th St. Yard)					2:00	3:00	7:30	9:00				
DN	KANSAS CITY 6.2 (Union Station)		6:55	8:15	11:20								
	E. C. S. Crossing 1.6												
2.8	EAST LYDIA AVE. 2.9												
5.7	BIG BLUE E. C. S. Mo. P. 1.1 C.M. St. P. & P.												
6.8	DN ROCK CREEK JCT. 3.6		7:07	8:26	11:35	2:40	3:30	8:00	9:30				
10.4	DN INDEPENDENCE 6.3	E 47 W 32	7:20 23	8:30	11:46	3:00	3:45	8:15	9:45 97				
16.7	SELSEA 4.5	53	7:31	8:38	11:55	3:20	3:55	8:25	10:00				
21.2	D BLUE SPRINGS 4.7	E 52 W 39	7:39	8:43	12:04	3:35	4:05	8:35	10:15				
25.9	D GRAIN VALLEY 4.1	82	7:45	8:48	12:11	3:50	4:13	8:43	10:25				
30.0	D OAK GROVE 3.5	E 52 W 48	7:52	8:53 97	12:17	4:10	4:20	8:50 93	10:40				
38.5	BATES CITY 6.9	63	7:57	8:57	12:22	4:20	4:49 33	8:56	10:50				
40.4	D ODESSA 7.5	E 54 W 77	8:10 97	9:04	12:33	4:40	5:33 21	9:10	11:20 197				
47.9	D MAYVIEW 7.0	71	8:21	9:12	12:43	4:55	5:45	9:23	11:45				
54.0	DN HIGGINSVILLE 4.7	105	8:35	9:20	12:55	5:10	6:00	9:35	12:15				
59.6	D CORDER 5.1	E 53 W 58	8:43	9:25 197	1:03	5:18	6:10	9:45	12:40				
64.7	D ALMA 3.5	53	8:50 197	9:30	1:10	5:28	6:20	9:55	1:00				
68.2	D BLACKBURN 5.2	E 40 W 41	8:56	9:34	1:14	5:42 23	6:25	10:03	1:15				
73.4	D MT. LEONARD 5.5	58	9:04	9:39	1:22	5:52	6:35	10:13	1:30				
78.9	D SHACKELFORD 5.4	70	9:12	9:45	1:30	6:00	6:45 93	10:23	1:45				
84.3	DN MARSHALL 6.4	E 80 W 50	9:22	9:52	1:42	6:10 97	6:55	10:33	2:10				
90.7	NORTON 4.5	56	9:30	10:00	1:50	6:20	7:05	10:44	2:40				
95.2	DN SLATER		9:40	10:08	1:59	6:30 197	7:15	11:00	3:00				
			AM	AM	AM	AM	PM	PM	PM				
	Time over Sub-Division ...		2:45	1:53	2:39	4:30	4:15	3:30	6:00				
	Average speed per hour...		34.6	50.5	35.9	21.2	21.5	27.2	16.0				

Passenger trains will not exceed a speed of 50 miles per hour; except Zephyr type motor trains will operate under special instructions shown on page 9.

Opposing freight trains must clear time of Nos. 32 and 33 not less than 10 minutes.

Speed shown in special rule 5, and such other restrictions as may be in effect, will apply.

