

## SURGEONS AND PHYSICIANS

|                          |                               |                      |
|--------------------------|-------------------------------|----------------------|
| Brookfield, Mo.....      | DR. R. R. HALEY.....          | Surgeon and Examiner |
| Brookfield, Mo.....      | DR. S. T. BROWNFIELD.....     | Surgeon              |
| Burlington, Ia.....      | DR. F. M. TOMBAUGH.....       | Surgeon              |
| Burlington, Ia.....      | DR. C. J. LOHMANN.....        | Surgeon and Examiner |
| Burlington, Ia.....      | DR. F. G. OBER.....           | Surgeon and Examiner |
| Burlington, Ia.....      | DR. G. J. PEARSON.....        | Eye Specialist       |
| Cameron, Mo.....         | DR. V. B. JANES.....          | Surgeon              |
| Canton, Mo.....          | DR. P. W. JENNINGS.....       | Surgeon              |
| Chillicothe, Mo.....     | DR. R. BARNEY.....            | Surgeon              |
| Chillicothe, Mo.....     | DR. V. D. VANDIVER.....       | Surgeon              |
| Clarence, Mo.....        | DR. F. K. ROY.....            | Surgeon              |
| East St. Louis, Ill..... | DR. O. B. BOYD.....           | Surgeon              |
| East St. Louis, Ill..... | DR. J. O. CULBERTSON.....     | Surgeon              |
| Ft. Madison, Ia.....     | DR. R. L. FEIGHTNER.....      | Surgeon              |
| Hamilton, Mo.....        | DR. H. R. BOOTH.....          | Surgeon              |
| Hannibal, Mo.....        | DR. G. A. HORNBACK.....       | Eye Specialist       |
| Hannibal, Mo.....        | DR. J. W. HARDESTY.....       | Surgeon              |
| Hannibal, Mo.....        | DR. W. F. FRANCKA.....        | Surgeon              |
| Hannibal, Mo.....        | DR. H. B. NORTON.....         | Surgeon and Examiner |
| Kansas City, Mo.....     | DR. E. K. ROBINSON.....       | Surgeon              |
| Kansas City, Mo.....     | DR. E. F. ROBINSON.....       | Surgeon              |
| Kansas City, Mo.....     | DR. D. B. ROBINSON.....       | Surgeon              |
| Kansas City, Mo.....     | DR. J. J. DAVIS.....          | Surgeon and Examiner |
| Kansas City, Mo.....     | DR. A. W. McALESTER, III..... | Eye Specialist       |
| North Kansas City.....   | DR. C. FOWLER.....            | Surgeon              |
| Keokuk, Ia.....          | DR. B. D. VAN WERDEN.....     | Surgeon and Examiner |
| 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              |
| Mexico, Mo.....          | DR. J. F. JOLLEY.....         | Surgeon              |
| Monroe City, Mo.....     | DR. W. D. PIPKIN.....         | Surgeon              |
| New Cambria, Mo.....     | DR. C. O. WEST.....           | Surgeon              |
| Old Monroe, Mo.....      | DR. P. C. NEUNLIST.....       | Surgeon              |
| Quincy, Ill.....         | DR. J. F. MERRITT.....        | Surgeon              |
| Quincy, Ill.....         | DR. W. STEVENSON.....         | Eye Specialist       |
| Quincy, Ill.....         | DR. W. STEVENSON, JR.....     | Eye Specialist       |
| South Troy, Mo.....      | DR. H. S. HARRIS.....         | Surgeon              |
|                          | P. O. Troy, Mo.               |                      |
| St. Charles, Mo.....     | DR. B. L. NEUBEISER.....      | Surgeon              |
| St. Joseph, Mo.....      | DR. H. F. MUNDY.....          | Surgeon and Examiner |
| St. Joseph, Mo.....      | DR. G. A. LAU.....            | Surgeon              |
| St. Joseph, Mo.....      | DR. H. S. CONRAD.....         | Surgeon              |
| St. Joseph, Mo.....      | DR. P. P. FULKERSON.....      | Eye Specialist       |
| St. Joseph, Mo.....      | DR. W. H. MINTON.....         | Eye Specialist       |
| St. Joseph, Mo.....      | DR. R. S. MINTON.....         | Eye Specialist       |
| St. Louis, Mo.....       | DR. R. E. MASON.....          | Eye Specialist       |
| St. Louis, Mo.....       | DR. R. A. SUTTER.....         | Surgeon and Examiner |
| St. Louis, Mo.....       | DR. P. HEINBECKER.....        | Surgeon              |
| St. Louis, Mo.....       | DR. R. C. McELVAIN.....       | Surgeon              |
| 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. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for immediate safety of the patient.

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

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

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

# Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

# TIME TABLE

OF THE  
**91**  
HANNIBAL DIVISION  
OF THE  
CENTRAL DISTRICT

# No. 91

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

## SUNDAY, MARCH 20, 1949

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.





# Old Monroe to Hannibal — Subdivision — Northward

HANNIBAL DIVISION.

TIME TABLE No. 91.

EFFECTIVE MARCH 20, 1949.

| 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 | Sidings |                        |                         |   |                        | Other Tracks | Daily Freight |  | Daily Freight |                 |  |  |
| <b>1</b>        | <b>43</b>       | <b>15</b>       |         |                        |                         |   |                        |              |               |  | <b>71</b>     | <b>61</b>       |  |  |
| A.M. L12.35     | A.M. L 9.38     | P.M. L 5.51     |         | B.C.K. R.W.Y.          | 51.6                    | .....OLD MONROE.....  | 68.1                   | 146          | Yard          | Continuous                                       | P.M. L 8.35   | P.M. L10.50     |  |  |
| 12.41           | s 9.46          | <b>5.55</b>     |         |                        | 56.2                    | .....WINFIELD.....  | 63.5                   | 82           | 24            | 8:30 a.m. to 5:30 p.m.                           | <b>8.45</b>   | <b>11.00</b>    |  |  |
| 12.44           | f 9.52          | 5.58            |         | F.                     | 59.5                    | .....FOLEY.....   | 60.2                   | 74           | 15            | No Office.                                       | 9.00          | 11.08           |  |  |
| 12.49           | 9.58            | 6.03            |         | F.                     | 64.1                    | .....APEX.....  | 55.6                   | 94           | 5             | No Office.                                       | 9.10          | 11.16           |  |  |
| s 12.55         | s 10.07         | s 6.09          |         |                        | 68.2                    | .....ELSBERRY.....  | 51.5                   | 80           | 45            | 8:00 a.m. to 4:00 p.m.<br>5:30 p.m. to 1:30 a.m. | 9.20          | 11.25           |  |  |
| 1.00            | 10.12           | 6.13            |         | F.                     | 71.9                    | .....DAMERON.....   | 47.8                   | 83           | 9             | No Office.                                       | 9.30          | 11.32           |  |  |
| 1.03            | s 10.17         | 6.16            |         |                        | 75.3                    | .....ANNADA.....  | 44.4                   | 94           | 10            | 6:00 a.m. to 3:00 p.m.                           | 9.40          | 11.39           |  |  |
| 1.06            | 10.22           | 6.19            |         | F.                     | 78.6                    | .....KISSENGER.....   | 41.1                   | 74           | 11            | No Office.                                       | 9.50          | 11.46           |  |  |
| f 1.13          | s 10.29         | s 6.25          |         |                        | 84.0                    | .....CLARKSVILLE.....   | 35.7                   | 73           | 37            | 8:30 a.m. to 5:30 p.m.                           | 10.05         | 11.56           |  |  |
| 1.19            | 10.34           | 6.30            |         | F.                     | 88.6                    | .....McINTOSH.....  | 31.1                   | 91           | 2             | No Office.                                       | 10.14         | A.M. —<br>12.06 |  |  |
|                 |                 |                 |         |                        | 93.5                    | .....G M & O TOWER.....<br>G M & O Crossing (Interlocked)     | 26.2                   |              |               | Continuous.                                      |               |                 |  |  |
| s 1.32          | s 10.44         | s 6.40          |         | W. F. Yd.              | 94.1                    | .....LOUISIANA.....   | 25.6                   | 119          | Yard          | No Office.                                       | 10.24         | 12.16           |  |  |
| 1.41            | 10.51           | 6.48            |         | F.                     | 99.8                    | .....READING.....   | 19.9                   | 70           | 8             | No Office.                                       | 10.34         | 12.26           |  |  |
| 1.47            | s 10.55         | 6.53            |         |                        | 104.3                   | .....ASHBURN.....   | 15.4                   | 71           | 17            | 6:00 p.m. to 3:00 a.m.                           | 10.44         | 12.35           |  |  |
| 1.53            | 11.02           | 6.57            |         | F.                     | 107.9                   | .....HOPE.....  | 11.8                   | 65           |               | No Office.                                       | 10.50         | 12.45           |  |  |
| 2.00            | f 11.10         | 7.04            |         | F.                     | 113.5                   | .....SAVERTON.....  | 6.2                    | 83           | 5             | No Office.                                       | 11.00         | 12.55           |  |  |
|                 |                 |                 |         | F.                     | 116.6                   | .....ILASCO.....  | 3.1                    |              |               | No Office.                                       |               |                 |  |  |
| 2.07            | 11.16           | 7.10            |         | Yd.                    | 118.0                   | .....McBRIDE.....   | 1.7                    | Yard         | Yard          | 8:30 p.m. to 5:30 a.m.                           | A 11.10       | A 1.10          |  |  |
|                 |                 |                 |         |                        |                         | .....HANNIBAL.....  | 0.3                    | Yard         | Yard          | Continuous.                                      |               |                 |  |  |
| 2.09            | 11.18           | 7.12            |         | B.C.K. O.R.T. W.Y. Yd. | 119.4                   | .....Wabash Crossing (Grade).....<br>.....HANNIBAL U. D. .... |                        |              |               | No Office.                                       |               |                 |  |  |
| A 2.14          | A 11.23         | A 7.16          |         | B.Y.R. F.K.            | 119.7                   |   |                        |              |               |  |               |                 |  |  |
| Daily           | Daily           | Daily           |         |                        |                         |   |                        |              |               |  | Daily         | Daily           |  |  |
| 1:39<br>41.2    | 1:45<br>38.9    | 1:25<br>48.7    |         |                        |                         | .....SCHEDULE TIME.....                                       |                        |              |               |  | 2:35          | 2:20            |  |  |
|                 |                 |                 |         |                        |                         | .....AVERAGE MILES AN HOUR.....                               |                        |              |               |  | 25.7          | 29.2            |  |  |

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

Centralized Traffic Control in effect between Machens Interlocking and north switch of siding, Old Monroe.

Centralized Traffic Control Rule 523 in effect on No. 4 track, Old Monroe.

Automatic Block System in effect between north switch of siding, Old Monroe and Hannibal U. D.

Trains may register by ticket at Old Monroe.

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

**LOCATION OF SPRING SWITCHES**

North end of siding at Louisiana.

South end of west track at Ilasco.

No. 43 will stop at Busch and Clemens on flag.

Cannon M. P. 67.

Cosgrove M. P. 93.

Busch M. P. 106.91.

Clemens M. P. 110.99.

# Hannibal to Old Monroe — Subdivision — Southward

HANNIBAL DIVISION.

TIME TABLE No. 91.

