

MEDICAL AND SURGICAL DEPARTMENTS

DIVISION SURGEON AND EXAMINERS, MEDICAL EXAMINERS,
SURGEONS AND OPHTHALMOLOGISTS—CONCLUDED

North St. Louis, Mo. DR. R. C. McELVAIN Surgeon.
Old Monroe, Mo. DR. P. C. NEUNLIST Surgeon.
Almyra, Mo. DR. T. A. ROSELLE Surgeon.
Quincy, Ill. DR. W. H. BAKER Surgeon and Examiner.
Quincy, Ill. DR. J. F. MERRITT Surgeon.
Quincy, Ill. DR. W. STEVENSON Ophthalmologist.
Shelbina, Mo. DR. J. A. FURNISH Surgeon.
South Troy, Mo. DR. H. S. HARRIS Surgeon.
P. O. Troy, Mo.
St. Joseph, Mo. DR. H. F. MUNDY Medical Examiner.
St. Joseph, Mo. DR. H. S. CONRAD Surgeon.
St. Joseph, Mo. DR. P. P. FULKERSON Ophthalmologist.
St. Joseph, Mo. DR. W. H. MINTON Ophthalmologist.
St. Joseph, Mo. DR. R. S. MINTON Ophthalmologist.
St. Louis, Mo. DR. R. E. MASON Ophthalmologist.
St. Louis, Mo. DR. R. A. SUTTER Division Surgeon and
Examiner.
Wellsville, Mo. DR. S. J. BYLAND Surgeon.

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

In cases of emergency, when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives, who, upon arrival, should at once take charge of the case and relieve the called surgeon from further care or attendance, as far as the Company is concerned.

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

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

This Company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company Surgeon, and then only for such attendance as it appears is clearly and immediately demanded. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

DR. O. H. HORRALL, Chief Surgeon, Chicago, Ill.

DR. R. B. KEPNER, Medical Director, Relief Department, Chicago, Ill.

J. H. AYDELOTT,
General Manager, Chicago.
J. C. GRISINGER,
General Superintendent, Burlington, Iowa.
H. E. HINSHAW,
Superintendent, Hannibal.
A. J. HORTON,
Superintendent, St. Louis Terminals.
C. W. DENTNER,
Assistant Superintendent, Brookfield, Mo.
F. E. SPERRY,
General Superintendent of Transportation, Chicago.

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE
HANNIBAL DIVISION
OF THE
CENTRAL DISTRICT
No. 83

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

SUNDAY, NOV. 15, 1942

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.

St. Louis to Old Monroe—Sub-division—Northward

HANNIBAL DIVISION.

TIME TABLE No. 83.

EFFECTIVE NOV. 15, 1942.

FIRST CLASS							STATIONS	Distance from St. Louis	Signs	SECOND CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily M. K. T. Passenger	Daily Passenger	Daily M. K. T. Freight				Daily Freight	Daily Freight	Daily M. K. T. Freight	Daily Freight	
25	43	33	15	205	1	275				79	71	271	61	
A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	..... UNION STATION.....		B.C.K. R.T.W. Y.						
L12.15	L 8.30	L12.30	L 5.00	L11.43	L11.47									
Trains between Union Station and North Market are governed by Rules of the Terminal Railroad Association.														
							3.9							
	12.28	8.42	12.42	5.11	11.54	11.58	..... NORTH MARKET.....	3.9						
						A.M.—	Wabash Crossing (Interlocked)							
							Wiggins Crossing (Interlocked)							
							3.3							
	12.32	8.45	12.45	5.14	11.59	12.03	..... NORTH ST. LOUIS.....	7.2		B.C.K. O.R.T. W. Yd.		P.M. L 6.45		P.M. L 9.30
							2.2							
	12.35	8.47	12.47	5.16	12.01	12.05	..... BADEN.....	9.4			P.M. L 1.00	6.50	P.M. L 8.00	9.35
							1.0							
							..... PROSPECT HILL.....	10.4	F. Yd.					
							4.5							
	12.42	8.52	12.51	5.20	12.08	12.12	..... SPANISH LAKE.....	14.9						
							3.4							
							..... FORT BELLEFONTAINE.....	18.3	F.					
							2.1					P.M.— L 7.20		
	12.49	9.00	12.56	5.26	12.14	12.18	..... WEST ALTON.....	20.4	Y.-Yd.					
							6.5							
	12.57	9.08	1.02	5.32	A12.21 A.M.	12.25	..... MACHENS.....	26.9	R.B.W.	A 1.35 P.M.	7.25	7.35	A 8.40 P.M.	10.15
							6.6							
	1.04	9.16	1.07	5.37		12.32	..... ORCHARD FARM.....	33.5			7.34	7.45		10.30
							3.4							
	1.08	9.20	1.09	5.39		12.35	..... SEEBURGER.....	36.9	F.		7.39	7.52		10.38
							6.0							
	1.15	9.27	1.14	5.44		12.41	..... PERUQUE.....	42.9	F.		7.47	8.02		10.50
							3.6							
	1.20	9.31	1.17	5.47		12.45	..... FIRMA.....	46.5	F.		7.52	8.31		10.57
							5.1							
	A 1.25 A.M.	A 9.38 A.M.	A 1.21 P.M.	A 5.51 P.M.		A12.50 A.M.	..... OLD MONROE.....	51.6	B.C.K. R.W.Y. Yd.	A 8.05 P.M.	A 8.55 P.M.		A11.10 P.M.	
	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily
	1:10 44.2	1:08 45.5	0:51 60.7	0:51 60.7	0:38 43.4	1:03 49.1	..... SCHEDULE TIME.....			0:35 30.0	1:20 33.3	1:35 19.7	0:40 26.3	1:40 26.8
							..... AVERAGE MILES AN HOUR.....							

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

Single track between Machens and Old Monroe.

Double track between North Market and Machens. Rules D251, D252 and D254 in effect.

Automatic block system in effect.

Trains not affected by Rule 83 must leave register ticket at Baden, Machens and Old Monroe, and operator will register.

No train order signal at West Alton governing trains to and from Henry Street. Conductors and enginemen must have Clearance Form A.

O Engines must not double head over Mississippi River Bridge Alton.

Train order signal at North Market does not affect northward Hannibal division trains.

Operators will handle switches at Baden.

Operator West Alton will handle junction switch north of depot for trains to and from East St. Louis.

Operator Old Monroe will handle junction switch for No. 25, and No. 33.

Conductors of trains and enginemen of light engines, leaving North St. Louis Yard or Baden, must secure permission from Operator Baden or West Alton, before entering main track.

No. 25 will stop at Old Monroe Sundays only to pick up mail dispatched from No. 1.

No. 33 will stop on flag at Washington Avenue for revenue passengers for Mexico, Centralia, Marshall, Higginsville, Independence or Kansas City.

No. 33 will stop on flag at West Alton for revenue passengers for Kansas City.

No. 15 will stop at Washington Avenue for revenue passengers.

No. 43 will stop on flag at Washington Avenue for revenue passengers.

From St. Louis to Machens the centers of double track vary from 11 feet, 4 7/8 inches to 12 feet, 0 inches. 11 feet, 9 5/8 inches main track to siding and 11 feet, 6 inches siding to adjacent track.

Machens 12 feet 0 inches centers main track to siding.

Blase, M P 35.13

Wilkie, M P 30.71

Whitecorn, M P 28.21

Larimore, M P 13.20

Bissell, M P 11.34

No. 71 leaves East St. Louis at 5:45 P.M.

Old Monroe to Hannibal—Sub-division—Northward

HANNIBAL DIVISION.

TIME TABLE No. 83.

EFFECTIVE NOV. 15, 1942.

FIRST CLASS			Signs	Distance from St. Louis	STATIONS	Distance from Hannibal	CAPACITY OF		Office Open Week Days	SECOND CLASS		
Daily Passenger	Daily Passenger	Daily Passenger					Siding	Other Tracks		Daily Freight	Daily Freight	Daily Freight
1	43	15							79	71	61	
A.M. 12:50	A.M. 9:38	P.M. 5:51	B.C.K. R.W.Y. Yd.	51.6	..... OLD MONROE	68.1	100	Yard	Continuous.	P.M. 8:25	P.M. 8:55	P.M. 11:10
12:55	9:46	5:55		56.2	4.6 WINFIELD	63.5	88	23	8:30 a.m. to 5:30 p.m.	8:35	9:05	11:20
12:58	9:52	5:58	F.	59.5	3.3 FOLEY	60.2	79	19	No Office.	8:43	9:13	11:28
1:03	9:59	6:03	F.	64.1	5.6 APEX	55.6	98	4	No Office.	8:51	9:23	11:37
1:07	10:07	6:09	W.	68.2	4.1 ELSBERRY	51.5	88	45	8:30 a.m. to 4:30 p.m. 6:00 p.m. to 2:00 a.m.	9:00	9:33	11:46
1:11	10:12	6:13	F.	71.9	3.7 DAMERON	47.8	88	13	No Office.	9:07	9:41	11:54 A.M.
1:14	10:17	6:16		75.3	3.4 ANNADA	44.4	98	20	8:30 a.m. to 5:30 p.m.	9:14	9:48	12:01
1:17	10:22	6:19	F.	78.6	3.3 KISSENGER	41.1	80	13	No Office.	9:21	9:55	12:12
1:23	10:29	6:25		84.0	5.4 CLARKSVILLE	35.7	78	53	8:00 a.m. to 5:00 p.m.	9:31	10:05	12:22
1:29	10:35	6:30	F.	88.6	4.6 McINTOSH	31.1	97	5	No Office.	9:40	10:14	12:34
				93.5	4.9 ALTON TOWER Alton Crossing (Interlocked)	26.2			Continuous.			
s 1:41	s 10:46	s 6:40	W. F. Yd.	94.1	0.6 LOUISIANA	25.6	120	Yard	No Office.	9:52	10:24	12:48
1:50	10:53	6:48	F.	99.8	5.7 READING	19.9	77	10	No Office.	10:05	10:34	1:03
1:56	10:57	6:53		104.3	4.5 ASHBURN	15.4	78	27	6:00 p.m. to 3:00 a.m.	10:14	10:44	1:13
2:01	11:02	6:57	F.	107.9	3.6 HOPE	11.8	69		No Office.	10:24	10:50	1:23
2:07	11:10	7:03	F.	113.5	5.6 SAVERTON	6.2	88	8	No Office.	10:36	11:00	1:33
			F.	116.6	3.1 ILASCO	3.1			No Office.			
2:13	11:16	7:08	Yd.	118.0	1.4 MCBRIDE	1.7	Yard	Yard	8:30 p.m. to 5:30 a.m.	A 11:05 P.M.	A 11:10 P.M.	A 1:45 A.M.
2:15	11:18	7:10	B.O.K. O.R.T. W.Y. Yd.	119.4	1.4 HANNIBAL	0.3	Yard	Yard	Continuous.			
A 2:20 A.M.	A 11:23 A.M.	A 7:14 P.M.	Y.R. F. K.	119.7	0.3 Wabash Crossing (Grade) HANNIBAL U. D.				No Office.			
Daily	Daily	Daily			..... SCHEDULE TIME					Daily	Daily	Daily
1:30 46.4	1:45 38.9	1:23 49.2			..... AVERAGE MILES AN HOUR					2:40 24.7	2:15 29.4	2:35 25.7

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

Automatic block system in effect.