# WESTWARD

Distance from Chicago	Train Order Stations	SUB-DIVISION 1 TIME TABLE No. 19 November 15, 1942	Passing Siding Cars Cap. 45 ft. Cars	FIRST CLASS			SECOND CLASS		THIRD CLASS					
				23	33	21	97	93	197					
				<i>Daily</i>	<i>Daily</i>	<i>Daily Ex Sunday</i>	<i>Daily</i>	<i>Daily</i>	<i>Daily Ex Sunday</i>					
				AM	PM	PM	AM	PM	AM					
393.6	DN	SLATER 4.5				5.05	3.34	4.05	5.45	6.00	6.30 <sub>98</sub>			
398.1		NORTON 6.4	56			5.10	3.39	4.12	5.54	6.10	6.45			
404.5	DN	MARSHALL 5.4	E 80 W 56			5.20	3.51	4.23	6.10 <sub>98</sub>	6.25	7.45			
409.9	D	SHACKELFORD 5.5	70			5.27	3.58	4.30	6.30	6.45 <sub>92</sub>	8.05			
415.4	D	MT. LEONARD 5.2	58			5.34	4.04	4.38	6.45	6.55	8.15			
420.6	D	BLACKBURN 3.5	E 40 W 41			5.42 <sub>98</sub>	4.10	4.47	7.00	7.05	8.30			
424.1	D	ALMA 5.1	53			5.47	4.14	4.52	7.08	7.12	8.50 <sub>20</sub>			
429.2	D	CORDER 4.7	E 53 W 58			5.56	4.20	5.00	7.20	7.25	9.25 <sub>32</sub>			
433.9	DN	HIGGINSVILLE 7.0	105			6.05	4.26	5.08	7.35	7.40	10.00			
440.9	D	MAYVIEW 7.5	71			6.18	4.34	5.20	7.50	7.55	10.45			
448.4	D	ODESSA 6.9	E 54 W 77			6.30	4.42	5.33 <sub>92</sub>	8.10 <sub>20</sub>	8.20	11.20 <sub>198</sub>			
455.3		BATES CITY 3.5	63			6.40	4.49 <sub>82</sub>	5.44	8.30	8.40	11.45			
458.8	D	OAK GROVE 4.1	E 52 W 46			6.45	4.53	5.50	8.53 <sub>32</sub>	8.50 <sub>84</sub>	12.00			
462.9	D	GRAIN VALLEY 4.7	82			6.51	4.57	5.57	9.08	9.00	12.10			
467.6	D	BLUE SPRINGS 4.5	E 52 W 39			6.58	5.02	6.05	9.18	9.10	12.30			
472.1		SELSA 6.3	53			7.07	5.07	6.13	9.27	9.20	12.40			
478.4	DN	INDEPENDENCE 3.6	E 47 W 32			7.20 <sub>20</sub>	5.14	6.28	9.45 <sub>198</sub>	9.40	1.00			
482.0	DN	ROCK CREEK JCT. 1.1				7.28	5.18	6.37	9.55	9.50	1.10			
483.1		BIG BLUE K.C.S.-Mo. Pac. 2.9 C.M. St. P. & P.												
486.0		EAST LYDIA AVE 1.6												
		E. C. S. Crossing												
488.2	DN	KANSAS CITY (Union Station) 6.2				A 7.45	A 5.30	A 6.50						
488.8	DN	KANSAS CITY (12th St. Yard) 1.2							A 10.30	A 10.30	A 2.00			
						AM	PM	PM	AM	PM	PM			
		Time over Sub-Division				2:40	1:56	2:45	4:45	4:30	7:30			
		Average speed per hour				35.7	49.2	34.6	20.4	21.1	12.1			

Passenger trains will not exceed a speed of 50 miles per hour, except Zephyr Type Motor Trains will operate under special instructions shown on page 9.

Opposing freight trains must clear time of Nos. 32 and 33 not less than 10 minutes.

Speed shown in special rule 5, and such other restrictions as may be in effect, will apply.

# EASTWARD

Distance from Kansas City	Train Order Stations	Sub-Division 2 TIME TABLE No. 19 November 15, 1942	Passing Sidings Cap. in 45 ft. Cars	FIRST CLASS			SECOND CLASS			THIRD CLASS	
				22	20	32	98	92	94	130	
				Daily	Daily Ex Sunday	Daily	Daily	Daily	Daily	Daily	
				AM	AM	AM	AM	PM	PM	AM	
95.2	DN	SLATER 3.1	66	2.07	9.50	10.08	7.10	8.00	11.30	10.45	
98.3	D	GILLIAM 7.0	66	2.12	9.55	10.11	7.15	8.05	11.35	10.55	
105.3		HARMONY 2.0	65	2.20	10.04	10.18	7.30	8.20	11.45	11.10	
107.3	DN	GLASGOW 4.9	31	2.23	10.09	10.20	7.35	8.25	11.49	11.35	
112.2		STEINMETZ 4.2	82	2.31	10.15	10.26	7.45	8.40	11.58	11.50	
116.4	D	ARMSTRONG 6.2	W48 E48	2.38	10.30 32	10.30 20	7.55	8.48	12.05	12.05	
122.6		YATES 4.6	52	2.46	10.40	10.36	8.05	9.00	12.15	12.20	
127.2		M. E. & T. Crossing 0.1									
127.3	D	HIGBEE 5.0	W50 E50	2.52	10.49	10.41	8.15	9.12	12.24	12.45	
132.3		RYDER 4.5	50	2.59 97	10.57	10.46	8.23	9.21	12.32	12.55	
136.8	DN	CLARK 6.4	Wab. 65	3.06	11.03	10.50	8.33	9.29	12.40	1.05 127	
143.2		LARRABEE 5.6	77	3.14	11.12	10.56	8.43	9.40	12.49	1.25	
148.8	DN	CENTRALIA 8.6	W62 E67	3.22	11.20	11.03	8.53	9.50	12.58	1.45	
157.4		THOMPSON 4.2	W58 E57	3.34 23	11.32	11.11	9.08	10.03	1.10	2.09 21-93	
161.6		SOUTH BRANCH JUNCT'N 1.4	70	3.42	11.38 127	11.16 127	9.18	10.15	1.20	2.27 33	
163.0	DN	MEXICO 1.8	53	3.55	11.48	11.19	9.33	10.25	1.30	3.00	
164.8	DN	FRANCIS 3.3		4.00	11.52	11.23	9.38	10.30	1.35 97	3.15	
168.1		LITTLEBY 4.0	53	4.05	11.57		9.45	10.40	1.40	3.25	
172.1	D	RUSH HILL 4.9	51	4.10	12.02		9.55	10.50	1.45	3.35	
177.0	D	LADDONIA 4.2	56	4.16	12.09		10.05 127	10.57	1.52	3.45	
181.2	D	FARBER 5.3	56	4.21	12.16		10.15	11.08	2.00	3.55	
186.5	DN	VANDALIA 8.4	90	4.29	12.27		10.25	11.15	2.19 23	4.20	
194.9		CURRYVILLE 6.0	55	4.39	12.40 93		10.40	11.30	2.32	4.35	
200.9		BOOTH 1.1	58	4.48	12.50		10.55	11.40	2.41	4.45	
202.0	DN	BOWLING GREEN 4.5	36	4.50	12.54 21		11.00	11.43	2.44	5.00	
206.5		VERA 5.9	66	4.57	1.03		11.12	11.55 97	2.55	5.15	
212.4		STOCK YARDS 1.3	40				11.22	12.04	3.04	5.30	
213.7		LOUISIANA 0.4	W85 E53	5.10	1.18		11.35 93	12.13	3.12	5.45	
	DN	C. B. & Q. Crossing 0.9									
215.0		QUINCY JUNCTION 8.2	52	5.14	1.24		12.18 21	12.20	3.17	5.55	
223.2	D	PLEASANT HILL 4.7	W48 E50	5.23	1.36		12.30	12.36	3.30	6.15	
227.9	D	NEBO 4.5	57	5.29	1.44		12.40	12.45	3.38	6.25	
232.4		STRAUT 5.2	60	5.35	1.52		12.52	1.03 23	3.48	6.35	
237.6	DN	PEARL 4.6	51	5.42	2.02		1.05	1.16	3.58	6.45	
242.2	D	HILLVIEW 3.9	59	5.48	2.10		1.20	1.25	4.06	7.00	
246.1	D	DRAKE 4.0	57	5.53	2.18		1.30	1.35	4.15	7.10	
		C. B. & Q. Crossing 1.5									
251.6	DN	ROODHOUSE		6.06	2.30		2.00	2.00	4.30	7.30	
				AM	PM	AM	PM	AM	AM	PM	
		Time over Sub-Division...		3:50	4:40	1:15	6:50	6:00	5:00	8:45	
		Average speed per hour...		39.3	38.5	55.6	22.8	26.0	31.2	17.8	