EFFECTIVE MARCH 20, 1949.

| FIRST CLASS     |                 |                 |                        |        | Signs                                     | Distance from St. Louis | STATIONS     |               |   |               | CAPACITY OF  |              | Office Open Sundays | SECOND CLASS |  |  |
|-----------------|-----------------|-----------------|------------------------|--------|---|-------------------------|--------------|---------------|---|---------------|--------------|--------------|---------------------|--------------|--|--|
| Daily Passenger | Daily Passenger | Daily Passenger | Distance from Hannibal | Siding |   |                         | Other Tracks | Daily Freight | Daily Freight                                     | Daily Freight |              |              |                     |              |  |  |
| 8               | 12              | 44              |                        |        |   |                         |              |               |   |               | 80           | 72           |                     | 68           |  |  |
| A 6.33          | s P.M. 12.20    | s P.M. 8.55     | B.C.K. R.W.Y.          | 51.6   | ..... OLD MONROE.....                     | 68.1                    | 146          | Yard          | Continuous.                                       | A 4.15        | A 5.25       | A 6.05       |                     |              |  |  |
| s 6.26          | f 12.12         | s 8.45          |                        | 56.2   | 4 6<br>..... WINFIELD.....                | 63.5                    | 82           | 24            | Closed.   | 4.02          | 5.10         | 5.55         |                     |              |  |  |
| 6.21            | 12.06           | f 8.40          | F.                     | 59.5   | 3 3<br>..... FOLEY.....                   | 60.2                    | 74           | 15            | No Office.  | 3.54          | 5.04         | 5.37         |                     |              |  |  |
| 6.16            | 12.01           | 8.36            | F.                     | 64.1   | 4 6<br>..... APEX.....                    | 55.6                    | 94           | 5             | No Office.  | 3.46          | 4.56         | 5.30         |                     |              |  |  |
| s 6.11          | s P.M. 11.55    | s 8.31          |                        | 68.2   | 4 1<br>..... ELSBERRY.....                | 51.5                    | 80           | 45            | 9:50 a.m. to 12:50 p.m.<br>5:30 p.m. to 8:30 p.m. | 3.40          | 4.49         | 5.24         |                     |              |  |  |
| 6.04            | 11.49           | 8.25            | F.                     | 71.9   | 3 7<br>..... DAMERON.....                 | 47.8                    | 83           | 9             | No Office.  | 3.33          | 4.42         | 5.18         |                     |              |  |  |
| 6.01            | f 11.44         | f 8.22          |                        | 75.3   | 3 4<br>..... ANNADA.....                  | 44.4                    | 94           | 10            | Closed.   | 3.26          | 4.36         | 5.13         |                     |              |  |  |
| 5.58            | 11.39           | 8.19            | F.                     | 78.6   | 3 3<br>..... KISSENGER.....               | 41.1                    | 74           | 11            | No Office.  | 3.20          | 4.30         | 5.08         |                     |              |  |  |
| s 5.50          | s 11.31         | s 8.11          |                        | 84.0   | 5 4<br>..... CLARKSVILLE.....             | 35.7                    | 73           | 37            | Closed.   | 3.12          | 4.22         | 5.00         |                     |              |  |  |
| 5.42            | 11.23           | 8.03            | F.                     | 88.6   | 4 6<br>..... McINTOSH.....                | 31.1                    | 91           | 2             | No Office.  | 3.05          | 4.15         | 4.53         |                     |              |  |  |
|                 |                 |                 |                        | 93.5   | 4 9<br>..... G M & O TOWER.....           | 26.2                    |              |               | Continuous.                                       |               |              |              |                     |              |  |  |
| s 5.35          | s 11.16         | s 7.56          | W. F. Yd.              | 94.1   | 0 6<br>..... LOUISIANA.....               | 25.6                    | 119          | Yard          | No Office.  | 2.57          | 4.07         | 4.45         |                     |              |  |  |
| 5.23            | 11.01           | 7.45            | F.                     | 99.8   | 5 7<br>..... READING.....                 | 19.9                    | 70           | 8             | No Office.  | 2.46          | 3.56         | 4.36         |                     |              |  |  |
| 5.18            | s 10.55         | s 7.40          |                        | 104.3  | 4 5<br>..... ASHBURN.....                 | 15.4                    | 71           | 17            | Closed.   | 2.39          | 3.49         | 4.29         |                     |              |  |  |
| 5.13            | 10.48           | 7.35            | F.                     | 107.9  | 3 6<br>..... HOPE.....                    | 11.8                    | 65           |               | No Office.  | 2.33          | 3.43         | 4.23         |                     |              |  |  |
| 5.06            | f 10.41         | 7.29            | F.                     | 113.5  | 5 6<br>..... SAVERTON.....                | 6.2                     | 83           | 5             | No Office.  | 2.25          | 3.35         | 4.15         |                     |              |  |  |
|                 |                 |                 | F.                     | 116.6  | 3 1<br>..... ILASCO.....                  | 3.1                     |              |               | No Office.  |               |              |              |                     |              |  |  |
| 5.00            | 10.35           | 7.23            | Yd.                    | 118.0  | 1 4<br>..... McBRIDE.....                 | 1.7                     | Yard         | Yard          | 2:30 a.m. to 5:30 a.m.<br>(*See foot note)        | L 2.15        | L 3.25       | L 4.00       |                     |              |  |  |
| 4.58            | 10.33           | 7.21            | B.C.K. O.R.T. W.Y. Yd. | 119.4  | 1 4<br>..... HANNIBAL.....                | 0.3                     | Yard         | Yard          | Continuous.                                       |               |              |              |                     |              |  |  |
| L 4.52          | L 10.28         | L 7.16          | B.Y.R. F.K.            | 119.7  | 0 3<br>..... Wabash Crossing (Grade)..... |                         |              |               | No Office.  |               |              |              |                     |              |  |  |
| Daily           | Daily           | Daily           |                        |        | ..... HANNIBAL U. D.....                  |                         |              |               |   | Daily         | Daily        | Daily        |                     |              |  |  |
| 1:41<br>40.4    | 1:52<br>36.4    | 1:39<br>41.2    |                        |        | ..... SCHEDULE TIME.....                  |                         |              |               |   | 2:00<br>33.2  | 2:00<br>33.2 | 2:05<br>32.6 |                     |              |  |  |
|                 |                 |                 |                        |        | ..... AVERAGE MILES AN HOUR.....          |                         |              |               |   |               |              |              |                     |              |  |  |

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

Automatic Block System in effect between Hannibal U. D. and north switch of siding, Old Monroe.

Centralized Traffic Control in effect between north switch of siding, Old Monroe and Machens Interlocking.

Centralized Traffic Control Rule 523 in effect on No. 4 track, Old Monroe.

Trains may register by ticket at Old Monroe.

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

#### LOCATION OF SPRING SWITCHES

North end of siding at Louisiana.

South end of west track at Ilasco.

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

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

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

On Sunday No. 8 will reduce speed to 40 m. p. h. at Foley when mail and news papers are to be dispatched.

\*Office McBride closed 8:30 p. m. to midnight Sunday, open 2:30 a. m. to 5:30 a. m. Monday.



# Burlington to Hannibal — Subdivision — Southward

**HANNIBAL DIVISION.**

**TIME TABLE No. 91.**

**EFFECTIVE MARCH 20, 1949.**

| FIRST CLASS     |                  |                            |                            |                 |                            |                 | STATIONS                    | CAPACITY OF             |  | Office Open Sundays | SECOND CLASS              |  |                          |                |                    |
|-----------------|------------------|----------------------------|----------------------------|-----------------|----------------------------|-----------------|-----------------------------|-------------------------|--|---------------------|---------------------------|--|--------------------------|----------------|--------------------|
| Daily Passenger | Daily Passenger  | Daily Ex. Sunday Passenger | Daily Ex. Sunday Passenger | Daily Passenger | Daily Passenger            | Daily Passenger |                             | Sittings                | Other Tracks                           |                     | Daily Ex. Sunday Way Frt. | Daily Freight                                      | Daily Ex. Saturday Mixed |                |                    |
| 8               | 12               | 34                         | 40                         | 18              | 44                         | 42              |                             |                         |  |                     | 92                        | 80   | 38                       |                |                    |
| A.M.            | A.M.             |                            |                            |                 | P.M.                       |                 | Signs                       | Distance from St. Louis |  |                     |                           |  |                          |                |                    |
| A 4.58          | A 10.33          |                            |                            |                 | A 7.21                     |                 | B.C.K.<br>O.R.T.<br>W.Y.Yd. | 119.4                   | ..... HANNIBAL .....                   | Yard                | Yard                      | Continuous.  |                          | P.M.           |                    |
|                 |                  |                            |                            |                 |                            |                 |                             | 0.3                     | ..... HANNIBAL U. D. ....              |                     |                           | No Office.   |                          | A 11.00        |                    |
| 4.52<br>s 4.37  | 10.28<br>s 10.13 |                            |                            | A.M.            | 15<br>19<br>7.16<br>s 6.57 | P.M.            | B.Y.K.<br>R.F.              | 119.7                   | ..... Wabash Crossing (Grade) ..       |                     |                           | No Office.   |                          |                |                    |
|                 |                  |                            |                            |                 |                            |                 |                             | 120.8                   | ..... Wabash Crossing (Interlocked) .. |                     |                           | No Office.   |                          |                |                    |
| 4.26            | 10.03            |                            |                            |                 | 10.35                      | 6.47            | F.                          | 125.5                   | ..... HELTON .....                     | 72                  | 8                         | No Office.   |                          | 10.35          |                    |
| 4.18            | 9.54             |                            |                            | f               | 10.27                      | 6.39            | F.                          | 133.6                   | ..... MARK .....                       | 97                  | 8                         | No Office.   |                          | 10.10          |                    |
| 4.13            | 9.49             |                            |                            | f               | 10.21                      | 6.34            | B.K.R.Y.<br>W.Yd.           | 137.5                   | ..... WEST QUINCY .....                | 150                 | Yard                      | Continuous.  |                          | 9.54           |                    |
| s 4.05          | s 9.42           |                            |                            | L               | 10.15<br>A.M.              | s 6.27          | B.C.K.<br>O.R.T.<br>W.Y.Yd. | 139.5                   | ..... QUINCY .....                     | Yard                | Yard                      | Continuous.  |                          |                |                    |
| 3.40            | 9.19             |                            |                            |                 |                            | 6.06            | Yd.                         | 142.6                   | ..... 3 1 LOWRIE .....                 | 45                  |                           | No Office.   |                          | 8.45           |                    |
| 3.31            | s 9.09           |                            |                            |                 |                            | s 5.57          | W.                          | 150.1                   | ..... 7 5 LA GRANGE .....              | 66                  | 45                        | 8:45 a.m. to 11:45 a.m.                            |                          | 8.26           |                    |
| s 3.22          | s 9.00           |                            |                            |                 |                            | s 5.50          |                             | 156.2                   | ..... 6 1 CANTON .....                 | 82                  | 54                        | 11:30 a.m. to 2:30 p.m.                            |                          | 7.55           |                    |
| 3.15            | 8.50             |                            |                            |                 |                            | 5.42            | F.                          | 161.5                   | ..... 5 3 FENWAY .....                 | 71                  |                           | No Office.   |                          | 7.45           |                    |
| 3.08            | f 8.43           |                            |                            |                 |                            | f 5.36          | F.                          | 166.6                   | ..... 5 1 GREGORY .....                | 73                  | 9                         | No Office.   |                          | 7.35           |                    |
| 3.01            | 8.35             |                            | A.M.                       |                 | f                          | 5.29            |                             | 172.6                   | ..... 6 0 ALEXANDRIA .....             |                     | 29                        | 11:00 a.m. to 2:00 p.m.<br>7:30 p.m. to 10:30 p.m. |                          | 7.25           | A P.M.             |
| s 2.53          | s 8.25           |                            | L                          |                 | s                          | 5.21            | B.C.K.<br>O.R.T.<br>W.Yd.   | 177.9                   | ..... 5 3 KEOKUK .....                 | No. 1               | Yard                      | Continuous.  | A.M.                     | 10.55          | L 9.25<br>P.M.     |
| 2.34            | 8.01             |                            |                            |                 |                            | 5.06            | F.                          | 183.3                   | ..... 5 4 T. P. & W. Jct. ....         | 71                  | 2                         | No Office.   |                          | 10.30          | 6.27               |
| 2.27            | s 7.52           |                            |                            |                 |                            | s 5.00          |                             | 189.3                   | ..... 6 0 SANDUSKY .....               | 88                  | 33                        | Closed.  |                          | 10.15          | 6.17               |
| 2.20            | 7.42             |                            | A.M.                       |                 | f                          | 4.52            |                             | 195.6                   | ..... 6 3 MONTROSE .....               | 80                  | 14                        | 1:30 p.m. to 4:30 p.m.                             |                          | 9.45           | 6.05               |
| s 2.10          | s 7.30           | s                          | 7.55                       |                 | s                          | 4.43            | B.K.O.T.<br>W.Yd.           | 202.0                   | ..... 6 4 VIELE .....                  | 80                  | Yard                      | 7:00 a.m. to 11:00 p.m.                            |                          | 9.10           | 5.50               |
| 1.50            | 7.16             | f                          | 7.39                       |                 | f                          | 4.25            |                             | 209.9                   | ..... 7 9 FT. MADISON .....            | 90                  | 37                        | Closed.  |                          | 8.30           | 5.25               |
| 1.45            | 7.09             | f                          | 7.30                       |                 |                            | 4.19            | F.                          | 214.2                   | ..... 4 3 WEVER .....                  | 79                  | 16                        | No Office.   |                          | 8.20           | 5.15               |
|                 |                  |                            |                            |                 |                            |                 |                             | 220.3                   | ..... 6 1 SPRING GROVE .....           |                     |                           | Continuous.  |                          |                |                    |
| L 1.35          | L 7.00           | L                          | 7.20                       |                 | L                          | 4.10            | B.C.K.<br>O.R.T.<br>W.Yd.   | 220.9                   | ..... 0 6 WOOD TOWER .....             | Yard                | Yard                      | Continuous.  | L 8.05<br>A.M.           | L 5.00<br>P.M. |                    |
| Daily           | Daily            | Daily Ex. Sunday           | Daily Ex. Sunday           | Daily           | Daily                      | Daily           |                             |                         | ..... BURLINGTON .....                 |                     |                           | Continuous.  | Daily Ex. Sunday         | Daily          | Daily Ex. Saturday |
| 3:02<br>33.4    | 3:13<br>31.5     | 0:45<br>33.7               | 0:10<br>31.8               | 0:30<br>39.6    | 2:47<br>36.3               | 2:10<br>46.7    |                             |                         | ..... SCHEDULE TIME .....              |                     |                           |  | 2:50<br>15.4             | 6:00<br>16.2   | 0:20<br>15.9       |
|                 |                  |                            |                            |                 |                            |                 |                             |                         | ..... AVERAGE MILES AN HOUR .....      |                     |                           |  |                          |                |                    |

**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 Carthage Junction, at Quincy and Mark.

Manual block system Rule 318-A in effect for No. 8, No. 15, No. 41, No. 42, 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 all train order offices, Burlington to LaGrange, inclusive, and is modified to include both freight and passenger trains.