Trains not affected by Rule 83 must leave register ticket at Old Monroe, and operator will register.

No train order signal at Hannibal. Conductors and Enginemen, except northward trains arriving must have Clearance Form A.

McIntosh 12 feet 3 3/4 inches centers siding to adjacent track. Hannibal 12 feet 2 3/4 inches centers main track to siding and 12 feet 3 3/4 inches centers siding to adjacent track.

Cosgrove M. P. 93.00.

Busch spur M. P. 106.91.

Clemens, M. P. 110.99.

Way freight trains will carry passengers between Ashburn and Old Monroe. No. 43 will stop at Busch and Clemens on flag.

Hannibal to Old Monroe—Sub-division—Southward

HANNIBAL DIVISION.

TIME TABLE No. 83.

EFFECTIVE NOV. 15, 1942.

FIRST CLASS				Signs	Distance from St. Louis	STATIONS	Distance from Hannibal	CAPACITY OF		Office Open Sundays	SECOND CLASS		
Daily Passenger	Daily Passenger	Daily Passenger	Sidelings					Other Tracks	Daily Freight		Daily Freight	Daily Freight	
8	12	44							80		72	68	
S A.M. A 6.13	S A.M. A 11.52	S P.M. A 8.25	B.C.K. R.W.Y. Yd.	51.6	..... OLD MONROE	68.1	100	Yard	Continuous.	A 4.15	A 5.25	A 5.30
s 6.06	f 11.44	s 8.17		56.2	..... WINFIELD	63.5	88	23	8:45 a.m. to 10:45 a.m.	4.02	5.10	5.16
6.01	11.39	f 8.12	F.	59.5	..... FOLEY	60.2	79	19	No Office.	3.54	5.04	5.08
5.55	11.33	8.07	F.	64.1	..... APEX	55.6	98	4	No Office.	3.46	4.56	5.00
s 5.50	s 11.26	s 8.02	W.	68.2	..... ELSBERRY	51.5	88	45	8:30 a.m. to 4:30 p.m. 6:00 p.m. to 2:00 a.m.	3.40	4.49	4.53
5.43	f 11.18	7.56	F.	71.9	..... DAMERON	47.8	88	13	No Office.	3.33	4.42	4.46
5.40	f 11.14	f 7.53		75.3	..... ANNADA	44.4	98	20	Closed.	3.26	4.36	4.40
5.37	f 11.09	7.50	F.	78.6	..... KISSENGER	41.1	80	13	No Office.	3.20	4.30	4.35
s 5.30	s 11.01	s 7.43		84.0	..... CLARKSVILLE	35.7	78	53	9:30 a.m. to 11:30 a.m.	3.12	4.22	4.27
5.21	10.53	7.35	F.	88.6	..... McINTOSH	31.1	97	5	No Office.	3.05	4.15	4.20
				93.5	..... ALTON TOWER	26.2			Continuous.			
s 5.15	s 10.46	s 7.29	W. F. Yd.	94.1	..... LOUISIANA	25.6	120	Yard	No Office.	2.57	4.07	4.12
5.00	10.36	7.19	F.	99.8	..... READING	19.9	77	10	No Office.	2.46	3.56	4.01
4.55	s 10.31	s 7.14		104.3	..... ASHBURN	15.4	78	27	6:00 p.m. to 3:00 a.m.	2.39	3.49	3.54
4.50	10.26	7.10	F.	107.9	..... HOPE	11.8	69		No Office.	2.33	3.43	3.48
4.43	f 10.20	7.03	F.	113.5	..... SAVERTON	6.2	88	8	No Office.	2.25	3.35	3.40
			F.	116.6	..... ILASCO	3.1			No Office.			
4.37	10.14	6.49	Yd.	118.0	..... McBRIDE	1.7	Yard	Yard	8:30 p.m. to 5:30 a.m.	L 2.15 A.M.	L 3.25 A.M.	L 3.30 P.M.
4.35	10.12	6.47	B.C.K. O.R.T. W.Y. Yd.	119.4	..... HANNIBAL	0.3	Yard	Yard	Continuous.			
L 4.30 A.M.	L 10.08 A.M.	L 6.43 P.M.	Y.R. F.K.	119.7	..... Wabash Crossing (Grade)				No Office.			
Daily	Daily	Daily			..... HANNIBAL U. D.					Daily	Daily	Daily
1:43 39.6	1:44 39.2	1:42 40.1			..... SCHEDULE TIME					2:00 33.2	2:00 33.2	2:00 33.2
					..... AVERAGE MILES AN HOUR							

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

Automatic block system in effect.

Trains not affected by Rule 83 must leave register ticket at Old Monroe, and operator will register.

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

No. 12 will stop at Clemens and Busch on flag.

Way freight trains will carry passengers between Ashburn and Old Monroe.

No. 44 will stop on flag at Ilasco for U. S. Mail.

No. 44 will stop at Busch on flag for revenue passengers.

Hannibal to Burlington—Sub-division—Northward

HANNIBAL DIVISION.

TIME TABLE No. 83.

EFFECTIVE NOV. 15, 1942.

FIRST CLASS							Signs	Distance from St. Louis	STATIONS	CAPACITY OF		Office Open Week Days	SECOND CLASS		
Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Sidings				Other Tracks	Daily Freight		Daily Ex. Sunday Way Frt.	Daily Ex. Saturday Mixed	
39	1	43	15	19	31						79	91	45		
	A.M. L 2-15	A.M. L 11-18	P.M. L 7-10			B.C.K. O.R.T. W.Y.Yd.	119.4	HANNIBAL	Yard	Yard	Continuous.	A.M. L 4-40			
								0.3							
	S 2-20 2-30	S 11-23 11-33	S 7-14 7-25	L 6-30		Y.K. R.F.	119.7	HANNIBAL U. D. Wabash Crossing (Grade)			No Office.				
							120.8	Wabash Crossing (Interlocked)			No Office.				
	2-39	11-41	7-33	6-42		F.	125.5	HELTON	77	10	No Office.	5-00			
	2-49	11-49	7-41	6-54		F.	133.6	MARK	95	10	No Office.	5-23			
								1.1							
	2-54	11-53 P.M.	7-45	7-00		K. Y. Yd.	137.5	WEST QUINCY	32	Yard	Continuous.	5-37			
	S 3-20	S 12-07	S 8-06	A 7-07 P.M.		B.C.K. O.R.T. W.Y.Yd.	139.5	QUINCY	Yard	Yard	Continuous				
								2.1							
	3-29	12-13	8-13			Yd.	142.6	LOWRIE	80	52	No Office.	5-40			
	f 3-38	S 12-22	S 8-21			W.	150.1	LA GRANGE	74	45	7:00 a.m. to 3:00 p.m. 4:00 p.m. to Midnight	6-00			
								3.0							
	S 3-48	S 12-32	S 8-29				156.2	CANTON	92	75	8:30 a.m. to 5:30 p.m.	6-15			
								4.7							
	3-56	12-38	8-35			F.	161.5	FENWAY	80		No Office.	6-30			
								7.9							
	4-04	12-44	8-41			F.	166.6	GREGORY	81	13	No Office.	6-45			
								8.1							
	P.M. L 8-35	4-12	12-51	8-48		R.	172.6	ALEXANDRIA		29	7:00 a.m. to 3:00 p.m. 4:00 p.m. to Midnight	7-00		P.M. L 12-10	
								3.9							
	A 8-45 P.M.	S 4-40	S 1-11	S 9-06		B.C.K. O.R.T. W. Yd.	177.9	KEOKUK T. P. & W. Jct.	Yard	Yard	Continuous.	8-20	P.M. L 12-05	A 12-30 P.M.	
								5.4							
	4-48	1-17	9-12			F.	183.3	SANDUSKY	80	22	No Office.	8-35	12-20		
								6.0							
	4-56	S 1-25	9-18				189.3	MONTROSE	90	16	7:40 a.m. to 4:40 p.m.	9-05	12-45		
								6.1							
	5-05	1-33	9-26		P.M. L 9-59	R.	195.6	VIELE	80	14	7:40 a.m. to 4:40 p.m.	9-45	1-00		
								7.9							
	S 5-28	S 1-48	S 9-47	S 10-25		K.O.T. W. Yd.	202.0	FT. MADISON	80	Yard	6:35 a.m. to 10:35 p.m.	10-20	1-48		
								8.1							
	5-38	1-58	9-56	f 10-35			209.9	WEVER	90	37	7:10 a.m. to 4:15 p.m.	10-50	2-20		
								4.3							
	5-45	2-03	10-01	f 10-42		F.	214.2	SPRING GROVE	79	16	No Office.	11-10	2-30		
								6.1							
							220.3	WOOD TOWER			Continuous.				
								0.6							
	A 6-05 A.M.	A 2-20 P.M.	A 10-15 P.M.	A 10-55 P.M.		B.C.K. O.R.T. W. Yd.	220.9	BURLINGTON	Yard	Yard	Continuous.	A 11-50 A.M.	A 2-45 P.M.		
								SCHEDULE TIME							
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday			AVERAGE MILES AN HOUR				Daily	Daily Ex. Sunday	Daily Ex. Saturday	
0:10 31.8	3:35 28.5	2:47 36.5	2:50 35.7	0:37 31.9	0:56 27.1							7:10 13.6	2:40 19.1	0:20 15.9	

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

Automatic block system in effect between Hannibal and Mark.