Passenger trains will not exceed a speed of 50 miles per hour; except Zephyr Type Motor Trains will operate under special instructions shown on page 9. Opposing freight trains must clear time of Nos. 32 and 33 not less than 10 minutes. Speed shown in special rule 5, and such other restrictions as may be in effect, will apply.

# WESTWARD

Distance from Chicago	Train Order Stations	SUB-DIVISION 2 TIME TABLE No. 19 November 15, 1942	Passing siding (Cap. in 45 ft. Cars)	FIRST CLASS			SECOND CLASS		THIRD CLASS			
				23	21	33	93	97	127			
				Daily	Daily Ex Sunday	Daily	Daily	Daily	Daily	Daily		
				AM	AM	PM	AM	PM	AM			
237.2	DN	ROODHOUSE 1.5										
		C. B. & Q. Crossing 4.0										
242.7	D	DRAKE 3.9	57	12.43	s 11.30		10.15	10.15		6.45		
246.6	D	HILLVIEW 4.6	59	12.48	s 11.36		10.23	10.23		6.55		
251.2	DN	PEARL 5.2	51	12.57	s 11.44		10.35	10.35		7.10		
256.4		STRAUT 4.5	60	1.03 <sup>92</sup>	f 11.53 <sup>92</sup>		10.48	10.48		7.25		
260.9	D	NEBO 4.7	57	1.09	s 12.00		10.58	10.58		7.35		
265.8	D	PLEASANT HILL 3.2	was 530 f	1.15	s 12.07		11.07	11.07		7.45		
273.8		QUINCY JUNCTION 0.9	52	1.25	12.18 <sup>93</sup>		11.22	11.22		8.00		
	DN	C. B. & Q. Crossing 0.4										
275.1		LOUISIANA 1.3	was 531	s 1.35	s 12.27		11.35 <sup>98</sup>	11.35		8.15		
276.4		STOCK YARDS 5.9	40				11.40	11.40		8.20		
282.3		VERA 4.5	66	1.45	f 12.35		11.53	11.55 <sup>92</sup>		8.40		
286.8	DN	BOWLING GREEN 1.1	36	s 1.54	12.54 <sup>20</sup>		12.10	12.10		9.00		
287.9		BOOTH 6.0	58	1.57	12.59		12.15	12.15		9.05		
293.9		CURRYVILLE 8.4	55	2.07	s 1.07		12.40 <sup>20</sup>	12.40		9.20		
302.3	DN	VANDALIA 5.3	90	s 2.19 <sup>94</sup>	s 1.20		12.55	12.55		9.40		
307.6	D	FARBER 4.2	56	2.28	s 1.30		1.04	1.04		9.50		
311.8	D	LADDONIA 4.9	56	2.34	s 1.36		1.12	1.12		10.05		
316.7	D	RUSH HILL 4.0	51	2.39	s 1.41		1.20	1.20		10.18 <sup>98</sup>		
320.7		LITTLEBY 3.3	53	2.44	1.46		1.26	1.26		10.25		
324.0	DN	FRANCIS 1.8		3.05	1.50	2.19	1.31	1.35 <sup>94</sup>		10.30		
325.8	DN	MEXICO 1.4	53	s 3.18	s 1.58	s 2.23	1.40	1.40		10.45		
327.2		SOUTH BRANCH JUNCT'N 4.2	70	3.22	2.01	2.27 <sup>130</sup>	1.50	1.50		11.00		
331.4		THOMPSON 8.6	was 537	3.34 <sup>22</sup>	f 2.09 <sup>130-93</sup>	2.32	2.09 <sup>130-21</sup>	2.05		12.00		
340.0	DN	CENTRALIA 5.6	was 532	3.44	s 2.21	2.40 <sup>93</sup>	2.40 <sup>33</sup>	2.20		12.20		
345.6		LAREBEE 6.4	77	3.51	f 2.30	2.45	3.00	2.30		12.40		
352.0	DN	CLARK — Wabash 4.5	65	4.00	s 2.40	2.51	3.12	2.45		1.05 <sup>130</sup>		
356.5		RYDER 5.0	50	4.06	2.46 <sup>33</sup>	2.55 <sup>21</sup>	3.20	2.59 <sup>22</sup>		1.20		
361.5	D	HIGBEE 0.1	was 530	4.13	s 3.00 <sup>33</sup>	3.00 <sup>21</sup>	3.30	3.10		1.40		
361.6		M. E. & T. Crossing 4.6										
366.2		YATES 6.2	52	4.20	s 3.12	3.05	3.45	3.20		1.50		
372.4	D	ARMSTRONG 4.2	was 535	4.27	s 3.20	3.11	3.55	3.32		2.05		
376.6		STEINMETZ 4.9	82	4.32	f 3.27	3.15	4.05	3.42		2.15		
381.5	DN	GLASGOW 2.0	31	s 4.38	s 3.35	3.20	4.15	3.47		2.25		
383.5		HARMONY 7.0	65	4.41	f 3.38	3.22	4.20	3.52		2.30		
390.5	D	GILLIAM 3.1	66	4.51	s 3.48	3.29	4.40	4.10		2.45		
393.6	DN	SLATER		s 5.00	s 3.55	s 3.34	5.00	4.45		3.00		
				AM	PM	PM	PM	AM		PM		
		Time over Sub-Division...		4:26	4:35	1:15	7:00	6:45		8:30		
		Average speed per hour.		35.4	34.1	55.7	22.3	23.1		18.4		