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

Drawbridge 138.02 over Mississippi River at Quincy Interlocked.

M-4-A, O-5-A and S-4-A engines must not doublehead over Mississippi River Bridge 138.02, Upper Bay Bridge 140.22 and Lower Bay Bridge 262.58, Quincy.

Trains may register by ticket at Keokuk and West Quincy.  
No train order signal at Burlington, Wood Tower, Keokuk or 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.

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

Trains have no time table superiority between "Stop" board north of T. P. & W. Jct. and Johnson Street, Keokuk. All trains and engines must move at restricted speed between these points.

No. 12 will stop at Alexandria for revenue passengers destined Quincy and beyond and will stop at Alexandria on Sunday to dispatch mail, stop at Mark to discharge passengers from points north of LaGrange, and pick up passengers for points south of Hannibal.

No. 42 will stop at LaGrange to discharge revenue passengers from Chicago.

Galesburg Div. No. 61 connection Quincy 1:00 p.m., Hannibal 2:00 p.m.

# Old Monroe and Francis — Subdivision

**HANNIBAL DIVISION.**

**TIME TABLE No. 91.**

**EFFECTIVE MARCH 20, 1949.**

| WESTWARD            |                              |  |                    | Office Open<br>Week Days  | Signs                     | Distance from<br>St. Louis | Distance from<br>Old Monroe | STATIONS                           | Distance from<br>Francis | CAPACITY<br>OF     |      | Office Open<br>Sundays | EASTWARD         |                              |                     |
|---------------------|------------------------------|--|--------------------|---------------------------|---------------------------|----------------------------|-----------------------------|------------------------------------|--------------------------|--------------------|------|------------------------|------------------|------------------------------|---------------------|
| SECOND<br>CLASS     | FIRST CLASS                  |  | Daily<br>Passenger |                           |                           |                            |                             |                                    |                          | Daily<br>Passenger | 26   |                        | 124              |                              |                     |
|                     | Daily Ex.<br>Sunday<br>Mixed |  |                    |                           |                           |                            |                             |                                    |                          |                    |      |                        |                  | Daily Ex.<br>Sunday<br>Mixed | SECOND<br>CLASS     |
| <b>123</b>          |                              |  | <b>25</b>          |                           |                           |                            |                             |                                    |                          | Storage<br>26      | 29   |                        |                  |                              | <b>124</b>          |
| L 9.55              |                              |  | L 1.25             | Continuous.               | B.C.K.<br>R.W.Y.<br>Yd.   | 51.6                       |                             | ..... OLD MONROE.....              | 63.0                     |                    |      | Continuous.            | s A.M.<br>A 6.00 |                              | A P.M.<br>A 5.10    |
| s 10.10             |                              |  | 1.33               | No Office.                | F.                        | 56.2                       | 4.6                         | 4.6<br>..... ETHLYN.....           | 58.4                     |                    | 15   | No Office.             | 5.53             |                              | s 4.55              |
| s 10.30             |                              |  | 1.41               | 8:30 a.m. to<br>5:30 p.m. |                           | 61.3                       | 9.7                         | 5.1<br>..... MOSCOW.....           | 53.3                     | 50                 | 11   | Closed.                | 5.43             |                              | s 4.40              |
| s 10.45             |                              |  | 1.48               | No Office.                | F.                        | 65.5                       | 13.9                        | 4.2<br>..... SOUTH TROY.....       | 49.1                     |                    | 19   | No Office.             | 5.36             |                              | s 4.25              |
| s 11.10             |                              |  | 1.58               | 8:30 a.m. to<br>5:30 p.m. | W.                        | 72.9                       | 21.3                        | 7.4<br>..... HAWK POINT.....       | 41.7                     |                    | 22   | Closed.                | 5.26             |                              | s 4.05              |
| s 11.25             |                              |  | 2.07               | No Office.                | F.                        | 78.7                       | 27.1                        | 5.8<br>..... NEW TRUXTON.....      | 35.9                     |                    | 7    | No Office.             | 5.17             |                              | s 3.50              |
| s 11.48             |                              |  | 2.16               | 8:30 a.m. to<br>5:30 p.m. |                           | 85.2                       | 33.6                        | 6.5<br>..... LIEGE-BELLFLOWER..... | 29.4                     |                    | 32   | Closed.                | 5.07             |                              | s 3.35              |
| P.M.                |                              |  |                    |                           |                           |                            |                             | 5.4                                |                          |                    |      |                        |                  |                              |                     |
| s 12.13             |                              |  | 2.24               | No Office.                |                           | 90.6                       | 39.0                        | ..... BUELL.....                   | 24.0                     |                    | 12   | No Office.             | 4.58             |                              | s 3.20              |
| s 12.30             |                              |  | 2.34               | 8:00 a.m. to<br>5:00 p.m. |                           | 98.2                       | 46.6                        | 7.6<br>..... WELLSVILLE.....       | 16.4                     | 29                 | 11   | Closed.                | 4.48             |                              | s 3.00              |
| 12.45               |                              |  | 2.43               | No Office.                | F.                        | 103.2                      | 51.6                        | 5.0<br>..... MARTINSBURG.....      | 11.4                     |                    | 27   | No Office.             | 4.39             |                              | 2.38                |
| f 1.00              |                              |  | 2.52               | No Office.                | F.                        | 109.6                      | 58.0                        | 6.4<br>..... HAIG.....             | 5.0                      |                    | 26   | No Office.             | 4.29             |                              | f 2.28              |
| s A 1.10<br>P.M.    |                              |  | s A 3.00<br>A.M.   | 8:30 a.m. to<br>5:30 p.m. | B.K.<br>R.T.<br>W.<br>Yd. | 114.6                      | 63.0                        | 5.0<br>..... FRANCIS.....          |                          | No. 1<br>13        | Yard | Closed                 | L 4.20<br>A.M.   |                              | L 2.19<br>P.M.      |
| Daily Ex.<br>Sunday |                              |  | Daily              |                           |                           |                            |                             |                                    |                          |                    |      |                        | Daily            |                              | Daily Ex.<br>Sunday |
| 3:15<br>19.3        |                              |  | 1:35<br>39.7       |                           |                           |                            |                             | ..... SCHEDULE TIME.....           |                          |                    |      |                        | 1:40<br>37.8     |                              | 2:51<br>22.1        |
|                     |                              |  |                    |                           |                           |                            |                             | ..... AVERAGE MILES AN HOUR.....   |                          |                    |      |                        |                  |                              |                     |

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

**Centralized Traffic Control in effect between Machens Interlocking and M. P. 51.75, Old Monroe.**

**Centralized Traffic Control Rule 523 in effect on No. 4 track, Old Monroe.**

**Manual block system—Rule 318-B in effect between M. P. 51.75, Old Monroe and Francis.**

**Rule 221-A is in effect at all train order offices and is modified to include both freight and passenger trains.**

**No train order signal at Old Monroe or Francis. Conductors and Enginemen must have Clearance Form A.**

**Operator Francis will handle G. M. & O. Jct. switch for No. 25.**

**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 GM&O  
No. 26..... 11:00 P. M.

ARRIVES KANSAS CITY  
Via The GM&O  
No. 25..... 7:40 A. M.

LEAVES MEXICO  
Via The GM&O  
No. 124..... 2:05 P. M.

ARRIVES MEXICO  
Via The GM&O  
No. 123..... 1:30 P. M.



# Illinois Jct. and Quincy—Subdivision

**HANNIBAL DIVISION.**

**TIME TABLE No. 91.**

**EFFECTIVE MARCH 20, 1949.**

| SOUTHWARD   |    |                                  |     | Office Open<br>Week Days | Signs                           | Distance from<br>Illinois Jct. | STATIONS                                       |   |      | Distance from<br>Quincy | Capacity of<br>other Tracks | Office Open<br>Sundays | NORTHWARD                    |  |
|---|----|----------------------------------|-----|--------------------------|---------------------------------|--------------------------------|--|---|------|-------------------------|-----------------------------|------------------------|------------------------------|--|
| SECOND CLASS  |    | FIRST CLASS                      |     |                          |                                 |                                | Daily Ex.<br>Sunday<br>Passenger               | Monday<br>Wednesday<br>and<br>Friday<br>Way Frt.<br>Mixed |      |                         |                             |                        |                              |  |
| Tuesday<br>Thursday<br>and<br>Sunday<br>Way Frt.<br>Mixed | 94 | Daily Ex.<br>Sunday<br>Passenger | 110 |                          |                                 |                                |  |   | 109  |                         |                             |                        | 95                           |  |
| A.M.<br>L 8.10  |    | P.M.<br>L 3.15                   |     | Continuous.              | B.C.K.<br>O.R.T.<br>Yd. W.      |                                | ..... BURLINGTON .....                         | 72.0  | Yard | Continuous.             | A.M.<br>A 11.10             |                        | P.M.<br>A 2.50               |  |
|   |    |                                  |     | Continuous.              |                                 |                                | 0.6<br>..... WOOD TOWER .....                  | 71.4  | Yard | Continuous.             |                             |                        |                              |  |
| 8.20  |    | 3.20                             |     | No Office.               | F.                              | 0.3                            | 0.6<br>..... ILLINOIS JCT. ....                | 70.8  |      | No Office.              | 11.05                       |                        | 2.35                         |  |
| s 8.40  |    | s 3.28                           |     | No Office.               |                                 | 5.0                            | 4.7<br>..... CARMAN .....                      | 66.1  | 9    | No Office.              | s 10.55                     |                        | s 2.17                       |  |
|   |    |                                  |     | No Office.               |                                 | 8.4                            | 3.4<br>..... T. P. & W. Crossing .....         | 62.7  |      | No Office.              |                             |                        |                              |  |
| s 9.00  |    | s 3.39                           |     | 7:55 a.m. to 4:55 p.m.   |                                 | 9.3                            | 0.9<br>..... LOMAX .....                       | 61.8  | 36   | Closed.                 | s 10.42                     |                        | s 1.50                       |  |
| s 9.40  |    | s 3.50                           |     | 8:05 a.m. to 5:05 p.m.   |                                 | 15.0                           | 5.7<br>..... DALLAS CITY .....                 | 56.1  | 25   | Closed.                 | s 10.31                     |                        | s 1.25                       |  |
| s 9.55  |    | s 4.01                           |     | No Office.               |                                 | 19.7                           | 4.7<br>..... COLUSA .....                      | 51.4  | 24   | No Office.              | s 10.19                     |                        | s 1.00                       |  |
| s 10.13   |    | s 4.07                           |     | 8:30 a.m. to 5:30 p.m.   |                                 | 23.0                           | 3.3<br>..... ADRIAN .....                      | 48.1  | 24   | Closed.                 | s 10.13                     |                        | s 12.45                      |  |
| s 10.40   |    | s 4.13                           |     | No Office.               | F.                              | 26.7                           | 3.7<br>..... FERRIS .....                      | 44.4  | 17   | No Office.              | s 10.05                     |                        | s 12.30                      |  |
| s 11.35   |    | s 4.24                           |     | 8:30 a.m. to 5:30 p.m.   | W.                              | 30.8                           | 4.1<br>..... T. P. & W. Crossing (Grade) ..... | 40.3  | 46   | Closed.                 | s 9.54                      |                        | P.M.<br>s 11.59              |  |
| P.M.  |    |                                  |     | No Office.               |                                 | 30.9                           | 0.1<br>..... Carthage Crossing (Grade) .....   | 40.2  |      | No Office.              |                             |                        |                              |  |
| s 12.01   |    | s 4.35                           |     | 8:30 a.m. to 5:30 p.m.   |                                 | 37.7                           | 8.8<br>..... BASCO .....                       | 33.4  | 18   | Closed.                 | s 9.40                      |                        | s 11.05                      |  |
| s 12.20   |    | s 4.46                           |     | 8:30 a.m. to 5:30 p.m.   |                                 | 42.8                           | 5.1<br>..... WEST POINT .....                  | 28.3  | 26   | Closed.                 | s 9.29                      |                        | s 10.45                      |  |
| s 12.30   |    | s 4.50                           |     | No Office.               | F.                              | 45.4                           | 2.6<br>..... STILLWELL .....                   | 25.7  | 12   | No Office.              | s 9.22                      |                        | s 10.25                      |  |
| s 12.55   |    | s 5.00                           |     | No Office.               | F.                              | 50.5                           | 5.1<br>..... LORAIN .....                      | 20.6  | 21   | No Office.              | s 9.12                      |                        | s 10.01                      |  |
| s 1.20  |    | s 5.10                           |     | 8:30 a.m. to 5:30 p.m.   |                                 | 56.1                           | 5.6<br>..... MENDON .....                      | 15.0  | 24   | Closed.                 | s 9.02                      |                        | s 9.40                       |  |
| s 1.45  |    | s 5.20                           |     | 8:30 a.m. to 5:30 p.m.   |                                 | 61.2                           | 5.1<br>..... URSA .....                        | 9.9   | 23   | Closed.                 | s 8.51                      |                        | s 9.20                       |  |
| s 2.00  |    | f 5.25                           |     | No Office.               |                                 | 64.1                           | 2.9<br>..... ROCK CREEK .....                  | 7.0   | 10   | No Office.              | f 8.43                      |                        | f 9.10                       |  |
| A 2.30<br>P.M.  |    | A 5.45<br>P.M.                   |     | Continuous.              | B.C.K.<br>O.R.T.<br>W.Y.<br>Yd. | 71.1                           | 7.0<br>..... QUINCY .....                      |   | Yard | Continuous.             | L 8.30<br>A.M.              |                        | L 8.55<br>A.M.               |  |
| Tuesday<br>Thursday<br>and Sun.                           |    | Daily Ex.<br>Sunday              |     |                          |                                 |                                |  |   |      |                         | Daily Ex.<br>Sunday         |                        | Monday<br>Wed. and<br>Friday |  |
| 6:20<br>11.2  |    | 2:30<br>28.4                     |     |                          |                                 |                                | ..... SCHEDULE TIME .....                      |   |      |                         | 2:40<br>26.6                |                        | 5:55<br>12.0                 |  |
|   |    |                                  |     |                          |                                 |                                | ..... AVERAGE MILES AN HOUR .....              |   |      |                         |                             |                        |                              |  |