Centralized Traffic Control in effect between Mark and Quincy.

Manual block system rule 318-A in effect for No. 8, No. 15, No. 43 and No. 44 between north switch of freight wye West Quincy and Burlington. Rule 318-B in effect for other trains.

Rule 221-A in effect at Alexandria, Keokuk and Vile for Centerville division trains.

Centerville Division Crossing Interlocked, on freight wye, West Quincy.

Trains not affected by rule 83 must leave register tickets at Alexandria and Vile, and operator will register.

No train order signals at Hannibal, Quincy, Keokuk, and Burlington.

Conductors and Enginemen must have Clearance Form A.

Dispatcher will handle south switch of east siding at West Quincy for trains using this siding.

No. 43 stop at Helton to discharge revenue passengers from south of Hannibal.

No. 43 will stop at Alexandria to discharge revenue passengers or receive revenue passengers for points north of Keokuk.

No. 43 will stop at Vile to discharge or receive revenue passengers.

No. 15 will stop on flag at Alexandria Sunday only to handle mail.

No. 91 will carry passengers between Keokuk and Burlington.

Hannibal 12 feet 2 3/4 inches centers main track to siding and 12 feet 3 3/4 inches centers siding to adjacent track. Mark 13 feet centers siding to adjacent track. Quincy 11 feet 9 inches centers, main track to siding and 11 feet 10 1/2 inches centers, siding to adjacent track. Ft. Madison 12 feet 0 inches centers main track to siding and siding to adjacent track. Burlington 12 feet 0 inches centers main track to siding and siding to adjacent track.

Main line switch south of T. P. & W. Jct. will be lined and locked for U D track No. 1.

Drawbridge 138.02 over Mississippi River at Quincy Interlocked.

Mungers M. P. 122.95 Hulskamp M. P. 128.50 Griffith M. P. 148.04

Beck M. P. 193.93 Cascade Wye M. P. 219.0

Galesburg Div. No. 96 connection Hannibal 4:00 a.m., Quincy 5:00 a.m.

Burlington to Hannibal—Sub-division—Southward

HANNIBAL DIVISION.

TIME TABLE No. 83.

EFFECTIVE NOV. 15, 1942.

FIRST CLASS							Signs	Distance from St. Louis	STATIONS	CAPACITY OF		Office Open Sundays	SECOND CLASS		
Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Siding				Other Tracks	Daily Ex. Sunday Way Frt.		Daily Freight	Daily Ex. Saturday Mixed	
18	12	34	44	8	40						92		80	38	
	A.M.		P.M.	A.M.		B.C.K. O.R.T. W.Y.Yd.	119.4	..... HANNIBAL	Yard	Yard	Continuous.		P.M.	
	A10.12		A 6.47	A 4.35				- 0.3					A11.00		
	A.M.		P.M.	A.M.		Y.K. R.F.	119.7	..... HANNIBAL U. D. Wabash Crossing (Grade) ..			No Office.			
	A10.45	10.08 s 10.00	s 6.43 s 6.25	s 4.30 s 4.20				- 1.1			No Office.				
							120.8	..... Wabash Crossing (Interlocked)			No Office.			
	10.35	9.51	6.15	4.10		F.	125.5	..... HELTON	77	10	No Office.		10.35	
	f 10.27	f 9.43	6.07	4.00		F.	133.6	..... MARK	95	10	No Office.		10.10	
						K. Y. Yd.	137.5	..... WEST QUINCY	32	Yard	Continuous.		9.55	
								- 2.1							
	L10.15 A.M.	s 9.32	s 5.58	s 3.49		B.C.K. O.R.T. W.Y.Yd.	139.5	..... QUINCY	Yard	Yard	Continuous.			
		9.11	5.41	3.29		Yd.	142.6	..... LOWRIE	80	52	No Office.		8.55	
		s 9.02	s 5.33	s 3.21		W.	150.1	..... LA GRANGE	74	45	8:30 a.m. to 1:15 p.m. 5:15 p.m. to 8:40 p.m.		8.21	
		s 8.52	s 5.25	s 3.12			156.2	..... CANTON	92	75	8:20 a.m. to 5:30 p.m.		7.55	
		8.44	5.18	3.04		F.	161.5	..... FENWAY	80		No Office.		7.45	
		f 8.37	f 5.13	2.59		F.	166.6	..... GREGORY	81	13	No Office.		7.35	
		8.29	f 5.07	2.52	A.M. A 8.45	R.	172.6	..... ALEXANDRIA		29	7:00 a.m. to 3:00 p.m. 4:00 p.m. to Midnight		7.25	P.M. A 9.45
		s 8.20	s 5.00	s 2.45	L 8.30 A.M.	B.C.K. O.R.T. W. Yd.	177.9	..... KEOKUK T. P. & W. Jct.	Yard	Yard	Continuous.	A.M. A10.55	7.15	L 9.25 P.M.
		8.01	4.46	2.26		F.	183.3	..... SANDUSKY	80	22	No Office.	10.30	6.27	
		s 7.52	s 4.39	2.20			189.3	..... MONTROSE	90	16	7:20 a.m. to 9:20 a.m. 12:50 p.m. to 2:50 p.m.	10.15	6.17	
		7.42	A.M. A 8.00	4.32	2.13	R.	195.6	..... VIELE	80	14	2:40 p.m. to 4:40 p.m.	9.45	6.05	
		s 7.32	s 7.48	s 4.25	s 2.05	K.O.T. W. Yd.	202.0	..... FT. MADISON	80	Yard	6:35 a.m. to 10:35 p.m.	9.10	5.50	
		7.15	f 7.34	f 4.13	1.49		209.9	..... WEVER	90	37	Closed.	8.25	5.25	
		7.09	f 7.25	4.08	1.43	F.	214.2	..... SPRING GROVE	79	16	No Office.	8.05	5.15	
							220.3	..... WOOD TOWER			Continuous			
		L 7.00 A.M.	L 7.15 A.M.	L 4.00 P.M.	L 1.35 A.M.	B.C.K. O.R.T. W. Yd.	220.9	..... BURLINGTON	Yard	Yard	Continuous.	L 7.45 A.M.	L 5.00 P.M.	
Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday			..... SCHEDULE TIME				Daily Ex. Sunday	Daily	Daily Ex. Saturday
0:30 39.6	3:00 37.0	0:45 33.7	2:25 41.9	2:45 38.8	0:15 21.2			..... AVERAGE MILES AN HOUR				3:10 13.6	6:00 16.2	0:20 15.9

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

Automatic block system in effect between Mark and Hannibal.
Centralized Traffic Control in effect between Quincy and Mark.
Manual block system rule 318-A in effect for No. 8, No. 15, No. 43 and No. 44 between north switch of freight wye, West Quincy and Burlington. Rule 318-B in effect for other trains.
Rule 221-A in effect at Alexandria, Keokuk and Vile for Centerville division trains.

Centerville Division Crossing Interlocked, on freight wye, West Quincy. Trains not affected by rule 83 must leave register tickets at Alexandria and Vile, and operator will register.

No train order signals at Burlington, Wood Tower, Keokuk, Quincy and Hannibal. Conductors and Enginemen must have Clearance Form A.
At Burlington, passenger trains will be cleared at passenger station, all other trains at Wood Tower.
Drawbridge 138.02 over Mississippi River at Quincy Interlocked.

Main line switch south of T. P. & W. Jct. will be lined and locked for U. D. track No. 1.

Dispatcher will handle south switch of east siding at West Quincy for trains using this siding.

No. 44 will stop at Vile to discharge or receive revenue passengers.

No. 12 will stop at Alexandria for revenue passengers destined Quincy and beyond and will stop at Alexandria on Sunday to dispatch mail.

No. 92 will carry passengers between Burlington and Keokuk.

Galesburg Div. No. 75 connection Quincy 12:15 p. m.. Hannibal 1:30 p. m

Old Monroe and Francis—Sub-division

HANNIBAL DIVISION.

TIME TABLE No. 83.

EFFECTIVE NOV. 15, 1942.

WESTWARD				Office Open Week Days	Signs	Distance from St. Louis	Distance from Old Monroe	STATIONS	CAPACITY OF			Office Open Sundays	EASTWARD		
SECOND CLASS	FIRST CLASS		Distance from Francis						Sidings	Other Tracks	FIRST CLASS		SECOND CLASS		
Daily Ex. Sunday Mixed	Daily Passenger	Daily Passenger									Daily Passenger		Daily Passenger	Daily Ex. Sunday Mixed	
123	33	25							26	32			124		
A.M. L 10-10	P.M. L 1-21	A.M. L 1-25	Continuous.	B.C.K. R.W.Y. Yd.	51.6		..... OLD MONROE.....	63.0	100	Yard	Continuous.	S A.M. A 6-00	S P.M. A 12-16	P.M. A 5-10
			No Office.	F.	56.2	4.6	..... 4.6 ETHLYN.....	58.4		12	No Office.	5-53	12-12	S 4-55
S 10-22	1-26	1-33	8:30 a.m. to 5:30 p.m.		61.3	9.7	..... 5.1 MOSCOW.....	53.3	59	16	Closed.	5-43	12-08	S 4-40
S 10-35	1-30	1-41	No Office.	F.	65.5	13.9	..... 4.2 SOUTH TROY.....	49.1		22	No Office.	5-33	12-04	S 4-25
S 10-45	1-34	1-48	8:30 a.m. to 5:30 p.m.	W.	72.9	21.3	..... 7.4 HAWK POINT.....	41.7		28	Closed.	5-21	P.M. 11-58	S 4-05
S 11-05	1-41	1-58	No Office.	F.	78.7	27.1	..... 5.8 NEW TRUXTON.....	35.9		7	No Office.	5-11	11-52	S 3-50
S 11-20	1-46	2-07	8:30 a.m. to 5:30 p.m.		85.2	33.6	..... 6.5 LIEGE-BELLFLOWER..	29.4		25	Closed.	5-00	11-47	S 3-35
S 11-47	1-53	2-16	No Office.		90.6	39.0	..... 5.4 BUELL.....	24.0		19	No Office.	4-50	11-43	S 3-20
S 12-12	1-58	2-24	8:00 a.m. to 5:00 p.m.		98.2	46.6	..... 7.6 WELLSVILLE.....	16.4	18	12	Closed.	4-40	11-37	S 3-00
S 12-35	2-05	2-34	No Office.	F.	103.2	51.6	..... 5.0 MARTINSBURG.....	11.4	35		No Office.	4-32	11-32	S 2-38
S 12-45	2-09	2-43	No Office.	F.	109.6	58.0	..... 6.4 HAIG.....	5.0	34		No Office.	4-20	11-27	f 2-28
f 12-55	2-14	2-52	9:30 a.m. to 5:30 p.m.	B.K. R.T. W. Yd.	114.6	63.0	..... 5.0 FRANCIS.....		Yard	Yard	11:00 a.m. to 4:00 p.m. 2:30 a.m. to 4:30 a.m.	L 4-10 A.M.	L 11-23 A.M.	L 2-19 P.M.
S A 1-05 P.M.	S A 2-19 P.M.	S A 3-00 A.M.	9:30 p.m. to 5:30 a.m.												
Daily Ex. Sunday	Daily	Daily										Daily	Daily	Daily Ex. Sunday	
2:55 21.3	0:58 65.0	1:35 39.7					..... SCHEDULE TIME.....					1:50 34.3	0:53 71.3	2:41 23.5
							..... AVERAGE MILES AN HOUR.....							