Passenger trains will not exceed a speed of 50 miles per hour; except Zephyr Type Motor Trains will operate under special instructions shown on page 9. Opposing freight trains must clear time of Nos. 32 and 33, not less than 10 minutes. Speed shown in special rule 5, and such other restrictions as may be in effect, will apply.

# EASTWARD

Distance from Roodhouse	Train Order Stations	SUB-DIVISION 4		TIME TABLE No. 19									
		November 15, 1942		FIRST CLASS			SECOND CLASS			THIRD CLASS			
		Passing Sidings Cap. in 45 ft. Cars	22	28	20	92	94	98	112	116			
			Daily	Daily Ex Sunday	Daily Ex Sunday	Daily	Daily	Daily	Tues. Thurs. Sat.	Daily Ex Monday			
	AM	AM	PM	AM	AM	PM	AM	AM					
.....	DN	ROODHOUSE	.....	6.15 <sup>94</sup>	D 8.00 <sup>93</sup>	2.45	.....	5.15	6.20 <sup>22-116</sup>	3.00	.....	D 6.30 <sup>94</sup>	.....
4.8	.....	MANCHESTER	.....	6.22	s 8.09	s 2.54	.....	5.25	6.32	3.10	.....	f 6.45	.....
10.4	DN	MURRAYVILLE	34	6.29	s 8.18 <sup>99</sup>	s 3.03	.....	5.35	6.42	3.25	.....	f 7.00	.....
13.8	D	WOODSON	57	.....	s 8.25	s 3.09	.....	.....	6.50	.....	.....	.....	.....
18.2	.....	DAVIS	57	.....	8.31	3.17	.....	.....	6.58	.....	.....	.....	.....
21.4	D	JACKSONVILLE	17	.....	s 8.38	s 3.26	.....	.....	7.10 <sup>99</sup>	.....	.....	.....	.....
24.2	.....	BROWNTON	57	.....	8.43	3.30	.....	.....	7.15	.....	.....	.....	.....
28.4	.....	SINCLAIR	57	.....	s 8.50	s 3.37	.....	.....	7.25	.....	.....	.....	.....
34.2	D	PRENTICE	53	.....	s 9.00	s 3.46	.....	.....	7.35	.....	.....	.....	.....
36.9	D	ASHLAND	47	.....	s 9.06	s 3.50	.....	.....	7.45	.....	.....	.....	.....
42.3	D	TALLULA	56	.....	s 9.18 <sup>21</sup>	s 4.00	.....	V I A L I N E	8.00	L I N E	.....	D 8.20	L I N E
46.6	.....	HILLTOP	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
49.5	D	PETERSBURG	27	.....	s 9.30	s 4.11 <sup>27</sup>	.....	V I A L I N E	8.25	L I N E	.....	s 9.06 <sup>21</sup>	L I N E
54.1	.....	CURTIS	26	.....	f 9.37	f 4.23	.....	.....	8.40	.....	.....	s 9.17	.....
57.3	D	GREENVIEW	48	.....	s 9.42 <sup>112</sup>	s 4.30	.....	V I A A I R	8.51 <sup>21</sup>	A I R	.....	s 9.42 <sup>23</sup>	A I R
65.7	D	MASON CITY	71	.....	s 9.54	s 4.42	.....	.....	9.10	.....	.....	s 10.30	.....
71.5	.....	NATRONA	.....	.....	f 10.02	f 4.52	.....	.....	9.25	.....	.....	s 10.45	.....
74.2	D	SAN JOSE	38	.....	s 10.07 <sup>113</sup>	s 4.58	.....	V I A L I N E	9.30	L I N E	.....	s 11.00	L I N E
74.9	.....	P. & N. JUNCTION	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
79.9	DN	DELANAN	38	.....	s 10.17	s 5.08	.....	.....	9.45 <sup>113</sup>	.....	.....	s 12.00	.....
84.3	.....	BROWNWOOD	.....	.....	f 10.24	f 5.16	.....	.....	.....	.....	.....	.....	.....
88.1	D	HOPEDALE	60	.....	s 10.31	s 5.23	.....	.....	10.10	.....	.....	s 12.45	.....
93.4	D	MINIER	57	.....	s 10.41	s 5.33	.....	.....	10.25	.....	.....	s 1.15	.....
98.4	D	STANFORD	80	.....	s 10.51 <sup>94</sup>	s 5.42	.....	.....	10.51 <sup>28</sup>	.....	.....	s 1.45	.....
104.4	D	COVEL	62	.....	s 11.03	s 5.53	.....	.....	11.15	.....	.....	s 2.00	.....