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

**Manual Block System—Rule 318-B in effect.**

**Centralized Traffic Control in effect between Carthage Junction, M. P. 261.5, and Quincy.**

**Rule 221-A in effect at all train order offices and is modified to include both freight and passenger trains.**

**Rule 907 in effect.**

**No train order signal at Burlington, Wood Tower or 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.**

**Stub track at top of Dallas Hill, M. P. 16.92, capacity 9 cars, switch leading from south.**

**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 — Subdivision — Westward

**HANNIBAL DIVISION. TIME TABLE No. 91. EFFECTIVE MARCH 20, 1949.**

| 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 | Stidings | Other Tracks |       |                                   |   | 61                                  | 71   | 75          | 67         |                       |              |            |            |      |      |      |      |  |  |  |
| 3               | 55              |          |              |       |                                   |   | Yard                                | Yard | Continous.  | Continous. |                       | No Office.   | No Office. | Continous. | A.M. | P.M. | A.M. | P.M. |  |  |  |
|                 |                 |          |              |       |                                   | 227.9                                   | ..... QUINCY .....                  |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... WEST QUINCY .....             |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... MARK .....                    |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... NORTH RIVER .....             |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... PALMYRA .....                 |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... HANNIBAL .....                |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... Wabash Crossing (Grade) ..... |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... HANNIBAL U. D. .....          |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... WHITE BEAR .....              |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... WITHER'S MILL .....           |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... PALMYRA .....                 |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... WOODLAND .....                |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... ELY .....                     |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... MONROE CITY .....             |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... HUNNEWELL .....               |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... LAKENAN .....                 |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... SHELBYNA .....                |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... LENTNER .....                 |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... CLARENCE .....                |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... ANABEL .....                  |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... MACON .....                   |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... BEVIER .....                  |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... CALLAO .....                  |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... NEW CAMBRIA .....             |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... BUCKLIN .....                 |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... ST. CATHERINE .....           |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... BROOKFIELD .....              |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... SCHEDULE TIME .....           |      |             |            |                       |              |            |            |      |      |      |      |  |  |  |
|                 |                 |          |              |       |                                   |   | ..... 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 Carthage Junction, at Quincy and Mark.  
 No train order signal at Hannibal, Quincy, Palmyra or Brookfield. Conductors and Enginemen must have Clearance Form A.  
 Trains may register by ticket at West Quincy.  
 Drawbridge 138.02 over Mississippi River at Quincy interlocked.  
 M-4-A, O-5-A and S-4-A engines must not doublehead over Mississippi River Bridge 138.02, Upper Bay Bridge 140.22 and Lower Bay Bridge 262.58 Quincy.  
 Operator will handle junction switch at Palmyra for No. 61 and No. 71.  
 No. 3 will stop at Oakwood daily except Sunday; Sunday on flag.  
 No. 55 will stop at Clarence to unload perishable express.

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. 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.  
 Local way freight extra leaves Hannibal 6:30 a. m. Tuesday, Thursday and Saturday for Brookfield.  
 Oakwood M. P. 2.70

**LOCATION OF SPRING SWITCHES**

West end of siding at Ely.  
 East end of westward siding at Monroe City.  
 West end of siding at Macon.  
 Both ends of siding at Callao.  
 West end of siding at New Cambria.  
 East end of Brookfield yard.



# Brookfield to Kansas City — Subdivision — Westward

HANNIBAL DIVISION.

TIME TABLE No. 91.

EFFECTIVE MARCH 20, 1949.

| 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              |               |               |                     |                                   |                           | BROOKFIELD   | Yard                  | Yard         | Continuous.   | 67             | 61             | 75             | 71             |
| P.M. L 3.10     | A.M. L 3.55     |               |               | B.C.K. O.R.T.W. Yd. | 104.1                             | 124.1                     | .....  |                       |              |   | A.M. L 12.30   | A.M. L 7.30    | A.M. L 11.45   | P.M. L 12.30   |
|                 |                 |               |               | F.                  | 106.2                             | 121.3                     | .....<br>2.1<br>NEEDLES<br>.....<br>2.9                                    |                       |              | No Office.  |                |                |                |                |
| s 3.26          | 4.02            |               |               | Y.                  | 109.1                             | 119.1                     | .....<br>7.4<br>LACLEDE<br>.....<br>4.5                                    | 92                    | 22           | 8:00 a.m. to 4:00 p.m.<br>12:00 Midnight to 8:00 a.m. | 12.50          | 8.02           | 12.05          | 12.45          |
| s 3.37          | 4.12            |               |               |                     | 116.5                             | 111.7                     | .....<br>4.5<br>MEADVILLE<br>.....<br>8.2                                  | 51                    | 26           | 7:30 a.m. to 4:30 p.m.                                | 1.05           | 8.13           | 12.20          | 1.00           |
| s 3.47          | 4.18            |               |               |                     | 121.0                             | 107.2                     | .....<br>5.6<br>WHEELING<br>.....<br>8.2                                   | E 36<br>W 48          | 14           | 7:30 a.m. to 4:30 p.m.                                | 1.15           | 8.22           | 12.30          | 1.10           |
|                 |                 |               |               |                     | 129.2                             | 99.0                      | .....<br>0.5<br>WABASH CROSSING<br>.....<br>(Interlocked)                  |                       |              | No Office.  |                |                |                |                |
| s 4.03          | s 4.32          |               |               | W.Yd.               | 129.7                             | 98.5                      | .....<br>5.6<br>CHILLICOTHE<br>.....<br>5.6                                | 75                    | 85           | Continuous.   | 1.30           | 8.34           | 12.45          | 1.25           |
| s 4.12          | 4.40            |               |               | F.                  | 134.9                             | 92.9                      | .....<br>5.6<br>UTICA<br>.....<br>5.6                                      | 52                    | 15           | No Office.  | 1.40           | 8.43           | 12.55          | 1.35           |
| s 4.22          | 4.48            |               |               | F.                  | 140.9                             | 87.3                      | .....<br>5.0<br>MOORESVILLE<br>.....<br>5.6                                | 72                    | 8            | No Office.  | 1.52           | 8.57           | 1.07           | 1.43           |
| s 4.30          | 4.55            |               |               |                     | 145.9                             | 82.3                      | .....<br>5.6<br>BRECKENRIDGE<br>.....<br>5.6                               | 107                   | 19           | 8:00 a.m. to 5:00 p.m.                                | 2.00           | 9.05           | 1.15           | 1.51           |
| f 4.39          | 5.02            |               |               | F.                  | 151.5                             | 76.7                      | .....<br>5.3<br>NETTLETON<br>.....<br>5.8                                  | 57                    |              | No Office.  | 2.08           | 9.14           | 1.23           | 2.10           |
| s 4.49          | s 5.11          |               |               |                     | 156.8                             | 71.4                      | .....<br>6.4<br>HAMILTON<br>.....<br>7.8                                   | 83                    | 36           | 8:00 a.m. to 12:00 Midnight                           | 2.16           | 9.24           | 1.31           | 2.20           |
| s 4.59          | 5.20            |               |               |                     | 163.2                             | 65.0                      | .....<br>0.6<br>KIDDER<br>.....<br>0.6                                     | 83                    | 16           | No Office.  | 2.26           | 9.36           | 1.46           | 2.30           |
|                 |                 |               |               | F.                  | 171.0                             | 57.2                      | .....<br>5.4<br>CAMERON<br>.....<br>5.4                                    | 15                    |              | No Office.  |                |                |                |                |
| s 5.15          | s 5.33          |               |               | B.C.K.R. T.W.Yd.Y.  | 171.6                             | 56.6                      | .....<br>4.0<br>CAMERON JUNCTION<br>.....<br>4.0                           | No. 1<br>Track<br>127 | Yard         | Continuous.   | 2.40           | A 9.55<br>A.M. | 2.00           | A 2.45<br>P.M. |
| f 5.38          | 5.54            |               |               | F.                  | 177.0                             | 51.2                      | .....<br>4.0<br>KEYSTONE<br>.....<br>6.3                                   | 44                    |              | No Office.  | 2.48           |                | 2.08           |                |
| s 5.45          | 6.00            |               |               |                     | 181.0                             | 47.2                      | .....<br>0.4<br>TURNERY<br>.....<br>0.4                                    | 47                    | 23           | No Office.  | 2.55           |                | 2.15           |                |
| s 5.55          | 6.09            |               |               |                     | 187.3                             | 40.9                      | .....<br>6.7<br>LATHROP<br>.....<br>6.7                                    | 67                    | 45           | 8:00 a.m. to 5:00 p.m.                                | 3.05           |                | 2.25           |                |
|                 |                 |               |               |                     | 187.7                             | 40.5                      | .....<br>5.9<br>A. T. & S. F. CROSSING<br>.....<br>(Automatic-Interlocked) |                       |              | No Office.  |                |                |                |                |
| s 6.07          | 6.19            |               |               | F.                  | 194.4                             | 33.8                      | .....<br>5.9<br>HOLT<br>.....<br>5.4                                       | 73                    | 17           | No Office.  | 3.20           |                | 2.40           |                |
| s 6.16          | 6.27            |               |               | W.                  | 200.3                             | 27.9                      | .....<br>4.8<br>KEARNEY<br>.....<br>4.8                                    | 67                    | 31           | 8:30 a.m. to 5:30 p.m.                                | 3.30           |                | 2.50           |                |
| f 6.24          | 6.35            |               |               |                     | 205.7                             | 22.5                      | .....<br>5.7<br>CHANDLER<br>.....<br>5.7                                   | 65                    | 8            | No Office.  | 3.40           |                | 3.00           |                |
| s 6.35          | s 6.43          |               |               |                     | 210.5                             | 17.7                      | .....<br>5.7<br>LIBERTY<br>.....<br>(Interlocked)                          | 65                    | 53           | 6:00 a.m. to 10:00 p.m.                               | 3.50           |                | 3.10           |                |
| s 6.45          | 6.53            |               |               | R.                  | 216.2                             | 12.0                      | .....<br>5.7<br>BIRMINGHAM<br>.....  | 58                    | 7            | Continuous.   | A 4.00<br>A.M. |                | A 3.20<br>P.M. |                |

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

| A 7.30<br>P.M. | A 7.30<br>A.M. | Daily        | Daily        | Daily                 | Daily        |
|----------------|----------------|--------------|--------------|-----------------------|--------------|
|                |                |              |              | KANSAS CITY           |              |
| 4:20<br>28.6   | 3:35<br>34.6   |              |              | SCHEDULE TIME         |              |
|                |                |              |              | AVERAGE MILES AN HOUR |              |
|                |                | 3:30<br>32.0 | 2:25<br>27.9 | 3:35<br>31.3          | 2:15<br>25.1 |

**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.

No. 55 will stop at Laclede on Sunday and reduce speed 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. No. 55 will reduce speed daily to 40 miles an hour at Meadville, Wheeling and Mooreville to dispatch mail, 45 MPH North Kansas City station to dispatch mail.