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

Manual block system rule 318-A in effect for No. 32 and No. 33. Rule 318-B in effect for other trains.

Rule 907 in effect.

No train order signals at Old Monroe and Francis, Conductors and Enginemen must have Clearance Form A.

Operator Old Monroe will handle junction switch for No. 25, No. 26, No. 32, and No. 33.

Operator Francis will handle Alton Jct. switch for No. 32 and No. 33, also No. 25 and No. 26 when on duty.

The authorized abbreviation for Liege-Bellflower in train orders will be Liege. Sidings at Ethlyn and Martinsburg are stub tracks, switches leading from east. No. 25 will stop at South Troy and Liege-Bellflower to discharge revenue passengers from St. Louis.

No. 26 will stop at Liege-Bellflower and South Troy to pick up revenue passengers for St. Louis.

No. 25 and No. 26 will stop on flag on Sunday to receive and discharge revenue passengers to or from any station between Old Monroe and Francis.

LEAVES KANSAS CITY
Via The Alton

No. 32..... 8:15 A. M.
No. 26..... 11:45 P. M.

ARRIVES KANSAS CITY
Via The Alton

No. 25..... 7:45 A. M.
No. 33..... 5:30 P. M.

LEAVES MEXICO
Via The Alton

No. 124..... 2:05 P. M.

ARRIVES MEXICO
Via The Alton

No. 123..... 1:30 P. M.

Illinois Jct. and Quincy—Sub-division

HANNIBAL DIVISION.

TIME TABLE No. 83.

EFFECTIVE NOV. 15, 1942.

SOUTHWARD				NORTHWARD										
SECOND CLASS		FIRST CLASS		Office Open Week Days	Signs	Distance from Illinois Jct.	STATIONS	Distance from Quincy	Capacity of other tracks	Office Open Sundays	FIRST CLASS		SECOND CLASS	
Tuesday Thursday and Sunday Way Frt. Mixed	94	Daily Ex. Sunday Passenger	110								Daily Ex. Sunday Passenger	109	Monday Wednesday and Friday Way Frt. Mixed	95
L 8-10		P.M. L 3-45		Continuous.	B.C.K. O.R.T. W. Yd.		.....BURLINGTON.....	72.0	Yard	Continuous.	A.M. A 11-40		P.M. A 2-50	
				Continuous.			.....WOOD TOWER.....	71.4	Yard	Continuous.				
8-20		3-50		No Office.		0.3	.....ILLINOIS JCT.....	70.8		No Office.	11-35		2-35	
s 8-40		s 3-58		No Office.		5.0	.....CARMAN.....	66.1	28	No Office.	s 11-25		s 2-17	
				No Office.		8.4	.....T. P. & W. Crossing (Interlocked).....	62.7		No Office.				
s 9-00		s 4-09		7:55 a.m. to 4:55 p.m.		9.3	.....LOMAX.....	61.8	36	Closed.	s 11-12		s 1-50	
s 9-40		s 4-20		8:05 a.m. to 5:05 p.m.		15.0	.....DALLAS CITY.....	56.1	25	Closed.	s 11-01		s 1-25	
s 10-10		s 4-31		8:30 a.m. to 5:30 p.m.		19.7	.....COLUSA.....	51.4	24	Closed.	s 10-49		s 1-00	
s 10-43		s 4-37		8:30 a.m. to 5:30 p.m.		23.0	.....ADRIAN.....	48.1	24	Closed.	s 10-43		s 12-45	
s 10-58		s 4-43		No Office.		26.7	.....FERRIS T. P. & W. Crossing (Grade)	44.4	17	No Office.	s 10-35		s 12-30	
s 11-35		s 4-54		8:30 a.m. to 5:30 p.m.	W.	30.8	.....CARTHAGE.....	40.3	46	Closed.	s 10-24		P.M. s 11-59	
P.M.				No Office.		30.9	.....Wabash Crossing (Grade)	40.2		No Office.				
s 12-01		s 5-05		8:30 a.m. to 5:30 p.m.		37.7	.....BASCO.....	33.4	18	Closed.	s 10-10		s 11-05	
s 12-20		s 5-16		8:30 a.m. to 5:30 p.m.		42.8	.....WEST POINT.....	28.3	26	Closed.	s 9-59		s 10-45	
s 12-30		s 5-20		No Office.		45.4	.....STILLWELL.....	25.7	12	No Office.	s 9-52		s 10-25	
s 12-55		s 5-30		No Office.		50.5	.....LORAIN.....	20.6	21	No Office.	s 9-42		s 10-01	
s 1-20		s 5-40		8:30 a.m. to 5:30 p.m.		56.1	.....MENDON.....	15.0	24	Closed.	s 9-32		s 9-32	
s 1-45		s 5-50		8:30 a.m. to 5:30 p.m.		61.2	.....URSA.....	9.9	23	Closed.	s 9-21		s 8-57	
s 2-00		f 5-55		No Office.		64.1	.....ROCK CREEK.....	7.0	15	No Office.	f 9-13		f 8-47	
A 2-30 P.M.		A 6-15 P.M.		Continuous.	B.C.K. O.R.T. W.Y. Yd.	71.1	.....QUINCY.....		Yard	Continuous.	L 9-00 A.M.		L 8-30 A.M.	
Tuesday Thursday and Sun.		Daily Ex. Sunday									Daily Ex. Sunday		Monday Wed. and Friday	
8-20 11.2		2-30 28.4					SCHEDULE TIME.....				2-40 26.6		8-20 11.1	
							Average Miles an Hour.....							

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF SAME CLASS SOUTHWARD.

Manual Block System—Rule 318-B in effect.

Rule 907 in effect.

No train order signal at Burlington, Wood Tower and Quincy. Conductors and Enginemen must have Clearance Form A. At Burlington, passenger trains will be cleared at passenger station, all other trains at Wood Tower.

Capacity of siding at top of Dallas Hill is 12 cars. M. P. 16.92

Carthage Lake M. P. 1.36, Silver Lake M. P. 3.27, Bentondale M. P. 54.15, Cross M. P. 58.71, Homan M. P. 66.93, Bay View M. P. 68.24 and Ideal Club Dallas City tank M. P. 12.96 are flag stops for No. 109 and No. 110.

No. 95 will carry passengers between Quincy and Burlington.

No. 94 will carry passengers between Burlington and Quincy.

House track at Stillwell is stub track switch leading from north.

Quincy, Hannibal and Brookfield—Sub-division—Westward

HANNIBAL DIVISION.

TIME TABLE No. 83.

EFFECTIVE NOV. 15, 1942.