110.6	DN	BLOOMINGTON	.....	.....	A 11.15	A 6.05	.....	.....	11.30	.....	.....	A 2.30 <sup>27</sup>	.....
					AM	AM	PM		AM	AM		PM	AM
		Time over Sub-Division...		:14	3:15	3:20		:20	5:10	:25		6:10	:30
		Average speed per hour...		44.6	34.0	33.2		31.2	21.4	25.0		16.3	20.8

Passenger trains will not exceed a speed of 50 miles per hour. Speed shown in special rule 5, and such other restrictions as may be in effect, will apply.

# WESTWARD

Distance from Bloomington	Train Order Stations	SUB-DIVISION 4 TIME TABLE No. 19 November 15, 1942	Passing Slidings Cap. In 45 ft. Cars	FIRST CLASS			SECOND CLASS			THIRD CLASS	
				23	21	27	93	99	97	113	117
				Daily	Daily Ex Sunday	Daily Ex Sunday	Daily	Daily	Daily	Mon. Wed. Fri.	Daily Ex Monday
				AM	AM	PM	AM	AM	PM	AM	AM
.....	DN	BLOOMINGTON—N.Y.C. & St. L. 6.2 C.C.C. & St. L.	.....	o 7.25	o 2.30 <sup>112</sup>	.....	o 2.30	.....	o 7.45	.....	
6.2	D	COVEL 5.0	62	s 7.35	f 2.40	.....	2.50	.....	s 8.00	.....	
12.2	D	STANFORD 5.0	80	s 7.44	s 2.49	.....	3.01	.....	s 8.15	.....	
17.2	D	MINIER —Penna. 5.3	57	s 7.52	s 2.57	.....	3.15	.....	s 8.35	.....	
22.5	D	HOPEDALE 3.8	60	s 8.01	s 3.06	.....	3.30	.....	s 9.00	.....	
26.8	.....	BROWNWOOD 4.4	.....	f 8.06	f 3.11	.....	.....	.....	.....	.....	
30.7	DN	DELAVAN —I.C. 5.0	38	s 8.14	s 3.19	.....	3.45	.....	s 9.45 <sup>94</sup>	.....	
35.7	.....	P. & N. JUNCTION 0.7	.....	.....	.....	.....	.....	.....	.....	.....	
36.4	D	SAN JOSE 2.7	38	s 8.23	s 3.28	.....	4.05	.....	s 10.07 <sup>23</sup>	.....	
39.1	.....	NATRONA 5.8	.....	f 8.27	f 3.32	.....	4.10	.....	s 10.25	.....	
44.0	D	MASON CITY —I.C. 5.4	71	s 8.38	s 3.43	.....	4.25	.....	s 10.55	.....	
53.3	D	GREENVIEW 3.2	48	s 8.51 <sup>94</sup>	s 3.56	.....	4.40	.....	s 11.50	.....	
56.5	.....	CURTIS 4.6	23	f 8.57	f 4.02	.....	4.50	.....	s 12.00	.....	
61.1	D	PETERSBURG—C. and I. M. 2.9	27	s 9.06 <sup>112</sup>	s 4.11 <sup>20</sup>	.....	5.05	.....	s 12.20	.....	
64.0	.....	HILLTOP 4.3	.....	.....	.....	.....	.....	.....	.....	.....	
68.8	D	TALLULA 5.4	56	s 9.18 <sup>28</sup>	s 4.23	.....	5.25	.....	A 1.30	.....	
73.7	D	ASHLAND —E. & O. 2.7	47	s 9.28	s 4.33	.....	5.45	.....	.....	.....	
76.4	D	PRENTICE 5.8	53	s 9.34	s 4.39	.....	5.50	.....	.....	.....	
82.2	.....	SINCLAIR 4.2	57	s 9.45	f 4.50	.....	6.00	.....	.....	.....	
86.4	.....	BROWNTON 2.8	57	9.53	4.58	.....	6.12	.....	.....	.....	
89.2	D	JACKSONVILLE C. & O. 3.2 Wabash	17	s 10.05	s 5.10	.....	7.10 <sup>94</sup>	.....	.....	.....	
92.4	.....	DAVIS 4.4	57	10.12	5.17	.....	7.40	.....	.....	.....	
96.8	D	WOODSON 3.4	57	s 10.20	f 5.25	.....	7.55	.....	.....	.....	
100.2	DN	MURRAYVILLE 5.0	34	12.11	s 10.28	s 5.33	7.30	8.18 <sup>28</sup>	7.35	.....	11.00
105.8	.....	MANCHESTER 4.8	.....	12.19	s 10.39	f 5.44	7.45	8.30	7.50	.....	s 11.20
110.6	DN	ROODHOUSE	.....	s 12.27	s 10.50	A 5.55	7.55 <sup>28</sup>	A 8.45	8.00	.....	A 11.45
				AM	AM	PM	AM	AM	PM	PM	AM
		Time over Sub-Division...		:16	3:25	3:25	:25	6:15	:25	5:45	:45
		Average speed per hour...		31.5	32.4	32.4	25.0	17.7	25.0	11.9	13.9