No. 55 stops at Meadville, 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. When wye track, Cameron Junction, is to be used by trains in connection

with train orders, the wording "Wye switch St. Joseph line" or "Wye switch, Kansas City line" will be used in train orders.

Train order signal Birmingham: Top blade governs westward C. B. & Q., Wabash and C. R. I. & P. Ry. trains. Middle blade governs eastward C. B. & Q. trains, lower blade governs eastward C. R. I. & P. Ry. trains. Local way freight extra leaves Brookfield 6:00 a. m. daily except Sunday for Murray.

**LOCATION OF SPRING SWITCHES**

East end of Brookfield yard.  
West end of South track at Needles.  
West end of siding at Chillicothe.  
East end of siding at Liberty.

|                       |            |
|-----------------------|------------|
| <b>ARRIVES MURRAY</b> |            |
| No. 67                | 5:00 A. M. |
| No. 75                | 4:30 P. M. |

# Kansas City to Brookfield — Subdivision — Eastward

HANNIBAL DIVISION.

TIME TABLE No. 91.

EFFECTIVE MARCH 20, 1949.

| 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  |      |  |
| <b>56</b>       | <b>4</b>        | <b>68</b>      | <b>74</b>       | <b>72</b>      | <b>70</b>                         |                           |  |                       |               |   |                     |               |                |      |  |
| P.M.<br>A 11.30 | P.M.<br>A 3.10  | A.M.<br>A 7.30 | A.M.<br>A 10.50 | P.M.<br>A 8.15 | P.M.<br>A 9.45                    |                           |  |                       |               |   |                     |               |                |      |  |
|                 |                 |                |                 |                |                                   |                           | BROOKFIELD   | Yard                  | Yard          | Continuous,   |                     |               |                |      |  |
|                 |                 |                |                 |                |                                   |                           | 2.1<br>NEEDLES   |                       |               | No Office..   |                     |               |                |      |  |
|                 |                 |                |                 |                |                                   |                           | 2.9<br>LACLEDE   | 92                    | 22            | 8:00 a.m. to 4:00 p.m.<br>12:00 Midnight to 8:00 a.m. | 7.10                | 10.40         | 8.04           | 9.35 |  |
|                 |                 |                |                 |                |                                   |                           | 7.4<br>MEADVILLE   | 51                    | 26            | Closed.   | 6.50                | 10.30         | 7.55           | 9.25 |  |
|                 |                 |                |                 |                |                                   |                           | 4.6<br>WHEELING  | E 36<br>W 48          | 15            | Closed.   | 6.40                | 10.23         | 7.47           | 9.17 |  |
|                 |                 |                |                 |                |                                   |                           | 8.2<br>WABASH CROSSING<br>(Interlocked)                  |                       |               | No Office.  |                     |               |                |      |  |
|                 |                 |                |                 |                |                                   |                           | 0.5<br>CHILLICOTHE                                       | 75                    | 85            | Continuous,   | 6.23                | 10.10         | 7.33           | 9.04 |  |
|                 |                 |                |                 |                |                                   |                           | 5.6<br>UTICA   | 52                    | 15            | No Office.  | 6.13                | 10.00         | 7.25           | 8.55 |  |
|                 |                 |                |                 |                |                                   |                           | 5.6<br>MOORESVILLE                                       | 72                    | 8             | No Office.  | 6.03                | 9.50          | 7.18           | 8.46 |  |
|                 |                 |                |                 |                |                                   |                           | 5.0<br>BRECKENRIDGE                                      | 107                   | 19            | 1:35 p.m. to 4:35 p.m.                                | 5.55                | 9.43          | 7.10           | 8.37 |  |
|                 |                 |                |                 |                |                                   |                           | 5.6<br>NETTLETON   | 57                    |               | No Office.  | 5.45                | 9.34          | 7.01           | 8.28 |  |
|                 |                 |                |                 |                |                                   |                           | 5.3<br>HAMILTON  | 83                    | 36            | 8:00 a.m. to 12:00 Midnight                           | 5.35                | 9.24          | 6.54           | 8.19 |  |
|                 |                 |                |                 |                |                                   |                           | 6.4<br>KIDDER  | 83                    | 16            | No Office.  | 5.20                | 9.10          | 6.45           | 8.09 |  |
|                 |                 |                |                 |                |                                   |                           | 7.8<br>CAMERON   |                       | 15            | No Office.  |                     |               |                |      |  |
|                 |                 |                |                 |                |                                   |                           | 0.6<br>CAMERON JUNCTION                                  | No. 1<br>Track<br>127 | Yard          | Continuous,   | L 5.01<br>A.M.      | 8.55          | L 6.30<br>P.M. | 7.52 |  |
|                 |                 |                |                 |                |                                   |                           | 5.4<br>KEYSTONE  | 44                    |               | No Office.  |                     | 8.45          |                | 7.42 |  |
|                 |                 |                |                 |                |                                   |                           | 4.0<br>TURNERY   | 47                    | 23            | No Office.  |                     | 8.40          |                | 7.37 |  |
|                 |                 |                |                 |                |                                   |                           | 6.3<br>LATHROP   | 67                    | 45            | Closed.   |                     | 8.30          |                | 7.23 |  |
|                 |                 |                |                 |                |                                   |                           | 0.4<br>A. T. & S. F. CROSSING<br>(Automatic-Interlocked) |                       |               | No Office.  |                     |               |                |      |  |
|                 |                 |                |                 |                |                                   |                           | 6.7<br>HOLT  | 73                    | 17            | No Office.  |                     | 8.15          |                | 7.08 |  |
|                 |                 |                |                 |                |                                   |                           | 5.9<br>KEARNEY   | 67                    | 31            | 11:00 a.m. to 2:00 p.m.                               |                     | 8.05          |                | 6.58 |  |
|                 |                 |                |                 |                |                                   |                           | 5.4<br>CHANDLER  | 65                    | 8             | No Office.  |                     | 7.55          |                | 6.45 |  |
|                 |                 |                |                 |                |                                   |                           | 4.8<br>LIBERTY   | 65                    | 53            | 2:00 p.m. to 10:00 p.m.                               |                     | 7.45          |                | 6.35 |  |
|                 |                 |                |                 |                |                                   |                           | 5.7<br>(Interlocked)<br>BIRMINGHAM                       | 58                    | 7             | Continuous.   | L 7.30<br>A.M.      |               | L 6.25<br>P.M. |      |  |

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

|                |                 |                                 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------|-----------------|---------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| L 8.00<br>P.M. | L 11.00<br>A.M. | .....KANSAS CITY.....           |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Daily          | Daily           |                                 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3:30<br>35.5   | 4:10<br>29.7    | .....SCHEDULE TIME.....         |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                |                 | .....AVERAGE MILES AN HOUR..... |  |  |  |  |  |  |  |  |  |  |  |  |  |

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

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

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

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

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

When wye track, Cameron Junction, is to be used by trains in connection

with train orders, the wording "wye switch St. Joseph line" or "wye switch, Kansas City line" will be used in train orders.

Train order signal Birmingham: Top blade governs westward C. B. & Q., Wabash and C. R. I. & P. Ry. trains. Middle blade governs eastward C. B. & Q. trains, lower blade governs eastward C. R. I. & P. Ry. trains. Local way freight extra leaves Murray 8:00 a. m. daily except Monday for Brookfield.

**LOCATION OF SPRING SWITCHES**

East end of siding at Liberty.  
West end of siding at Chillicothe.  
West end of south track at Needles.  
East end of Brookfield yard.

|                      |            |
|----------------------|------------|
| <b>LEAVES MURRAY</b> |            |
| No. 74.....          | 7:00 A. M. |
| No. 70.....          | 6:00 P. M. |

# St. Joseph and Cameron Junction — Subdivision

HANNIBAL DIVISION.

TIME TABLE No. 91.

EFFECTIVE MARCH 20, 1949.

| WESTWARD         |                  |                |                    | Office Open<br>Week Days  | Signs                   | Distance from<br>Quincy and<br>Hannibal | STATIONS  | Distance from<br>St. Joseph | CAPACITY<br>OF        |              | Office Open<br>Sundays | EASTWARD       |                    |                  |                  |
|------------------|------------------|----------------|--------------------|---------------------------|-------------------------|---|---|-----------------------------|-----------------------|--------------|------------------------|----------------|--------------------|------------------|------------------|
| SECOND CLASS     |                  | FIRST CLASS    |                    |                           |                         |   |   |                             | Sundings              | Other Tracks |                        | FIRST CLASS    |                    | SECOND CLASS     |                  |
| Daily<br>Freight | Daily<br>Freight | Daily<br>Mixed | Daily<br>Passenger |                           |                         |   |   |                             |                       |              |                        | Daily<br>Mixed | Daily<br>Passenger | Daily<br>Freight | Daily<br>Freight |
| <b>71</b>        | <b>61</b>        | <b>303</b>     | <b>355</b>         |                           |                         |   |   |                             |                       |              |                        | <b>304</b>     | <b>356</b>         | <b>68</b>        | <b>72</b>        |
| P.M.             | A.M.             | P.M.           | A.M.               |                           |                         |   | ..... CAMERON JUNCTION .....  | 34.7                        | No. 1<br>Track<br>127 | Yard         | Continuous.            | P.M.           | P.M.               | A.M.             | P.M.             |
| L 3.00           | L 9.55           | L 5.30         | L 5.55             | Continuous.               | B.C.K.R.<br>T.W.Y.Yd.   | 171.6                                   | ..... 6.0 .....   |                             |                       |              |                        | A 12.55        | A 9.10             | A 5.00           | A 6.25           |
| 3.11             | 10.06            | s 5.40         | s 6.06             | 8:30 a.m. to<br>5:30 p.m. |                         | 177.6                                   | ..... OSBORN .....  | 28.7                        | 76                    | 18           | Closed.                | s 12.42        | s 8.58             | 4.48             | 6.05             |
| 3.25             | 10.20            | s <b>5.53</b>  | s 6.17             | 8:30 a.m. to<br>5:30 p.m. | F.                      | 185.1                                   | ..... STEWARTSVILLE .....   | 21.2                        | 35                    | 18           | Closed.                | s 12.29        | s 8.48             | 4.30             | <b>5.53</b>      |
| 3.35             | 10.30            | f 6.05         | f 6.27             | No Office.                | F.                      | 189.2                                   | ..... 4.1<br>HEMPLE .....   | 17.1                        | 77                    | 14           | No Office.             | s 12.18        | f 8.43             | 4.20             | 5.43             |
| 3.45             | 10.40            | f 6.15         | s 6.35             | No Office.                | F.                      | 193.7                                   | ..... 4.5<br>EASTON .....   | 12.6                        | 43                    | 8            | No Office.             | s 12.11        | f 8.36             | 4.08             | 5.33             |
| 3.55             | 10.50            | f 6.26         | f 6.45             | No Office.                | F.                      | 200.1                                   | ..... 6.4<br>SAXTON .....   | 6.2                         | 76                    |              | No Office.             | f 12.01        | 8.28               | 3.55             | 5.23             |
| 4.10             | 11.08            | 6.36           | 6.53               | No Office.                | F.<br>Yd.               | 204.8                                   | ..... 4.7<br>C. R. I. & P. Crossing (Grade) .....                             |                             |                       |              |                        | P.M.           |                    |                  |                  |
|                  |                  |                |                    | No Office.                | F.<br>Yd.               | 205.2                                   | ..... 0.4<br>SOUTH PARK .....   | 1.1                         |                       |              | No Office.             | 11.52          | 8.20               | 3.40             | 5.09             |
|                  |                  |                |                    | No Office.                | F.<br>Yd.               | 205.6                                   | ..... 0.4<br>C. R. I. & P. Crossing (Grade) .....                             | 0.7                         |                       |              |                        |                |                    |                  |                  |
|                  |                  |                |                    | No Office.                | F.<br>Yd.               | 206.0                                   | ..... 0.4<br>C. R. I. & P. Crossing (Grade) .....                             | 0.3                         |                       |              |                        |                |                    |                  |                  |
|                  |                  | A 6.55         | A 7.10             | Continuous.               | B.K.R.Y.<br>Yd.         | 206.3                                   | ..... 0.3<br>St. Joseph Terminal Crossing<br>at Station (Grade) .....         |                             | Yard                  | Yard         | Continuous.            | L 11.48        | L 8.15             |                  |                  |
|                  |                  | P.M.           | A.M.               |                           | F.<br>Yd.               | 206.3                                   | ..... 0.3<br>ST. JOSEPH UNION STATION .....                                   |                             |                       |              |                        | A.M.           | P.M.               |                  |                  |
| 4.10             | 11.08            |                |                    | No Office.                | F.<br>Yd.               | 205.2                                   | ..... SOUTH PARK .....  | 0.8                         |                       |              | No Office.             |                |                    | 3.40             | 5.09             |
|                  |                  |                |                    | No Office.                | F.<br>Yd.               | 205.3                                   | ..... 0.1<br>A. T. & S. F. Crossing (Grade) .....                             | 0.7                         |                       |              |                        |                |                    |                  |                  |
|                  |                  |                |                    | No Office.                | F.<br>Yd.               | 205.5                                   | ..... 0.2<br>C. R. I. & P. and St. Joseph<br>Division Crossings (Grade) ..... | 0.5                         |                       |              |                        |                |                    |                  |                  |
| A 4.30           | A 11.30          |                |                    | Continuous.               | B.C.K.O.R.<br>T.W.Y.Yd. | 206.0                                   | ..... 0.5<br>St. Joseph Division Crossing<br>at Station (Grade) .....         |                             | Yard                  | Yard         | Continuous.            |                |                    | L 3.30           | L 5.00           |
| P.M.             | A.M.             |                |                    |                           |                         |   | ..... ST. JOSEPH FRT. YARDS .....   |                             |                       |              |                        |                |                    | A.M.             | P.M.             |
| Daily            | Daily            | Daily          | Daily              |                           |                         |   | ..... SCHEDULE TIME .....   |                             |                       |              |                        | Daily          | Daily              | Daily            | Daily            |
| 1:30<br>22.9     | 1:35<br>21.9     | 1:25<br>24.5   | 1:15<br>27.8       |                           |                         |   | ..... AVERAGE MILES AN HOUR .....   |                             |                       |              |                        | 1:07<br>31.1   | 0:55<br>37.8       | 1:30<br>22.9     | 1:25<br>24.5     |

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

Automatic block system in effect between Cameron Jct. and Hickory Street, St. Joseph.