FIRST CLASS				Signs	Distance from Quincy and Hannibal	Distance from Kansas City Union Station	STATIONS	CAPACITY OF		Office Open Week Days	SECOND CLASS								
Daily Passenger	Daily Passenger	Signs	Distance from Quincy and Hannibal					Distance from Kansas City Union Station	STATIONS		Siding	Other Tracks	Office Open Week Days	Daily Freight	Daily Freight	Daily Freight	Signs	Distance from Quincy and Hannibal	Distance from Kansas City Union Station
3	55													67	61	75			
	A.M. L 12-37				227.9	.....	QUINCY	Yard	Yard	Continuous.	A.M. L 12-40		A.M. L 10-15					
	12-42			2.0	225.9	2.0	..... WEST QUINCY	32	Yard	Continuous.	12-49		10-35					
	12-47			5.8	222.1	3.8	..... MARK			No Office.	12-53		10-45					
	12-52			9.0	218.9	3.2	..... NORTH RIVER	41	9	No Office.	1-00		10-55					
	s A 1-03 A A.M.			14.5	213.4	5.5	..... PALMYRA	Yard	Yard	Continuous.	A 1-15 A.M.		A 11-10 A.M.					
					228.2		..... HANNIBAL	Yard	Yard	Continuous.		A.M. L 3-25						
	P.M. L 12-01				227.9	0.3	..... Wabash Crossing (Grade)			No Office.								
	12-18			6.2	222.0	5.9	..... HANNIBAL U. D.			No Office.								
	f 12-23			8.0	220.2	1.8	..... WHITE BEAR		22	No Office.								
				14.8	213.4	6.8	..... WITHER'S MILL	61	5	No Office.		3-50						
	s 12-37 L A.M. 1-03				209.2		..... PALMYRA	Yard	Yard	Continuous.	A.M. L 1-15	4-10	A.M. L 11-10					
	f 12-45	1-09		19.0	204.5	4.2	..... WOODLAND	94	13	No Office.	1-22	4-20	11-25					
	f 12-56	1-15		23.7	198.1	4.7	..... ELY	90	11	No Office.	1-30	4-30	11-35					
	s 1-08	f 1-25		30.1	191.4	6.4	..... MONROE CITY	E 50 W 98	60	Continuous.	1-44	4-45	11-50					
	s 1-17	1-34		36.8	186.5	6.7	..... HUNNEWELL	94	24	8:30 a.m. to 5:30 p.m.	1-56	4-58	P.M. 12-05					
				41.7	186.5	4.9	..... LAKENAN	110	10	No Office.	2-11	5-08	12-20					
	s 1-36	s 1-55		46.7	181.5	5.0	..... SHELBYNA	E 44 W 96	38	7:00 a.m. to 3:30 a.m.	2-21	5-18	12-35					
	f 1-44	2-03		52.7	175.5	6.0	..... LENTNER	92	9	No Office.	2-30	5-28	12-45					
	s 1-57	f 2-16		59.0	169.2	6.3	..... CLARENCE	E 42 W 91	57	8:30 a.m. to 5:30 p.m.	2-42	5-39	12-59					
	f 2-03	2-21		62.9	165.3	3.9	..... ANABEL	94	9	No Office.	2-49	5-46	1-10					
	s 2-20	s 2-37		70.4	157.8	7.5	..... MACON	92	39	10:00 a.m. to 6:00 p.m. 11:00 p.m. to 7:00 a.m.	3-02	6-01	1-30					
	s 2-31	2-45		75.4	152.8	5.0	..... BEVIER	103	Yard	7:00 a.m. to 11:00 p.m.	3-11	6-11	1-40					
	s 2-37	2-50		78.9	149.3	3.5	..... CALLAO	51	23	7:30 a.m. to 4:30 p.m.	3-17	6-17	1-50					
	f 2-43	2-55		83.2	145.0	4.3	..... KERN	78	10	No Office.	3-25	6-24	1-59					
	s 2-50	3-00		86.0	142.2	2.8	..... NEW CAMBRIA	90	16	8:00 a.m. to 5:00 p.m.	3-42	6-34	2-15					
	s 3-05	s 3-14		93.9	134.3	7.9	..... BUCKLIN	85	14	8:30 a.m. to 4:30 p.m. 9:00 p.m. to 5:00 a.m.	3-55	6-49	2-30					
	f 3-18	3-22		99.8	128.4	5.9	..... ST. CATHERINE	75	15	No Office.	4-05	6-59	2-40					
	A 3-26 P.M.	A 3-30 A.M.		104.1	124.1	4.3	..... BROOKFIELD	Yard	Yard	Continuous.	A 4-15 A.M.	A 7-15 A.M.	A 3-00 P.M.					
	Daily	Daily									Daily	Daily	Daily						
	3:25 30.4	2:53 36.1					..... SCHEDULE TIME				3:35 29.0	3:50 27.1	4:45 21.9					
							..... AVERAGE MILES AN HOUR											

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

Automatic block system in effect Mark to Palmyra and Hannibal to Brookfield. Centralized Traffic Control in effect between Quincy and Mark. No train order signal at Hannibal, Quincy, Palmyra or Brookfield. Conductors and Enginemen must have Clearance Form A. Local Extra leaves Hannibal for Brookfield 6:30 a.m. daily except Sunday, and will carry passengers Monroe City to Macon. No. 55 will stop at Bevier to receive passengers for Kansas City, St. Joseph and beyond and to discharge passengers from Quincy, Hannibal and beyond. No. 55 will stop at Monroe City and Clarence to unload perishable express. Operator will handle junction switch at Palmyra for No. 61.

Oakwood M. P. 2.70 Lingo M. P. 90.0
No. 3 will stop at Oakwood daily except Sunday; Sunday on flag.
No. 3 will stop at Lingo on flag.
East leg of wye at Bevier is the Bevier and Southern main track. C. B. & Q. engines turning on this wye must protect themselves against Bevier and Southern trains and engines.
Dispatcher will handle west switch of east siding at West Quincy for trains using this siding.
Drawbridge 138.02 over Mississippi River at Quincy Interlocked.
Spring switch located East end of Brookfield yard.
Spring switch located at west end of siding at Ely.
Spring switch located at East end westward siding at Monroe City.
Spring switch located at West end of siding at Macon.
Spring switch located at West end of siding at New Cambria.

Brookfield to Kansas City—Sub-division—Westward

HANNIBAL DIVISION.

TIME TABLE No. 83.

EFFECTIVE NOV, 15, 1942.

FIRST CLASS				Signs	Distance from Quincy and Hannibal	Distance from Kansas City	STATIONS	CAPACITY OF		Office Open Week Days	SECOND CLASS			
Daily Passenger	Daily Passenger	Daily Freight	Daily Freight					Siding	Other Tracks		Daily Freight	Daily Freight	Daily Freight	Daily Freight
3	55										67	61	75	71
P.M. L 3:33	A.M. L 3:40			B.C.K. O.R.T.W. Yd.	104.1	124.1	..... BROOKFIELD	Yard	Yard	Continuous.	A.M. L 5:00	A.M. L 7:30	P.M. L 4:00	P.M. L 4:30
				F.	106.2	121.3	..... NEEDLES			No Office.				
							..... C. B. & Q. Crossing (Interlocked)							
s 3:49	3:49			Y.	109.1	119.1	..... LACLEDE	103	76	11:00 p.m. to 10:30 p.m.	5:20	7:50	4:20	4:50
s 3:59	3:59				116.5	111.7	..... MEADVILLE	62	34	7:30 a.m. to 4:30 p.m.	5:32	8:01	4:33	4:53
s 4:08	4:05				121.0	107.2	..... WHEELING	E44 W57	15	7:30 a.m. to 4:30 p.m.	5:42	8:11	4:43	5:03
					129.2	99.0	..... WABASH CROSSING (Interlocked)			No Office.				
s 4:23	s 4:21			W. Yd.	129.7	98.5	..... CHILLICOTHE	88	65	Continuous.	6:00	8:28	4:59	5:30
s 4:31	4:28			F.	134.9	92.9	..... UTICA	62	14	No Office.	6:11	8:38	5:09	5:40
s 4:41	4:36			F.	140.9	87.3	..... MOORESVILLE	62	33	No Office.	6:30	8:50	5:21	5:55
s 4:48	4:43				145.9	82.3	..... BRECKENRIDGE	108	22	8:00 a.m. to 5:00 p.m.	6:40	9:00	5:31	6:10
f 4:57	4:50			F.	151.5	76.7	..... NETTLETON	68	12	No Office.	6:50	9:10	5:40	6:20
s 5:07	s 5:00				156.8	71.4	..... HAMILTON	95	49	12:59 a.m. to 11:00 p.m.	7:01	9:20	5:53	6:30
s 5:17	5:09				163.2	65.0	..... KIDDER	91	21	8:30 a.m. to 5:30 p.m.	7:13	9:30	6:03	6:43
				F.	171.0	57.2	..... CAMERON	Yard	15	No Office.				
s 5:30	s 5:27			B.C.K.R. T.W. Yd.	171.6	56.6	..... CAMERON JUNCTION	Yard	Yard	Continuous.	7:35	A 9:55 A.M.	6:30	A 7:00 P.M.
f 5:45	5:43			F.	177.0	51.2	..... KEYSTONE	53		No Office.	7:50		6:45	
s 6:01	6:01				181.0	47.2	..... TURNEY	57	29	No Office.	8:01		7:00	
s 6:12	6:11				187.3	40.9	..... LATHROP	78	55	6:30 a.m. to 3:30 p.m.	8:15		7:12	
					187.7	40.5	..... A. T. & S. F. CROSSING (Automatic-Interlocked)			No Office.				
s 6:24	6:23			F.	194.4	33.8	..... HOLT	85	25	No Office.	8:30		7:30	
s 6:35	6:34			W.	200.3	27.9	..... KEARNEY	75	36	6:30 a.m. to 3:30 p.m.	8:40		7:40	
f 6:50	6:44				205.7	22.5	..... CHANDLER	75	7	No Office.	8:50		7:50	
s 7:00	s 6:58				210.5	17.7	..... LIBERTY	75	33	6:30 a.m. to 2:30 p.m. 4:00 p.m. to Midnight	9:00		8:05	
s 7:10	7:08			R.	216.2	12.0	..... C. M. & St. P. Crossing (Interlocked)	65	42	Continuous.	A 9:15 A.M.		A 8:20 P.M.	
							..... BIRMINGHAM							

Trains between Birmingham and St. Louis Ave. are governed by Joint Time Table of CB&Q RR and Wabash Ry.

A 7:45 P.M.	A 7:45 A.M.	KANSAS CITY	Daily	Daily	Daily	Daily
		..... SCHEDULE TIME	4:15	2:25	4:20	2:30
		..... AVERAGE MILES AN HOUR	26.4	27.9	26.8	27.0

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

Automatic block system in effect between Brookfield and Birmingham. Westward trains will leave register ticket at Birmingham.

No train order signal at Brookfield or Cameron Jct. Conductors and Engineers must have Clearance Form A.

Spring switch located at west end of South track at Needles.

Spring switch located East end of Brookfield yard.

Remote Control Switch located at west end of siding at Laclede is controlled by operator at Laclede.

Spring switch located east end of siding at Liberty.

No. 65 will stop at Laclede on Sunday and slow down to 15 miles an hour other days to dispatch mail. Will also stop for revenue passengers for Kansas City or St. Joseph, and to discharge passengers from Chicago or St. Louis. Also

stop at Breckenridge and Kidder to receive passengers for Kansas City and St. Joseph and discharge passengers from Chicago and St. Louis and at Lathrop, Holt, and Kearney to discharge revenue passengers from Brookfield or east, or to receive revenue passengers for Kansas City. Local extra leaves Brookfield 6:00 a. m. daily except Sunday for Birmingham.

ARRIVES MURRAY

No. 67.....10:00 A. M.
No. 75.....10:00 P. M.

Kansas City to Brookfield—Sub-division—Eastward

HANNIBAL DIVISION.

TIME TABLE No. 83.