Passenger trains will not exceed a speed of 50 miles per hour.  
Speed shown in special rule 5, and such other restrictions as may be in effect, will apply.

# EASTWARD

Distances from Murrayville	Train Order Stations	SUB-DIVISION 3 TIME TABLE No. 19 November 15, 1942	Passing Sidings Cap. in 45 ft. Cars	FIRST CLASS			SECOND CLASS			THIRD CLASS		
				22			92	98		116		
				Daily			Daily	Daily		Daily Ex Monday		
				AM			AM	PM		AM		
.....	DN	MURRAYVILLE 5.6	65	6.29			5.35	3.25		7.00		
5.6	.....	CLEMENTS 3.4	66	6.36			5.46	3.40		7.20 <sup>93</sup>		
9.0	.....	REES 2.8								7.30		
11.8	D	YEOMANS 4.6	66	6.44			6.00	3.55		7.37		
16.4	.....	HUFFAKER 1.8								7.50		
18.2	.....	PROUTY 6.4	65	6.52 <sup>93</sup>			6.12	4.10		7.55		
24.6	.....	KNAPP 5.4	65	7.00			6.24 <sup>93</sup>	4.25		8.20		
30.0	.....	COCKRELL 4.4	65	7.08			6.34	4.40		8.35		
34.4	DN	ILES.....—Wabash		7.15			6.45 <sup>A</sup>	5.00		8.50		
				AM			AM	PM		AM		
		Time over Sub-Division...		:46			1:10	1:35		1:50		
		Average miles per hour ...		44.9			29.5	21.7		18.8		

Passenger trains will not exceed a speed of 50 miles per hour.  
Speed as shown in special rule 5, and other restrictions as may be in effect, will apply.

# WESTWARD

Distances from ILES	Train Order Stations	SUB-DIVISION 3 TIME TABLE No. 19 November 15, 1942	Passing Sidings Cap. in 45 ft. Cars	FIRST CLASS			SECOND CLASS			THIRD CLASS		
				23			93	97		117		
				Daily			Daily	Daily		Daily Ex Monday		
				PM			AM	PM		AM		
.....	DN	ILES.....—Wabash 4.4		11.21			6.00	6.20		9.30		
4.4	.....	COCKRELL 5.4	65	11.28			6.10	6.30		9.45		
9.8	.....	KNAPP 6.4	65	11.36			6.24 <sup>92</sup>	6.40		10.00		
16.2	.....	PROUTY 1.8	65	11.44			6.52 <sup>22</sup>	6.55		10.15		
18.0	.....	HUFFAKER 4.6		11.47						10.20		
22.6	D	YEOMANS 2.8	66	11.54			7.05	7.10		10.30		
25.4	.....	REES 3.4		11.58						10.37		
28.8	.....	CLEMENTS 5.6	66	12.03			7.20 <sup>116</sup>	7.25		10.45		
34.4	DN	MURRAYVILLE	65	12.11			7.30	7.35		11.00		
				AM			AM	PM		AM		
		Time over Sub-Division...		:50			1:30	1:15		1:30		
		Average miles per hour ...		41.3			22.9	27.5		22.9		

Passenger trains will not exceed a speed of 50 miles per hour.  
Speed as shown in special rule 5, and other restrictions as may be in effect, will apply.