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

Spring switch located at east end of Advance track South Park.

When wye track, Cameron Junction, is to be used by trains in connection with train orders, the wording "wye switch St. Joseph line" or "wye switch, Kansas City line" will be used in train orders.

Trains standing on St. Joseph-Cameron Junction Subdivision main track at Cameron Junction with markers lighted will display green light to the rear in marker next to Brookfield-Kansas City Subdivision main track and red light to rear on opposite side.

### SPEED OF TRAINS

| Miles per<br>Hour | Time per Mile |         | Miles per<br>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      |                   |               |         |

# Speed Restrictions

**HANNIBAL DIVISION.**

**TIME TABLE No. 91.**

**EFFECTIVE MARCH 20, 1949.**

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 or engines with Caboose must approach all hazardous road crossings where view is obscured prepared to stop; and must run at restricted speed approaching, and on curves, and where view is obscured between 6:30 a. m. and 6:30 p. m. 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 subdivision speed restrictions or by train order.

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

Gas-electric motor cars may operate on the various subdivisions 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.

Gas-electric motor cars running backward must not exceed a speed of 10 miles an hour above the speed authorized for engines running backward on that subdivision.

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

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

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 subdivision maximum speeds are less, they will govern.

Diesel and Gas-Electric motor trains and engines must not pass through water if the water is more than three inches above top of rail and when passing through water speed must not exceed three miles an hour to prevent damage to traction motors. Steam passenger trains must not pass through water, if the water is more than four and one half inches above top of rail and when passing through water speed must not exceed three miles an hour to prevent damage to generators.

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

Diesel passenger trains operating on Zephyr schedules, handling conventional equipment will reduce speed on restricted curves to 10 MPH less than authorized Zephyr speed.

When Zephyr train equipment is handled over a subdivision 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<br>Trains<br>M. P. H. | Freight<br>Trains<br>M. P. H. |
|--|---------------------------------|-------------------------------|
| <b>ALL SUBDIVISIONS</b>  |                                 |                               |
| On sidings.....  | Restricted<br>speed             | Restricted<br>speed           |
| All Crossovers and turnouts, not otherwise specified.  | 10                              | 10                            |
| B, S-4, or S-4-A engines with drivers blocked up.....  | 40                              | 40                            |
| 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                            |
| 20 yard air dump cars in 202650-202799 series, in rear of train when possible.....                       |                                 | 25                            |
| Loaded 30 yard air dump cars in 202800-202849 series, in rear of train when possible..... Main line..... |                                 | 35                            |

| LOCATION  | Passenger<br>Trains<br>M. P. H. | Freight<br>Trains<br>M. P. H. |
|---|---------------------------------|-------------------------------|
| <b>ALL SUBDIVISIONS Concluded</b>   |                                 |                               |
| Handling steam derricks, pile drivers, Clam shells, and similar equipment, on   |                                 |                               |
| Main Line.....  |                                 | 30                            |
| On Curves.....  |                                 | 25                            |
| Old Monroe-Francis Subdivision.....   |                                 | 25                            |
| On Curves.....  |                                 | 15                            |
| All other Subdivisions.....<br>(See Special Instructions 14.)   |                                 | 15                            |
| 250 ton derrick must not operate over Old Monroe—Francis Subdivision, and Quincy—Illinois Jct. Subdivision, and must have at least three light cars between the derrick and engine when operating over the following Bridges 51.49 Culvre River, 129.93 South River, 131.28 North River, 138.02 Quincy, 197.24 Platte River Saxton. |                                 |                               |
| Handling scale test cars  |                                 |                               |
| Main Line.....  |                                 | 25                            |
| Old Monroe-Francis Subdivision.....   |                                 | 20                            |
| Illinois Jct. & Quincy Subdivision.....   |                                 | 15                            |
| (Scale test cars must be handled next ahead of waycar)  |                                 |                               |
| <b>ST. LOUIS AND OLD MONROE SUBDIVISION</b>   |                                 |                               |
| Maximum Speed:  |                                 |                               |
| North Market and West Alton.....  | 55                              | 45                            |
| West Alton and Old Monroe.....  | 65                              | 45                            |
| Around curves at M. P. 7.90, M. P. 10.20, M. P. 10.60, M. P. 12.10, M. P. 14.80, M. P. 16.20.....   | 50                              |                               |
| Between Block Signal 4.6 W and connection with Merchants Terminal tracks at Wright Street, St. Louis  | 15                              | 15                            |
| Over Alton Bridge.....  | 10                              | 10                            |
| Through interlocking plant Henry St., Alton.....  | 15                              | 15                            |
| Over Ft. Bellefontaine Bridge 18.79.....  | 35                              | 25                            |
| Around curve at West Alton.....   | 25                              | 25                            |
| Trains using north leg of wye at West Alton until entire train has passed.....  | 10                              | 10                            |
| North crossover, Machens.....   | 25                              | 25                            |
| Perkins, turnout end of double track.....   | 30                              | 30                            |
| Over Bridge 32.10 and 32.58.....  | 50                              | 40                            |
| Through turnouts of controlled sidings in Centralized Traffic Control Limits.....   | 25                              | 25                            |
| Turnout to St. Louis-Old Monroe Subdivision, Old Monroe.....  | 25                              | 25                            |
| Steam Engines running backward.....   | 20                              | 20                            |
| <b>OLD MONROE AND HANNIBAL SUBDIVISION</b>  |                                 |                               |
| Maximum Speed:  |                                 |                               |
| Old Monroe and Clarksville.....   | 65                              | 45                            |
| Clarksville and Hannibal.....   | 60                              | 45                            |
| Around curve at Forgeys Bluff, M. P. 79.75.....   | 35                              | 25                            |
| Around curve at M. P. 85.15.....  | 50                              | 40                            |
| Over crossing Georgia Street, Louisiana.....  | 6                               | 6                             |
| M. P. 93.3 to M. P. 95.1.....   | 40                              | 30                            |
| M. P. 95.1 to M. P. 95.8.....   | 50                              | 40                            |
| M. P. 119.1 to M. P. 119.3.....   | 30                              | 25                            |
| Through the three turnouts on south end of east leg of wye Hannibal.....  | 20                              | 15                            |
| Steam Engines running backward.....   | 20                              | 20                            |
| <b>HANNIBAL AND BURLINGTON SUBDIVISION</b>  |                                 |                               |
| Maximum Speed:  |                                 |                               |
| Hannibal and Lowrie.....  | 60                              | 45                            |
| Lowrie and Burlington.....  | 59                              | 45                            |
| M-2 Engines.....  | 45                              | 45                            |
| O-1, S-2-A, S-3, S-3-A Engines over Bridge 119.63-A.....  | 10                              | 10                            |
| Engines heavier than O-1 must not operate over Bridge 119.63-A on old main line at Hannibal.....  |                                 |                               |
| Freight and passenger Diesel Motors over Bridge 119.63-A on old main line at Hannibal.....  | 10                              | 10                            |
| Over junction switch Mark.....  | 20                              | 20                            |
| Through turnout south switch, West Quincy Yard.....   | 25                              | 25                            |
| Passenger wye West Quincy over east wye switch.....   | 10                              | 10                            |
| Passenger wye West Quincy over north switch.....  | 25                              | 25                            |
| Through freight wye West Quincy.....  | 10                              | 10                            |

(Continued)

# Speed Restrictions—Continued

**HANNIBAL DIVISION.**

**TIME TABLE No. 91.**

**EFFECTIVE MARCH 20, 1949.**

| LOCATION   | Passenger<br>Trains<br>M. P. H. | Freight<br>Trains<br>M. P. H. | LOCATION   | Passenger<br>Trains<br>M. P. H. | Freight<br>Trains<br>M. P. H. |
|--|---------------------------------|-------------------------------|--|---------------------------------|-------------------------------|
| <b>HANNIBAL AND BURLINGTON SUBDIVISION<br/>Concluded</b>   |                                 |                               | <b>QUINCY, HANNIBAL AND BROOKFIELD<br/>SUBDIVISION</b>   |                                 |                               |
| Around Curve M. P. 137.20.....   | 25                              | 25                            | Maximum Speed:   |                                 |                               |
| Over Mississippi River Bridge 138.02 until entire train<br>passes.....                             | 10                              | 10                            | Between Brookfield-Macon and Palmyra-Quincy...   | 50                              | 45                            |
| Switch at Bridge Junction, Quincy.....   | 20                              | 10                            | Between Macon and Anabel.....  | 55                              | 45                            |
| Upper Bay Bridge 140.22, Quincy.....   | 10                              | 10                            | Between Anabel and Palmyra.....  | 65                              | 50                            |
| Between Bridge 140.22 Route B and Bridge 262.58<br>Route A, Quincy.....                            | 10                              | 10                            | Between Hannibal and Palmyra.....  | 40                              | 30                            |
| Lower Bay Bridge 262.58, Quincy.....   | 6                               | 6                             | Lindell Ave. Hannibal to Hannibal U. D.....  | 15                              | 15                            |
| M. P. 161.75 to M. P. 163.25.....  | 50                              | 40                            | M-2 Engines.....   | 45                              | 45                            |
| M. P. 169.50 to M. P. 173.....   | 50                              | 45                            | Around curve Palmyra to M. P. 14 on Hannibal Line.   | 30                              | 30                            |
| Around curve at M. P. 169.70.....  | 45                              | 35                            | Between Bridge 140.22 Route B and Bridge 262.58<br>Route A Quincy.....                                 | 10                              | 10                            |
| Around curve at M. P. 172.40.....  | 30                              | 30                            | Upper Bay Bridge 140.22 Quincy.....  | 10                              | 10                            |
| O or M Engines must not use Centerville Division<br>main line at Alexandria.....                   |                                 |                               | Lower Bay Bridge 262.58 Quincy.....  | 6                               | 6                             |
| Over Des Moines River Bridge 174.95.....   | 25                              | 25                            | Over Mississippi River Bridge 138.02 until entire train<br>passes.....                                 | 10                              | 10                            |
| Around curve at M. P. 175.10.....  | 25                              | 25                            | Switch at Bridge Junction Quincy.....  | 20                              | 10                            |
| Between M. P. 176 and Keokuk Union Depot Co. yard  | 30                              | 30                            | Around Curve M. P. 137.20.....   | 25                              | 25                            |
| Bank Street Crossing, Keokuk.....  | 15                              |                               | Through turnout south switch, West Quincy Yard...  | 25                              | 25                            |
| Between Keokuk Union Depot Co. Jct. and T. P. & W.<br>Jct. proceed as way is seen to be clear..... | 10                              | 10                            | Around curves between Palmyra and North River...   | 40                              | 25                            |
| Around curve at M. P. 194.80.....  | 35                              | 25                            | Through Jct. switch leading to Quincy at Palmyra...  | 40                              | 40                            |
| Over 18th Street Crossing M. P. 201.15.....  | 25                              | 25                            | Main & Vine Streets Monroe City.....   | 25                              | 25                            |
| Bluff Street at end of Santa Fe Bridge, Ft. Madison...   | 8                               | 8                             | Engines, either light or with trains, passing over<br>Center, Second and Fourth Streets, Shelbina..... | 20                              | 20                            |
| M. P. 217.45 to M. P. 220.3.....   | 25                              | 25                            | Over street crossings at Clarence.....   | 35                              | 35                            |
| Steam Engines running backward.....  | 20                              | 20                            | Main Street Crossing, Bevier.....  | 15                              | 15                            |
| <b>OLD MONROE AND FRANCIS SUBDIVISION</b>  |                                 |                               | Main Street Crossing, Bevier.....  | 15                              | 15                            |
| Maximum Speed:   |                                 |                               | Over Grade Crossings within City limits of Callao....  | 30                              | 30                            |
| Old Monroe and M. P. 94.60.....  | Diesel 59<br>Steam 50           | 35                            | Eastward trains around curve at M. P. 85 and curve at<br>M. P. 84.60.....                              | 35                              | 30                            |
| M. P. 94.60 and Francis.....   |                                 | 30                            | Steam Engines running backward.....  | 20                              | 20                            |
| Bridge 51.49 to M. P. 51.75.....   | 30                              |                               | <b>BROOKFIELD AND KANSAS CITY SUBDIVISION</b>  |                                 |                               |
| Turnout to St. Louis-Old Monroe Subdivision, Old<br>Monroe.....                                    | 25                              | 25                            | Maximum Speed:   |                                 |                               |
| Over Bridge M 77.66.....   | 35                              | 25                            | Brookfield and Lathrop.....  | 50                              | 45                            |
| Over Bridge M 82.23.....   | Diesel 59                       |                               | Lathrop and Birmingham.....  | 45                              | 45                            |
| Trains handled by freight engines between Wellsville<br>and Francis.....                           | 30                              | 30                            | M-2 Engines.....   | 45                              | 45                            |
| Turn out to GM&O at Francis.....   | Diesel 12                       | 10                            | South track between Needles and Brookfield.....  | 30                              | 20                            |
| Steam Engines running backward.....  | 20                              | 20                            | O and M engines on Centerville Division tracks at<br>Laclede.....                                      | 10                              | 10                            |
| Way car extras.....  |                                 | 25                            | M engines over Bridge 182.25 over highway 36 south of<br>Laclede station.....                          | 10                              | 10                            |
| Light Engines.....   |                                 | 25                            | Engines using brick plant track at Utica.....  | 10                              | 10                            |
| <b>ILLINOIS JCT. AND QUINCY SUBDIVISION</b>  |                                 |                               | Engines heavier than O-1-A must not go in on this<br>track.  |                                 |                               |
| Maximum Speed.....   | 40                              | 25                            | All engines over street crossings, Cameron.....  | 25                              | 25                            |
| Around curve at M. P. 16.....  | 15                              | 15                            | Through city limits, Hamilton.....   | 15                              | 15                            |
| Over highway crossing at M. P. 19.37.....  | 5                               | 5                             | On curves between Lathrop and Birmingham.....  | 40                              | 30                            |
| Over highway crossing at M. P. 19.07.....  | 5                               | 5                             | Head end of trains over ATSF crossing, Lathrop.....  | 20                              | 20                            |
| When using house tracks.....   | 5                               | 5                             | Westward freight trains around curves M. P. 211.5<br>to M. P. 212.5.....                               |                                 | 25                            |
| Loaded tank cars and loaded 30 yard air dump cars<br>202800-202849 series.....                     |                                 | 20                            | Steam Engines running backward.....  | 20                              | 20                            |
| Steam Engines running backward.....  | 10                              | 10                            |  |                                 |                               |