EFFECTIVE NOV. 15, 1942

FIRST CLASS				Signs	Distance from Quincy and Hannibal	Distance from Kansas City	STATIONS		CAPACITY OF		Office Open Sundays	SECOND CLASS			
Daily Passenger	Daily Passenger	Daily Freight	Daily Freight				Siding	Other Tracks	Daily Freight	Daily Freight		Daily Freight	Daily Freight		
56	4	68	74	72	70										
P.M. 11-38	P.M. 3-00	A.M. 6-00	A.M. 7-00	P.M. 8-15	P.M. 9-55		BROOKFIELD	Yard	Yard	Continuous.					
						104.1	124.1								
						F.	106.2	121.3			No Office.				
11-28	2-45					Y	109.1	119.1			11:00 p.m. to 10:30 p.m.	5-45	6-45	8-04	9-42
11-14	2-31						116.5	111.7	103	76	2:00 p.m. to 4:00 p.m.	5-32	6-30	7-55	9-31
11-09	2-25						121.0	107.2	E 44	15	7:30 a.m. to 9:30 a.m. 2:15 p.m. to 4:15 p.m.	5-20	6-20	7-47	9-23
							129.2	99.0	W 57		No Office.				
10-57	2-10					W. Yd.	129.7	98.5			No Office.	5-05	6-00	7-33	9-10
10-43	1-56					F.	134.9	92.9	88	65	Continuous.	4-50	5-47	7-25	9-01
10-35	1-46					F.	140.9	87.3	62	14	No Office.	4-36	5-35	7-18	8-54
10-28	1-36						145.9	82.3	62	33	No Office.	4-26	5-25	7-10	8-45
10-20	1-26					F.	151.5	76.7	108	22	8:00 a.m. to 5:00 p.m.	4-15	5-15	7-01	8-36
10-13	1-16						156.8	71.4	68	12	No Office.	4-05	5-00	6-53	8-27
10-03	1-05						163.2	65.0	95	49	12:59 a.m. to 11:00 p.m.	3-50	4-40	6-43	8-17
						F.	171.0	57.2	91	21	1:00 p.m. to 5:30 p.m.				
9-52	12-50						171.6	56.6	Yard	15	No Office.	L 3-30	4-25	L 6-25	8-00
9-37	12-35					B.C.K.R. T.W. Yd.			Yard	Yard	Continuous.				
9-30	12-20					F.	177.0	51.2			No Office.				
9-25	12-10						181.0	47.2	53		No Office.				
9-17	P.M. 11-59						187.3	40.9	57	29	No Office.				
							187.7	40.5	78	55	Closed.				
9-07	11-45					F.	194.4	33.8			No Office.				
							197.7	33.8	85	25	No Office.				
8-59	11-35						200.3	27.9			6:30 a.m. to 8:30 a.m. 11:00 a.m. to 1:00 p.m.	3-25			
8-51	11-25						205.7	22.5	75	36	No Office.	3-13			
8-43	11-15						210.5	17.7	75	7	No Office.	3-01			
8-35	11-05						218.2	12.0	75	33	6:30 a.m. to 3:30 p.m. 4:00 p.m. to Midnight	2-50			
						R.			65	42	Continuous.	L 2-35			
												A.M.			

Trains between St. Louis Ave. and Birmingham are governed by Joint Time Table of CB&Q RR and Wabash Ry.

L 8-15 P.M.	L 10-45 A.M.	KANSAS CITY				Daily	Daily	Daily	Daily
Daily	Daily								
3:23 36.7	4:15 29.2	SCHEDULE TIME				2:30	4:25	1:50	3:30
		AVERAGE MILES AN HOUR				27.1	25.3	36.8	32.0

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

Automatic block system in effect between Birmingham and Brookfield. Westward trains will leave register ticket at Birmingham.

No train order signal at Cameron Jct. or Brookfield. Conductors and Enginemen must have Clearance Form A.

Spring switch located at west end of south track at Needles.

Spring switch located East end of Brookfield yard.

Remote Control Switch located at west end of siding at Laclede is controlled by operator at Laclede.

Spring switch located east end of siding at Liberty.

No. 56 will stop at Kidder, Breckenridge, Mooresville, Utica, Wheeling and Meadville, to discharge passengers from Kansas City or St. Joseph and to receive passengers for Chicago or St. Louis.

No. 56 will stop at Kearney to discharge revenue passengers from Kansas City or receive for Brookfield and East.

LEAVES MURRAY

No. 74 2:00 A. M.
No. 70 6:00 P. M.

St. Joseph and Cameron Junction—Sub-division

HANNIBAL DIVISION.

TIME TABLE No. 83.

EFFECTIVE NOV. 15, 1942.

WESTWARD				Office Open Week Days	Signs	Distance from Quincy and Hannibal	STATIONS	Distance from St. Joseph	CAPACITY OF		Office Open Sundays	EASTWARD			
SECOND CLASS		FIRST CLASS							FIRST CLASS			SECOND CLASS			
Daily Freight	Daily Freight	Daily Mixed	Daily Passenger						Daily Mixed	Daily Passenger		Daily Freight	Daily Freight		
71	61	303	355									304	356	68	72
P.M. L 7-10	A.M. L 9-55	P.M. L 5-45	A.M. L 5-55	Continuous.	B.C.K.R. T.W.Yd.	171.6	... CAMERON JUNCTION ...	34.7	Yard	Yard	Continuous.	P.M. A 12-40	P.M. A 9-25	A.M. A 3-00	P.M. A 6-25
							6.0								
7-25	10-06	s 6-05	s 6-08	8:30 a.m. to 5:30 p.m.		177.6	... OSBORN ...	28.7	88	36	10:45 a.m. to 12:45 p.m.	s 12-30	s 9-13	2-48	6-05
							7.5								
7-40	10-20	s 6-20	s 6-20	8:30 a.m. to 5:30 p.m.	F.	185.1	... STEWARTSVILLE ...	21.2	45	14	4:30 p.m. to 6:30 p.m.	s 12-18	s 9-03	2-30	5-53
							4.1								
7-50	10-30	f 6-30	f 6-30	No Office.	F.	189.2	... HEMPLE ...	17.1	85	14	No Office.	s 12-10	f 8-58	2-20	5-43
							4.5								
8-01	10-40	f 6-40	s 6-39	No Office.	F.	193.7	... EASTON ...	12.6	54	12	No Office.	s 12-03	f 8-51	2-08	5-33
							6.4								
8-15	10-50	f 6-50	f 6-54	No Office.	F.	200.1	... SAXTON ...	6.2	82		No Office.	f P.M. 11-53	8-43	1-55	5-23
							4.7								
							0.4								
8-30	11-08	6-59	7-02	No Office.	F. Yd.	205.2	... SOUTH PARK ...	1.5			No Office.	11-45	8-35	1-40	5-09
							0.4								
							0.4								
							0.4								
							0.3								
		A 7-20 P.M.	A 7-10 A.M.	Continuous.	B.K.R.Y. Yd.	206.3	St. Joseph Terminal Crossing at Station (Grade) ST. JOSEPH UNION STATION		Yard	Yard	Continuous.	L 11-35 A.M.	L 8-30 P.M.		
8-30	11-08			No Office.	F. Yd.	205.2	... SOUTH PARK ...	1.2			No Office.			1-40	5-09
							0.1								
							0.2								
							0.5								
A 9-00 P.M.	A 11-30 A.M.			Continuous.	B.C.K.O.R. T.W.Y.Yd.	208.0	St. Joseph Division Crossing at Station (Grade) ST. JOSEPH FRT. YARDS		Yard	Yard	Continuous.			L 1-30 A.M.	L 5-00 P.M.
Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily
1:50 18.9	1:35 21.9	1:35 21.9	1:15 27.7				... SCHEDULE TIME ...					1:05 31.7	0:55 37.8	1:30 22.9	1:25 24.5
							... AVERAGE MILES AN HOUR ...								

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS WESTWARD.

No train order signal Cameron Jct. and St. Joseph. Conductors and Enginemen must have Clearance Form A.

Automatic block system in effect Cameron Jct. to Hickory Street, St. Joseph. Spring switch located at South Park east end of outbound track from freight yards.

Speed Restrictions

HANNIBAL DIVISION.

TIME TABLE No. 83.

EFFECTIVE NOV. 15, 1942.

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of Rule 93. When running against the current of traffic, all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines must approach all hazardous road crossings where view is obstructed prepared to stop; and when advised by train dispatcher that maintenance men have no advice of the movement, also when making movement against the current of traffic, must run at restricted speed on curves and where view is obscured and use extreme care to avoid striking motor cars.

Light engines may operate at maximum speed authorized for freight trains except must not exceed 35 miles an hour.

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

S-4, S-4-A and O-5-A engines in passenger service on west Hannibal division maximum speed.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

Gas-electric motor cars may operate on the various sub-divisions at maximum speed authorized for passenger trains, but must not exceed 50 miles an hour. On branch lines when steam is substituted for motor service speed must be reduced 10 miles an hour below authorized speed for motor trains.

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

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

Gas-electric motor cars.....	60 MPH
Diesel-electric power units.....	75 MPH
Diesel-electric switch engines.....	40 MPH

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

Zephyr-type trains and Gas or Diesel-electric motor trains and engines must not be run over inundated tracks if the water is more than five inches above top of rail, and when operating through water, speed must not exceed 6 miles per hour.

3. Steam passenger trains operating on Zephyr schedules will reduce speed 10 miles an hour below speeds for Diesel-operated Zephyr trains as authorized on page 18 and indicated by wayside zone and curve posts. Such trains must observe speed restrictions for other than Diesel-powered Zephyr trains when passing through turnouts or crossovers, or over track or bridges covered by slow order, unless modified by train order.

When Zephyr train equipment is handled over a sub-division not equipped with wayside zone and curve posts, and for which no special speeds have been authorized for such equipment, train will operate on speed restrictions applying to other passenger trains unless modified by train order.

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ALL SUB-DIVISIONS Concluded		
Handling steam derricks, pile drivers, Clam shells, and similar equipment, on		
Main Line		30
On Curves		25
Old Monroe-Francis Sub-Division		25
On Curves		15
All other sub-divisions		15
(See Special Instructions 14.)		
Handling scale test cars		
Main Line		25
Old Monroe-Francis Sub-Division		20
Illinois Jct. & Quincy Sub-division		15
(Scale test cars must be handled next ahead of waycar)		

The following will govern the movement of M-4-A and O-5-A engines Quincy to Murray Yard via Hannibal or North River and Cameron Junction to St. Joseph.

Maximum Speed 50 miles an hour.