# EASTWARD

Distance from Godfrey	Train Order Stations	SUB-DIVISION 6 TIME TABLE No. 19 November 15, 1942	Passing Sidings Cap. 45 ft. Cars	FIRST CLASS				SECOND CLASS			
				34				90		96	
				<i>Daily Ex Sunday</i>				<i>Daily</i>		<i>Daily</i>	
				AM				PM		PM	
.....	DN	GODFREY 7.8	.....	\$ 9.45				2.10	10.40		
7.8	.....	DELHI 6.2	38	\$ 9.57				2.30	11.00		
14.0	D	JERSEYVILLE 5.1	21	\$ 10.05				2.55	11.20		
19.1	D	KANE 8.2	46	\$ 10.15				<b>3.15</b> 35	11.35		
27.3	D	CARROLLTON—Alton 4.4	26	\$ 10.29				3.45	11.55		
31.7	.....	BERDAN 5.0	.....	\$ 10.37				3.55	12.05		
36.7	D	WHITEHALL—C.B.&Q. 3.3	48	\$ 10.47				4.25	12.30		
40.0	DN	ROODHOUSE	.....	\$ 11.00				<b>A 4.45</b>	<b>A 12.45</b>		
				AM				PM	AM		
		Time over Sub-Division...		1:15				2:35	2:05		
		Average speed per hour...		32.0				15.5	19.2		

Passenger trains will not exceed a speed of 50 miles per hour.  
Speed as shown in special rule 5, and other restrictions as may be in effect, will apply.

# WESTWARD

Distance from Roodhouse	Train Order Stations	SUB-DIVISION 6 TIME TABLE No. 19 November 15, 1942	Passing Sidings Cap. 45 ft. Cars	FIRST CLASS				SECOND CLASS			
				35				91		95	
				<i>Daily Ex Sunday</i>				<i>Daily</i>		<i>Daily</i>	
				PM				AM		PM	
.....	DN	ROODHOUSE 3.3	.....	D 2.40				D 5.30	D 5.30		
3.3	D	WHITEHALL—C.B.&Q. 5.0	48	\$ 2.46				5.40	5.40		
8.3	.....	BERDAN 4.4	.....	\$ 2.54				5.50	5.50		
12.7	D	CARROLLTON—Alton 8.2	26	\$ 3.03				6.10	6.05		
20.9	D	KANE 5.1	46	\$ <b>3.15</b> 90				6.30	6.22		
26.0	D	JERSEYVILLE 6.2	21	\$ 3.25				6.45	6.35		
32.2	.....	DELHI 7.8	38	\$ 3.35				7.00	6.48		
40.0	DN	GODFREY	.....	\$ 3.50				7.30	7.15		
				PM				AM	PM		
		Time over Sub-Division...		1:10				2:00	1:45		
		Average speed per hour...		34.3				20.0	22.9		

Passenger trains will not exceed a speed of 50 miles per hour.  
Speed as shown in special rule 5, and other restrictions as may be in effect, will apply.