# Speed Restrictions — Concluded

**HANNIBAL DIVISION.**

**TIME TABLE No. 91.**

**EFFECTIVE MARCH 20, 1949.**

| LOCATION  | Passenger<br>Trains<br>M. P. H. | Freight<br>Trains<br>M. P. H. |
|---|---------------------------------|-------------------------------|
| <b>ST. JOSEPH AND CAMERON JUNCTION<br/>SUBDIVISION</b>                                |                                 |                               |
| Maximum Speed.....  | 50                              | 45                            |
| M-2 Engines.....  | 45                              | 45                            |
| Through Stewartville.....   | 30                              | 30                            |
| M-4-A Engines over Platte River Bridge 197.24.....                                    | 10                              | 10                            |
| Eastward freight trains between South Park and Saxton.....                            |                                 | 25                            |
| Over 22nd Street crossing St. Joseph between the hours 11:00 p. m. and 7:00 a. m..... | 15                              | 15                            |
| Trailing movements through spring switch at east end South Park Advance track.....    | 15                              | 15                            |
| Facing movements over spring switch at east end South Park Advance track.....         | 25                              | 25                            |
| Steam Engines running backward.....   | 20                              | 20                            |

The following will govern the movement of M-4-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 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.

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

Chillicothe on siding or yard tracks 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 engines 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-A, O-3, S-4, S-4-A, B, O-1-A, M-2-A, S-3, S-3-A, or large loads on the adjacent track.

Look out for M-4-A engines in yards where track centers on tangent are between 12' 3" and 12' 9".

### SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEEDS OF ZEPHYR TYPE MOTOR TRAINS

Distinctive road way signals have been adopted to indicate maximum speeds of Zephyr type motor trains.

A triangle type signal with reflex letter "Z" thereon indicates zone territory where maximum speed is indicated by the numerals thereon, and will govern until the next zone signal is reached.

Where speed restrictions are required on curves within a zone, a banjo type signal with reflex letter "C" and numerals thereon will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

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

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

When Zephyr trains Motor, 9900, 9902 and 9903, are operated with automatic brake instead of the electric straight air, the speed must be reduced to that prescribed for steam trains.

Speed restrictions for Zephyr type motor trains are as follows:

| BETWEEN ST. LOUIS AND BURLINGTON |  |                          |                                |
|----------------------------------|--|--------------------------|--------------------------------|
| Northward<br>MPH<br>Zone Other   | Condition  | M. P. Location           | Southward<br>MPH<br>Zone Other |
| 30 ..                            |  | St. Louis to Signal 4.6W | 30 ..                          |
| 65 ..                            |  | Signal 4.6W to 21.00     | 65 ..                          |
| .. 60                            | Curve  | 10.14                    | .. 60                          |
| .. 45                            | Curve  | 18.50                    | .. 45                          |
| .. 40                            | Curve  | 20.30                    | .. 40                          |
| 75 ..                            |  | 21.00 to 84.00           | 75 ..                          |
| .. 40                            | *North Crossover   | Machens                  | .. 40                          |
| .. 40                            | *Turnout, end of double track  | Perkins                  | .. 40                          |
| .. 60                            |  | Bridge 32.10             | 60                             |
| .. 60                            |  | Bridge 32.58             | 60                             |
| .. 40                            | *Turnout to St. Louis-Old Monroe Subdivision, Old Monroe..                                     |                          | 40                             |
| .. 45                            | Curve  | 79.75                    | .. 45                          |
| 65 ..                            |  | 84.00 to 93.70           | 65 ..                          |
| .. 55                            | Curve  | 85.15                    | .. 55                          |
| .. 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, Quincy           | .. 10                          |
| .. 20                            | *Switch at Bridge Junction, Quincy   |                          | .. 20                          |
| .. 10                            | *Between Bridge 140.22 Route B and<br>Bridge 262.58 Route A, Quincy                            |                          | .. 10                          |
| .. 6                             | *Lower Bay Bridge  | 262.58, Quincy           | .. 6                           |
| 59 ..                            |  | 142.00 to 176.00         | 59 ..                          |
| .. 55                            | Curve  | 169.70                   | .. 55                          |
| .. 40                            | Curve  | 172.40                   | .. 40                          |
| .. 50                            | Curve  | 172.75                   | .. 50                          |
| .. 30                            | Curve  | 175.10                   | .. 30                          |
| 30 ..                            |  | 176.00 to 178.25         | 30 ..                          |
| 10                               | Between Keokuk Union Depot Co. Jct. and T. P. & W. Jct.<br>proceed as way is seen to be clear. |                          | 10                             |
| 59 ..                            |  | 178.25 to 200.50         | 59 ..                          |
| .. 50                            | Curve  | 194.80                   | .. 50                          |
| 55 ..                            |  | 200.50 to 203.00         | 55 ..                          |
| .. 25                            | *18th Street Crossing  | M. P. 201.15             | .. 25                          |
| .. 45                            | Curve  | 201.85                   | .. 45                          |
| .. 8                             | *Bluff St.   | Ft. Madison              | .. 8                           |
| 59 ..                            |  | 203.00 to 217.45         | 59 ..                          |
| 50 ..                            |  | 217.45 to 220.00         | 50 ..                          |
| 30 ..                            |  | 220.00 to Burlington     | 30 ..                          |
|                                  | *No roadway signal   |                          |                                |

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

## SPECIAL INSTRUCTIONS—CENTRALIZED TRAFFIC CONTROL

**CENTRALIZED TRAFFIC CONTROL**—An automatic block system upon which is superimposed manual control of certain signals and switches, which manual control is exercised by train dispatcher, or operator acting upon authority of train dispatcher.

**DUAL-CONTROL SWITCH**—A switch equipped with a dual-controlled switch mechanism which is provided with a hand-throw lever and a selector so arranged that when selector lever is operated, the control of switch will be transferred from the power-operated switch machine to the hand-throw lever, or from the hand-throw lever to the power-operated switch machine.

**STOP SIGNAL**—A fixed signal at the entrance to a route or block which is controlled both manually and automatically, and designated by the absence of a number plate.

**TAKE-SIDING SIGNAL**—A fixed signal located on and near the base of the signal mast authorizing movement to siding.

**LEAVE-SIDING SIGNAL**—A low fixed signal, located near clearance point of siding, authorizing movement to main track and indicating condition of block.

**CONTROLLED ELECTRIC SWITCH LOCK**—A controlled, electrically operated mechanism with indicator that locks switch in its normal position until released from the CENTRALIZED TRAFFIC CONTROL office. Controlled electric switch locks are designated by the letter "C" on door of case.

**AUTOMATIC ELECTRIC SWITCH LOCK**—An automatic, electrically operated mechanism with indicator that locks a switch in its normal position when block conditions on main track are such that it would be unsafe to reverse or use switch.

**CONTROLLED SIDING**—A siding having a dual-controlled switch at each end, protected by Stop or Take-siding signal, all of which are under control of the train dispatcher.

**CENTRALIZED TRAFFIC CONTROL** is in effect on portions of the road so specified in timetable or bulletin. Limits of CENTRALIZED TRAFFIC CONTROL are further identified by roadway signs located at the entrance to or passage from that portion of the road on which the system is in effect.

515. Within CENTRALIZED TRAFFIC CONTROL Limits, signals will govern the use of blocks and movement over controlled switches; and, unless otherwise provided, their indications supersede timetable superiority and take the place of train orders. They do not dispense with the use or observance of other signals whenever or wherever they may be required.

516. **AUTOMATIC INTERMEDIATE BLOCK SIGNALS** govern the use of intermediate blocks between controlled sidings and may be Stop-and-proceed, or grade signals. Automatic block system rules are in effect for intermediate blocks governed by such signals. Stop-and-proceed signals are designated by number plate, and grade signals by purple marker.

517. Enginemen and trainmen must comply with the signal indications and also with the instructions of the train dispatcher, in all movements made within CENTRALIZED TRAFFIC CONTROL limits.

518. When a train is delayed at a Stop-signal and cause is unknown, or in case of any unusual delay, conductor or enginemen must notify train dispatcher at once.

519. When a train is stopped by a Stop-signal it must stay until authorized to proceed.

520. When a Stop-signal does not clear and it is possible to communicate with the train dispatcher and the train dispatcher knows that there is no opposing train in the block, instructions may be issued to proceed under authority of Clearance Form F.

521. When a train or engine is authorized to pass a Stop-signal, which fails to clear, with a Clearance Form F, trainman or engineman must examine the switch points and observe them until leading truck of engine or car has passed the signal 50 feet.

522. Trains stopped or delayed after having passed intermediate signal displaying a clear indication, must approach the next signal at restricted speed until indication of governing signal can be determined.

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

524. **CONTROLLED SIDINGS** are not protected by signals between clearance points. Trains must move at restricted speed, not exceeding speed authorized by timetable through turnouts and on sidings.

525. When trains meet within CENTRALIZED TRAFFIC CONTROL limits, and it is not necessary to stop for opposing train, headlight will be dimmed instead of extinguished when on siding, and opposing train may pass same, and be governed by signal indication.

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

527. A train or engine entering a block between signals, on authority of train dispatcher, must be protected as required by the rules and must proceed at restricted speed to the next governing signal.

528. A train or engine or cars on sidings or other tracks must stand clear of insulated joints placed in the track at the clearance point. When a train or engine enters a siding or other track, the main track switch must be kept open until the entire train has passed the insulated joints at the clearance point.