Must not use siding known as straight track between Main Street and Lindell Avenue Hannibal.

Must not exceed 35 miles an hour around curves between Hannibal and Palmyra, and 30 miles an hour around curves between Palmyra and North River.

Must not exceed 35 miles an hour around curves between Lathrop and Birmingham, except approaching grades, 40 miles an hour.

Must not cross Bridge 69.90 north of Carthage Branch Wye when turning engines.

Must not use Field tracks in south yard and short track Laclede.

Chillicothe, Mo. M. P. 129.6 on passing or yard track on 1° 46' curve, use extreme caution when operating when the adjacent track is occupied by other large engines or large loads.

Must not use siding at Chillicothe when the west 600 feet of stock yard track is occupied by other large locomotives or by large loads.

Where track centers are less than 12' 3' on tangent track, M-4-A engines must not pass other M-4-A or other large engines such as (O-5, O-5-A, O-3, S-4, S-4-A, B-1, O-1-A, M-2-A, S-3), or large loads on the adjacent track.

Curve allowances: For curves up to 6° add 5' to the above minimum track centers, plus 1 1/2' for each degree of curvature over six.

Look out for M-4-A engines in yards where track centers on tangent are between 12' 3' and 12' 9". On curves wider clearance necessary as shown in paragraph next above.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUB-DIVISIONS		
On sidings or through crossovers at end of double track..	15	15
Through other turnouts, unless otherwise specified.....	10	10
B, S-4, or S-4-A engines with drivers blocked up.....	40	40
O-5, O-5-A or M engines with drivers blocked up.....	30	30
Engines under steam disconnected on one side with main rod down:		
Main Line.....	25	25
Branch Line.....	20	20

Minimum Track Centers in Yards:

YARD	CURVATURE	MINIMUM TRACK CENTERS
Hannibal	5°	12' 4 1/4"
Bevier	1° 29'	11' 8 1/2"

Speed Restrictions—Continued

HANNIBAL DIVISION

TIME TABLE No. 83.

EFFECTIVE NOV. 15, 1942.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ST. LOUIS AND OLD MONROE SUB-DIVISION			HANNIBAL AND BURLINGTON SUB-DIVISION		
Maximum Speed:			Maximum Speed.....	60	45
North Market and West Alton.....	55	45	M. P. 161.75 to M. P. 163.25.....	50	40
West Alton and Old Monroe.....	65	45	M. P. 169.50 to M. P. 173.....	50	45
Around curves at MP 7.90, MP 10.20, MP 10.60, MP 12.10, MP 14.80, MP 16.20.....	50		Around curve at M. P. 169.70.....	45	35
Between Block Signal 4.6 W and connection with Mer- chants Terminal tracks at Wright Street, St. Louis....	15	15	Around curve at M. P. 172.40.....	40	30
Over Alton Bridge.....	10	10	Over Des Moines River Bridge 174.95.....	25	25
Through interlocking plant Henry St., Alton.....	15	15	Around curve at M. P. 175.10.....	25	25
Over Ft. Bellefontaine Bridge 18.79.....	35	25	Bank Street Crossing Keokuk.....	15	
Around curve at West Alton.....	25	25	Between Keokuk Union Depot Co. Jct. and T. P. & W. Jct. proceed as way is seen to be clear.....	10	10
Trains using north leg of wye at West Alton until entire train has passed.....	10	10	Interlocking switches West Quincy.....	25	25
Engines running backward.....	20	20	Entering turnout east end of siding West Quincy.....	5	5
			Through freight wye West Quincy.....	10	10
			Passenger wye West Quincy over east wye switch.....	10	10
			Passenger wye West Quincy over north switch.....	25	25
			East Hannibal Division trains over junction switch Mark O or M Engines must not use Centerville Division main line at Alexandria.....	20	20
			Engines heavier than O-1 must not operate over Bridge 119.63-A on old main line at Hannibal.....		
OLD MONROE AND HANNIBAL SUB-DIVISION			O-1, S-2, S-3 Engines over Bridge 119.63-A.....	10	10
Maximum Speed:			M. P. 217.45 to M. P. 220.3.....	25	25
Old Monroe and Clarksville.....	65	45	Around curve at M. P. 194.80.....	35	25
Clarksville and Hannibal.....	60	45	Over 18th Street Crossing M. P. 201.15.....	25	25
Around curve at Forgeys Bluff, M. P. 79.75.....	35	25	Bluff Street at end of Santa Fe Bridge Ft. Madison.....	8	8
Around curve at M. P. 85.15.....	50	40	Interlocking switch Bridge Junction, Quincy.....	20	10
Over crossing Georgia Street, Louisiana.....	6	6	Upper Bay Bridge 140.22, Quincy.....	10	10
M. P. 93.3 to M. P. 95.1.....	40	30	Between Bridge 140.22 Route B and Bridge 262.58 Route A Quincy.....	10	10
M. P. 95.1 to M. P. 95.8.....	50	40	Lower Bay Bridge 262.58, Quincy.....	6	6
M. P. 119.1 to M. P. 119.3.....	30	25	Over Mississippi River Bridge 138.02 until entire train passes.....	10	10
Engines running backward.....	20	20	Engines running backward.....	20	20

Speed Restrictions—Continued

HANNIBAL DIVISION.

TIME TABLE No. 83.

EFFECTIVE NOV. 15, 1942.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
OLD MONROE AND FRANCIS SUB-DIVISION			QUINCY, HANNIBAL AND BROOKFIELD SUB-DIVISION—Concluded		
Maximum Speed.....	50	35	Through Jct. switch leading to Quincy at Palmyra.....	10	10
Over Bridges M 77.66 and 82.23.....	25	25	At Ely, Eastward trains over spring switch.....	50	45
Engines running backward.....	20	20	At Monroe City westward trains over spring switch east end westward siding.....	50	45
Light Engines 25 miles an hour.....			Main & Vine Streets Monroe City.....	25	25
ILLINOIS JCT. AND QUINCY SUB-DIVISION			Engines, either light or with trains, passing over Center, Second and Fourth Streets, Shelbina.....	20	20
Maximum Speed.....	40	25	Over street crossings at Clarence.....	35	35
Around curve at M. P. 16.....	15	15	At Macon eastward trains over spring switch.....	50	45
Over highway crossing at M. P. 19.37.....	5	5	Main Street Crossing Bevier.....	15	15
Over highway crossing at M. P. 19.07.....	5	5	Westward trains from signal N-80.5 to M. P. 81.....	40	35
When using house tracks.....	5	5	Over Grade Crossings within City limits of Callao.....	30	30
Handling loaded tank cars.....		20	Eastward trains around curve at M. P. 85 and curve at M. P. 84.60.....	35	30
Engines running backward.....	10	10	At New Cambria eastward trains over spring switch.....	50	45
QUINCY, HANNIBAL AND BROOKFIELD SUB-DIVISION			Engines running backward.....	20	20
Maximum Speed:			BROOKFIELD AND KANSAS CITY SUB-DIVISION		
Between Brookfield-Macon and Palmyra-Quincy.....	50	45	Maximum Speed:		
Between Macon and Hannibal.....	55	45	South track between Needles and Brookfield.....	30	20
Westward trains over spring switch east end of Brookfield yard.....	50	45	At Needles, eastward trains over spring switch.....	50	45
Lindell Ave. Hannibal to Hannibal UD.....	15	15	O-2, O-3, and M engines on Centerville Division tracks at Laclede.....	10	10
Between M. P. 1 and M. P. 10 Hannibal-Palmyra.....	40	30	M engines over Bridge 182.25 over highway 36 south of Laclede station.....	10	10
Around curves east of Palmyra on Hannibal Line.....	30	30	Engines using brick plant track at Utica.....	10	10
Between Bridge 140.22 Route B and Bridge 262.58 Route A Quincy.....	10	10	Engines heavier than O-1-A must not go in on this track.		
Upper Bay Bridge 140.22 Quincy.....	10	10	Brookfield and Lathrop.....	50	45
Lower Bay Bridge 262.58.....	6	6	Lathrop and Birmingham.....	45	45
Over Mississippi River Bridge 138.02 until entire train passes.....	10	10	On curves between Lathrop and Birmingham.....	40	30
Interlocking switch Bridge Junction Quincy.....	20	10	Head end of trains over ATSF crossing Lathrop.....	20	20
Entering turnout east end of siding West Quincy.....	5	5	Through city limits Hamilton.....	15	15
Interlocking switches West Quincy.....	25	25	All engines over street crossings Cameron.....	25	25
Around curves between Palmyra and North River.....	40	25	At Liberty, westward trains on main track over spring switch.....	25	25
(Continued)			Engines running backward.....	20	20

Speed Restrictions—Concluded

HANNIBAL DIVISION.

TIME TABLE No. 83.