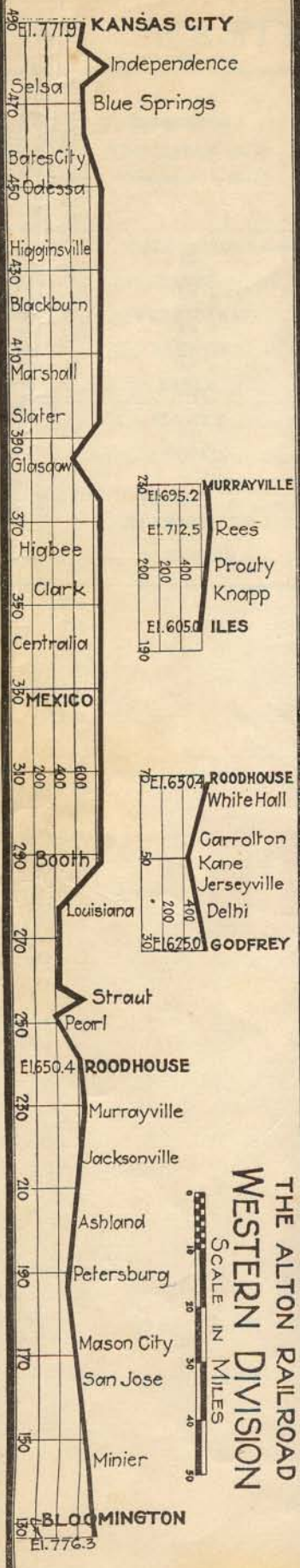
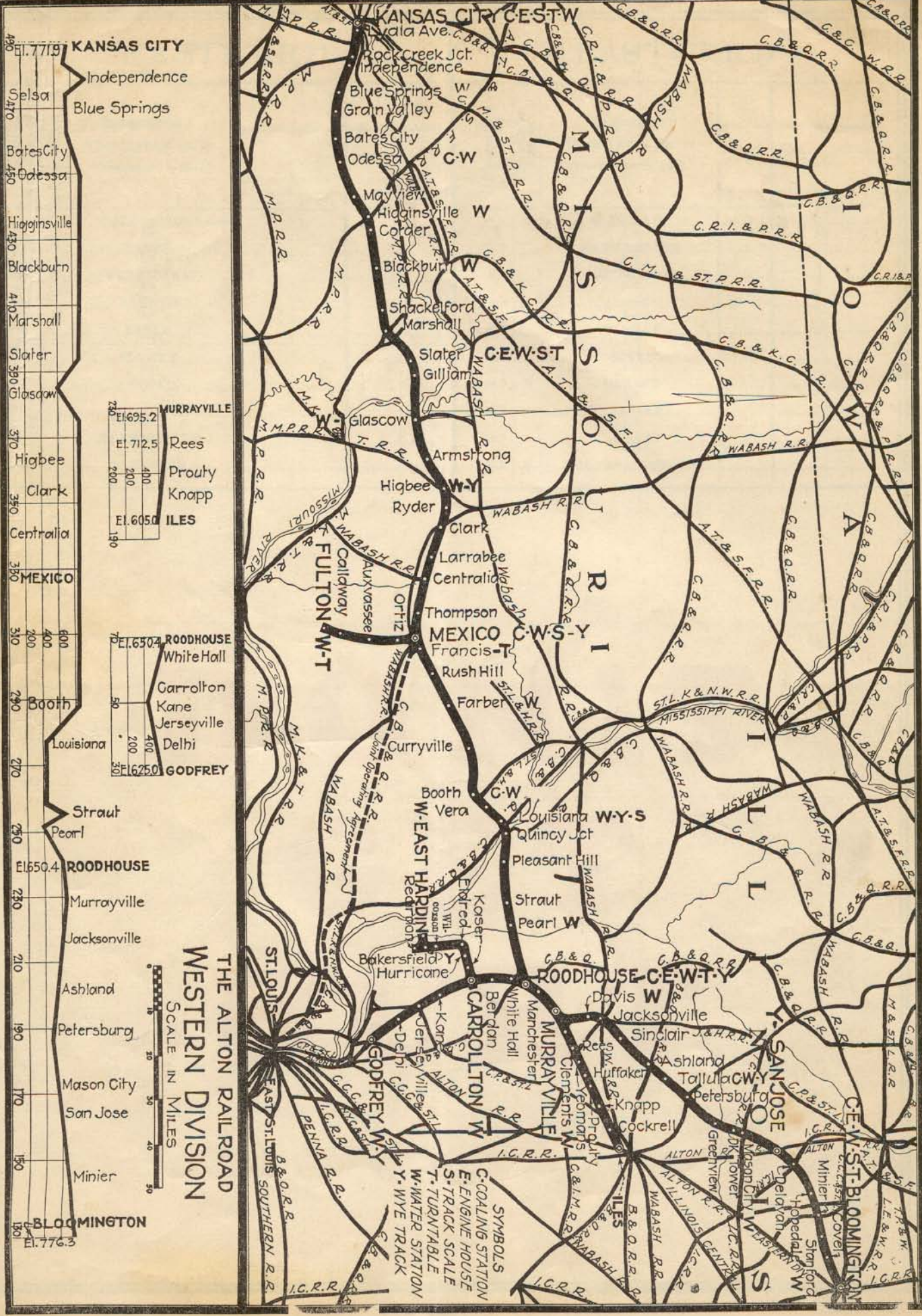
## WESTWARD

		SUB-DIVISION 7 TIME TABLE No. 19 November 15, 1942		
Distance from Carrollton	Train Order Stations			
.....	D	CARROLLTON—Alton 2.6		
2.6		KASER 1.8		
4.4		HURRICANE 3.4		
7.8	D	ELDRED 2.0		
9.8		BOYLE 1.1		
10.9		CLARKE 2.0		
12.9		COOK 2.6		
15.5		WILCOXSON 2.7		
18.2		BAKERSFIELD 1.3		
19.5	D	E. HARDIN		

## EASTWARD

		SUB-DIVISION 7 TIME TABLE No. 19 November 15, 1942		
Distance from E. Hardin	Train Order Stations			
.....	D	E. HARDIN 1.3		
1.3		BAKERSFIELD 2.7		
4.0		WILCOXSON 2.6		
6.6		COOK 2.0		
8.6		CLARKE 1.1		
9.7		BOYLE 2.0		
11.7	D	ELDRED 3.4		
15.1		HURRICANE 1.8		
16.9		KASER 2.6		
19.5	D	CARROLLTON—Alton		

DON'T  
 GET  
 HURT



**THE ALTON RAILROAD  
 WESTERN DIVISION**

**SYMBOLS**  
 C-COALING STATION  
 E-ENGINE HOUSE  
 S-TRACK SCALE  
 T-TURNTABLE  
 W-WATER STATION  
 Y-WYE TRACK