EFFECTIVE NOV. 15, 1942.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	Speed restrictions for Zephyr type motor trains are as follows:			
			BETWEEN ST. LOUIS AND BURLINGTON			
			Northward MPH Zone Other	Condition	M. P. Location	Southward MPH Zone Other
ST. JOSEPH AND CAMERON JUNCTION SUB-DIVISION			30 ..		St. Louis to Signal 4.6W	30 ..
			65 ..		Signal 4.6W to 21.00	65 ..
Maximum Speed:	50	45	.. 45	Curve	18.50	.. 45
			.. 40	Curve	20.30	.. 40
M-4-A Engines over Platte River Bridge 197.24	10	10	85 ..		21.00 to Old Monroe	85 ..
			.. 40	*Crossover	Machens	.. 40
Over 22nd Street crossing St. Joseph between the hours 11:00 p. m. and 7:00 a. m.	15	15	80 ..		Old Monroe to 84.00	80 ..
			.. 45	Curve	79.75	.. 45
At South Park, St. Joseph, eastward trains coming out of yard with the current of traffic may run through this switch without stopping to open or close it. Speed for westward trains on main track over this switch.	25	25	65 ..		84.00 to 93.70	65 ..
			.. 55	Curve	85.15	.. 55
Engines running backward	20	20	.. 40	Curve	93.50	.. 40
			50 ..		93.70 to 95.80	50 ..
			.. 6	*Georgia St.	Louisiana	.. 6
			65 ..		95.80 to 119.00	65 ..
			30 ..		119.00 to 120.50	30 ..
			65 ..		120.50 to 137.00	65 ..
			.. 40	Curve	133.75	.. 40
			30 ..		137.00 to 142.00	30 ..
			.. 10		Mississippi River Bridge 138.02	.. 10
			.. 20		*Interlocking switch Bridge Junction Quincy	.. 20
			.. 10		*Between Bridge 140.22 Route B and Bridge Quincy	.. 10
			.. 6		262.58 Route A	.. 6
			65 ..		*Lower Bay Bridge 262.58 Quincy	.. 6
			.. 55	Curve	142.00 to 177.00	.. 55
			.. 45	Curve	169.70	.. 45
			.. 55	Curve	172.40	.. 55
			.. 40	Curve	172.75	.. 40
			30 ..		175.10	30 ..
			75 ..		177.00 to 178.25	75 ..
			.. 50	Curve	178.25 to 200.50	.. 50
			55 ..		194.80	55 ..
			.. 25		200.50 to 203.00	.. 25
			.. 45		18th Street Crossing M. P. 201.15	.. 45
			.. 8		Curve 201.85	.. 8
			70 ..		*Bluff St. Ft. Madison	70 ..
			50 ..		203.00 to 217.45	50 ..
			30 ..		217.45 to 220.00	30 ..
					220.00 to Burlington	30 ..
					BETWEEN OLD MONROE AND FRANCIS	
			Westward MPH Zone Other	Condition	M. P. Location	Eastward MPH Zone Other
			75 ..	*	Old Monroe to Francis	75 ..
			.. 30	*	Bridge 51.49 to MP 51.75	.. 30
			.. 30	*Turnout to Alton main track	Francis	.. 30
				*No roadway signal		

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

SPECIAL INSTRUCTIONS

Master Mechanic, F. R. Butts, Hannibal, Mo.
 Trainmaster, W. F. Giles Jr., Hannibal, Mo.
 Road Foreman, F. G. LaMaster, Hannibal, Mo.
 Road Foreman, L. Sebers, Hannibal, Mo.
 Road Foreman, E. Hill, Brookfield, Mo.
 Chief Dispatcher, F. C. Hawkins, Hannibal, Mo.
 Night Chief Dispatcher, H. F. Clark, Hannibal, Mo.
 Chief Dispatcher, R. L. Huffman, Brookfield, Mo.
 Asst. Chief Dispatcher, G. F. Daumo, Brookfield, Mo.

TRAIN DISPATCHERS

Hannibal	West Quincy	Brookfield
G. M. Zinn	L. C. Gibbs	A. G. Rogers
R. E. Ainge	A. P. Boyles	W. A. Daume
R. Cluck	T. G. Line	C. H. Shoup
L. D. Howe		W. T. O'Brien,

1. Between North Market and Old Monroe second class and extra freight trains must clear the time of No. 32 and 33, 10 minutes.

Between North Market and Burlington second class and extra freight trains must clear the time of No. 8, No. 15, No. 43 and No. 44, 10 minutes.

Between Old Monroe and Francis second class and extra freight trains must clear the time of No. 32 and 33, 10 minutes.

Where manual or controlled manual block system rules are in effect, light engines will be handled the same as passenger trains.

Under Rule 93, trains handling occupied company service cars, or carrying caretakers, must be protected as prescribed by Rule 99.

Freight trains carrying passengers or caretakers will be handled the same as passenger trains, except where otherwise stated in foot-notes, or on sub-division where Rule 907 is in effect. Conductors will advise dispatcher when passengers or caretakers on their train.

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 374 in Book of Rules of Operating Department is modified to read as follows:

"When a train is passed by a passenger train at a non-communicating station, except in automatic block signal territory, the train passed must wait ten minutes and then proceed at restricted speed to the next available point of communication."

2. Train order signal must indicate stop in both directions at end of reverse movement, and Clearance Form A with copy of train order delivered to the train completing reverse movement, unless movement is controlled by signal indication.

A train authorized by train order to move against the current of traffic must approach all interlocking at restricted speed.

3. USE OF TRACK. A train taking siding must head in at first switch except as authorized by following or by train order. At Wheeling eastward trains use east track. Westward trains use west track.

The south track between Brookfield and Needles will be used only by train order authority. Manual block signal system in effect.

Trains between Bridge Junction and North Wood River will be governed by rules and timetable of the C. C. & St. L. Railroad, and those between North Wood River and West Alton by the rules of the Illinois Terminal Company.

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

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

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

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

Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which movements are governed by signal indication, except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

Santa Fe crossing at Lathrop is protected with automatic interlocking signal. Normal indication of home signal is Stop. Distant signal indicates restricted speed. When a train is stopped by home signal and no conflicting train movement is evident a trainman shall proceed to the crossing and operate release marked CB&Q located at crossing. After time interval has elapsed signal will clear automatically. In case the operation of the release does not clear the signal, train may proceed over crossing under protection.

The West Track between McBride and Hasco must not be used except on permission from dispatcher.

Hannibal Division trains will use tracks between Burlington and Illinois Jct. and be governed by Ottumwa and Creston Divisions Time Table.

Hannibal Division trains between Illinois Jct., Wood Tower, and Sixth Street Burlington will move at restricted speed.

Movement of trains against the current of traffic between Wood Tower and Sixth Street, Burlington, will be made on authority of the yardmaster.

4. Trains must be identified at meeting or waiting points.

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

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

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

7. When under Rule 951, operators are instructed to handle switches for a train they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.

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

9. When occupied outfit cars are set out of a train at a station, or on a track between stations; or when moved from one track to another at a station, the conductor must notify the Chief Dispatcher, from the first available point of communication, giving information as to the track on which the occupied outfit cars were left.

SPECIAL INSTRUCTIONS—Concluded

Under Rule 908 trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

10. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the move is made under Rule 1012.

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher

11. To avoid stalling and backing up for a run at stations with short grade approaches where it is necessary to take siding, trains should be stopped sufficient distance from the switch to get necessary start and brakeman should go forward and set the switch properly.

12. Conductors must report by wire, storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

13. When signals protecting switches operated by remote control are in stop position, train or engine men will promptly communicate with operator, and when so instructed may proceed by stop signal, first examining switches and derails in route designated, assuring themselves that they are in proper position.

14. Derricks, steam shovels, ditchers, draglines, rail loaders, and other similar equipment loaded on flat or other open-top cars with booms connected and handled in freight or mixed trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

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

15. Rule 914 in Book of Rules of the Operating Department is modified to read one mile instead of 3,000 feet. Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

16. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and black, and in color light signals one yellow roundel changed to red. Trains may pass grade signal displaying restrictive indication at 10 miles an hour instead of five, and be governed by Rule 509-A or 509-B.

17. The use of cupola lights will be discontinued and that part of Rule D-19 of Rules of the Operating Department reading, "A red light to the rear and a green light to the front must be displayed in cupola of cabooses while on main track" is abolished.

18. Rule 919 is modified to permit the use of a white electric lantern, the red lantern must be oil burning.

19. High or wide loads moving in trains with restrictions on account of limited over-head or side clearance must be handled next to engine when practicable.

20. The night signals to be used under Rule 906 are modified as follows:
Hot Journals—Stop signal followed by lamp swung in small vertical circle.
Brakes Sticking—Stop signal followed by lamp in sliding movement out from body.

21. SPEED OF TRAINS.

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

MEDICAL AND SURGICAL DEPARTMENTS

DIVISION SURGEON AND EXAMINERS, MEDICAL EXAMINERS, SURGEONS AND OPHTHALMOLOGISTS

Brookfield, Mo.....DR. S. T. BROWNFIELD.....Medical Examiner.
Brookfield, Mo.....DR. J. T. McLARNEY.....Surgeon.
Burlington, Ia.....DR. F. M. TOMBAUGH.....Surgeon.
Burlington, Ia.....DR. F. G. OBER.....Surgeon and Examiner.
Burlington, Ia.....DR. E. F. LAFORCE.....Ophthalmologist.
Cameron, Mo.....DR. V. B. JANES.....Surgeon.
Canton, Mo.....DR. P. W. JENNINGS.....Surgeon.
Chillicothe, Mo.....DR. REUBEN BARNEY.....Surgeon.
Clarence, Mo.....DR. F. K. ROY.....Surgeon.
East St. Louis, Ill.....DR. O. J. CULBERTSON.....Surgeon.
Elsberry, Mo.....DR. F. V. KEELING.....Surgeon.
Ft. Madison, Ia.....DR. R. L. FEIGHTNER.....Surgeon.
Hamilton, Mo.....DR. H. R. BOOTH.....Surgeon.
Hannibal, Mo.....DR. W. F. LAUTEN.....Division Surgeon and Examiner.
Hannibal, Mo.....DR. J. C. CHILTON.....Surgeon.
Hannibal, Mo.....DR. E. T. HORNBACK.....Ophthalmologist.
Hannibal, Mo.....DR. G. A. HORNBACK.....Ophthalmologist.

Kansas City, Mo.....DR. E. P. HELLER.....Division Surgeon and Examiner.
Kansas City, Mo.....DR. E. F. ROBINSON.....Surgeon.
Kansas City, Mo.....DR. D. B. ROBINSON.....Surgeon.
Kansas City, Mo.....DR. J. J. DAVIS.....Surgeon.
Kansas City, Mo.....DR. A. W. McALESTER.....Ophthalmologist.
Keokuk, Ia.....DR. B. L. GILFILLAN.....Surgeon and Examiner.
Keokuk, Ia.....DR. H. A. GRAY.....Surgeon.
Lathrop, Mo.....DR. F. J. LONGFIELD.....Surgeon.
Liberty, Mo.....DR. W. H. GOODSON.....Surgeon.
Louisiana, Mo.....DR. E. A. CUNNINGHAM.....Surgeon.
Machens, Mo.....DR. C. A. BARNARD.....Surgeon.
P. O. Portage Des Sioux, Mo.
Macon, Mo.....DR. T. P. GRONOWAY.....Surgeon.
Meadville, Mo.....DR. E. F. WEIR.....Surgeon.
Mexico, Mo.....DR. H. C. BRASHEAR.....Surgeon.
Monroe City, Mo.....DR. W. D. PIPKIN.....Surgeon.
New Cambria, Mo.....DR. C. O. WEST.....Surgeon.

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