Trains or engines proceeding from sidings or other tracks, must remain clear of insulated joints at the clearance points on such tracks until the main track switch has been opened.

529. A train or engine having passed beyond the limits of a block must not back into that block, except by permission from the train dispatcher.

530. In foggy or stormy weather, enginemen must approach all signals with great care, prepared to comply with the indication displayed.

531. When a work extra is authorized within CENTRALIZED TRAFFIC CONTROL limits, the train dispatcher will instruct conductor either the time and place the work extra must be clear for other trains or the time to call on telephone for further instructions.

The levers controlling signals and switches at each end of the working limits must be blocked and no other train or engine permitted to enter the working limits until the work extra is clear.

Flag protection will not be required within the working limits except on two or more tracks where other tracks may be obstructed.

532. To operate a dual-control switch by hand, or to make any switch movements over a dual-control switch, trainman or engineman must secure permission from the train dispatcher. When permission (including time and working limits) is granted, engineman must be notified and switch must be operated by hand in the following manner:

1. Unlock switch lock on dual-selector lever.
2. Move dual-selector lever from position marked "POWER" to position marked "HAND".
3. In addition to above, when necessary to reverse the switch points, throw switch in regular manner with lever provided for that purpose.

If additional time is required, permission must be secured from the train dispatcher before the time limit has expired.

When time limit has expired or work is completed, switch must be restored to position in which originally found, and engineman notified. Train dispatcher must be advised of the location of train or engine, and the next movement desired.

When a dual-control switch is being operated by hand, or dual-selector lever is on position marked "HAND", signal indications governing movements over such switch are suspended.

The permission granted by the train dispatcher to operate a dual-control switch by hand does not authorize any part of the train or engine to move beyond the designated working limits, nor does it authorize movement over such switch except on hand signal from trainman or engineman stationed at the switch.

The selector and hand-throw lever must not be forced. They will move easily when in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for the siding when hand operation started, it must be again lined for siding before selector lever is restored to "POWER" position.

533. When hand-operated switches are equipped with electric locks, trainman or engineman must obtain permission from the train dispatcher before using. Switches must then be operated as follows:

1. Unlock and open door of case.
2. If the indicator shows the word "UNLOCKED", turn crank to the left until it is against its stop block, then throw switch.

When finished using switch, proceed as follows:

1. Place the switch in its normal position and lock.
2. Turn the crank of electric lock to the right until it is against its stop block.
3. Close and lock door of case.
4. Call the train dispatcher and report the completion of movement and that switch is properly locked.

534. When a train or engine is occupying the main track and has permission to operate a switch equipped with Automatic Electric Switch Lock, the leading truck of engine or car must be less than one rail length ahead of switch before Electric Switch Lock can be operated.

535. When a train or engine is using a hand-operated switch equipped with Electric Switch Lock, and the head end of train has entered the siding and portion of train is left on the main track, the Electric Switch Lock Lever MUST BE LEFT REVERSED until the head end of train has again returned to the main track. It must return to the main track through the same switch, as Electric Switch Lock on opposite end of track cannot be operated under these conditions. This applies to either Controlled or Automatic Electric Switch Lock.

536. Drop switches must not be made over power-operated switches.

537. Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which the 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 moveable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

## SPECIAL INSTRUCTIONS

Master Mechanic, F. R. Butts, Hannibal, Mo.  
 Trainmaster, W. A. Stegall, Hannibal, Mo.  
 Road Foreman, E. D. Harville, Hannibal, Mo.  
 Road Foreman, L. Sebers, Hannibal, Mo.  
 Road Foreman, E. Hill, Brookfield, Mo.  
 Road Foreman, F. M. Diehl, Brookfield, Mo.  
 Chief Dispatcher, F. C. Hawkins, Hannibal, Mo.  
 Night Chief Dispatcher, H. F. Clark, Hannibal, Mo.  
 Chief Dispatcher, R. L. Huffman, Brookfield, Mo.  
 Assistant Chief Dispatcher, W. T. O'Brien, Brookfield, Mo.

## TRAIN DISPATCHERS

| Hannibal      | West Quincy | Brookfield    |
|---------------|-------------|---------------|
| R. E. Alnge   | R. Cluck    | W. A. Daume   |
| G. M. Zinn    | T. G. Line  | C. H. Shoup   |
| R. L. Worster | G. F. Daume | A. P. Boyles  |
| J. O. Rethorn |             | L. D. Howe    |
|               |             | A. G. Squires |

1. Between Old Monroe and Burlington second class and extra trains and yard engines must clear the time of No. 8, No. 15, No. 41, No. 42, No. 43 and No. 44, 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 subdivision 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.

Under Rule 318-B positive block must be maintained behind passenger and troop trains. Freight trains must not move to a non-communicating station to be passed by a passenger or troop train except in case of emergency.

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 traffic must approach all interlocking and Centralized Traffic Control at restricted speed, where distant signals are not provided for such movements.

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.

When interlocking signals operated by remote control are in stop position, train or engineman will promptly communicate with operator or signalman and when so instructed may proceed by stop signal, examining switches and signals in route designated, assuring themselves they are in proper position.

Controlled electric switch locks installed on south wye switch at West Alton and both switches of the main track crossover at M. P. 20.1. Train or engine movements through these switches will be made in compliance with Rule 533 of Special Instructions, Centralized Traffic Control Page 18, securing permission from operator at West Alton instead of from the train dispatcher.

The south track between Brookfield and Needles will be used only by train order authority. Manual block system Rule 318-B in effect.

Diesel engines must not go east of Street Crossing on Jenkins track at Chillicothe.

At Cameron Junction, trains standing on St. Joseph-Cameron Junction Subdivision with markers lighted will display green light to the rear marker next to Brookfield-Kansas City Subdivision main track and red light to rear on opposite side.

Trains between Bridge Junction and North Wood River will be governed by The New York Central Railroad Company and The GM&O Railroad Company joint time table, and those between North Wood River and West Alton by the rules of the Illinois Terminal Company.

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 Iiasoo 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.

Movement of trains or engines against the current of traffic between North Market and North St. Louis will be made on the authority of the yardmaster at North St. Louis.

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 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.

Employes handling spring switch hand throw levers must keep body in clear of lever until it has reached the center position when releasing the latch on hand throw lever.

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.

## SPECIAL INSTRUCTIONS—Continued

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.

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 derricks in route designated, assuring themselves that they are in proper position.

14. Derricks, pile drivers, steam shovels, clamshells and other similar equipment moved in trains, other than work trains, upon their own wheels, leads must be lowered and securely fastened, booms disconnected, boom end and leads trailing, and boom loaded so as to be entirely free of swinging features. They must be inspected for safe side and top clearance, and should be separated from the engine by at least two cars when practicable. Company service steam wrecking derricks having specially designed idler cars are excepted.

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

Spreaders to be handled in trains other than work trains must have all movable parts properly secured and when practicable must be turned in the direction in which they are normally operated.

15. Rule 914 in Book of Rules of the Operating Department is modified as follows:

A yellow signal on the right of the track indicates that the track one mile distant is safe for a speed of but 10 miles an hour, unless otherwise directed by train order. Where the one mile requirement will place the yellow signal between the switches of a siding, the signal will be carried back in advance of the siding switch.

A green signal on the right of the track signifies that the slow track has been passed, and the usual speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear end.

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. When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate line up; and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified, enginemen will keep sharp lookout for track cars and use whistle freely.

22. Modifying the first paragraph of Rule 959, the standard flagging equipment for an engine or motor will be one red flag, one white lantern, one red lantern, four fuses, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fuses and torpedoes to be carried in a rack in cab of steam engines and in a container in cab of Diesel-Electric motors.

On Gas-Electric motor operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of Rule 919 so far as it applies to flagging equipment on engines or motors, and that part of the tenth paragraph of Rule 920 reading Normal supply for engines, 3 fuses and 6 torpedoes.

In freight and mixed train service the front brakeman is responsible with the engineer for knowing that in the cab of engine or motor, there is the prescribed flagging equipment.

23. Conductors in all classes of service will, when practicable, personally contact and compare time with their engineers before trains are cleared from initial terminals on the subdivision.

24. Rule 916 of the Book of Rules of the Operating Department is abolished.

25. Rule 1078 of the Book of Rules of the Operating Department is modified as follows:

Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required, and the movements and rights of trains using them. Be constantly on the watch for approaching trains, and be sure that proper signal is shown to each, switch tenders using yellow flag by day and yellow light by night.

26. Rule 1047 of the Book of Rules of the Operating Department is modified as follows:

Assist passengers, especially women, children and infirm persons, in entering and leaving the cars, or in passing from one car to another, giving special attention to their safety. Direct them on which side to leave the train, and see that platform gates and vestibule doors are opened and closed, as convenience and safety require. Do not leave the gates or car platforms until train has cleared the station platform. While the train is waiting at a station, remain at the car steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use step boxes where necessary.

## SPECIAL INSTRUCTIONS—Concluded

27. The headlight of Diesel and Gas-Electric engines must be burned dim during daylight hours when in road service.

28. Red fuseses will be used only in complying with the requirements of Rule 99 or for emergency stop signal.

Yellow fuseses will be used in giving signals as prescribed by Rules 12 (A) to 12 (G), inclusive, when weather conditions, or length of train, make it impracticable to pass hand or lamp signals.

29. On single track, unless movement is made from siding on signal indication, protection must be provided as prescribed by Rule 99 before switch is operated or main track fouled. This applies to both hand operated and spring switches.

30. **OSCILLATING EMERGENCY RED HEADLIGHTS.** Enginemen operating engines equipped with oscillating emergency red headlights will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, fouling of adjacent tracks, the emergency red headlight must immediately be displayed. The red headlight is displayed and the white headlight extinguished automatically by an emergency application of the air brakes. Should the automatic feature fail to function the engineman must display the red light manually. When safety and the rules will permit the light will be extinguished manually.

The **OSCILLATING EMERGENCY RED REAR END LIGHT** will be displayed automatically by an emergency application of the air brakes, or manually when operating under Rule 917. Should the automatic feature fail to function from an emergency application of the air brakes a trainman will display the light manually but under no circumstances will he permit the manual operation of the light to delay complying with Rules 99 and 102. When displayed, and safety and the rules will permit, the light will be extinguished manually.

Engineman on an approaching train, observing the emergency red light displayed, must stop immediately and must not pass the red light until it has been ascertained that track is safe and clear for the movement of train.

This rule is in effect at all hours.

**THE USE OF THE EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM FULL COMPLIANCE WITH RULES 99 AND 102.**

Where switching is to be done, cars or engines must not be coupled to the end of a car to which a portable emergency red rear end light is applied unless it is known positively that there is ample clearance to avoid damage to the light.

Enginemen and trainmen on trains or engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

### 31. OPERATION OF ELECTRO-PNEUMATIC STRAIGHT AIR AND AUTOMATIC AIR BRAKES ON TRAINS EQUIPPED WITH BOTH.

Electric connectors and straight air hose must be connected between all cars and the engine; cutout cocks must be open in the straight air pipe and electric connectors securely fastened in the receptacles in order for the electro-pneumatic brake to function properly.

Electro-pneumatic air brake connectors must not be disconnected while train is in motion.

Complete tests of both types of brakes must be made at initial terminal of the train.

Air brake tests at initial terminals of the train will be made by mechanical department inspectors; Conductor and Engineman will be issued an Air Brake Clearance Form K by mechanical department inspector showing the number of cars in train, and whether the brakes are to be operated with the electro-pneumatic or automatic air.

Should the electro-pneumatic brake become defective after leaving its initial terminal, the train must be stopped and a standing test made of the automatic air brake as prescribed by Rule 1314, after which the train may proceed, making a running test and operating at speed authorized for steam trains. When this change is made Conductor and Engineman will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signature. This will supersede instructions on the original Clearance Form K.

When a train leaves its initial terminal operating with automatic air brakes, or when the operation of brakes is changed enroute, Superintendents and Master Mechanics of Divisions over which the train will operate must be advised.

The last Air Brake Clearance Form K issued must be kept on display in engine cab until train arrives at its final terminal. Conductor must keep the last Clearance Form K issued on display until train arrives at its final terminal and will notify other members of train crew the type of brakes with which the train is being operated.

Should mechanical department inspectors be able to correct defects in the electro-pneumatic brake enroute, a standing test must be made as prescribed by Rule 1314 and if electro-pneumatic air brake is found to be working properly, Conductor and Engineman will be advised and a new Air Brake Clearance Form K issued, after which train may proceed, making a running test, and may then operate at speed authorized for Zephyr Type Motor Trains.

**TRAIN AND ENGINEMEN MUST NOT CHANGE FROM AUTOMATIC AIR OPERATION TO ELECTRO-PNEUMATIC OPERATION ON THE ROAD UNLESS AUTHORIZED BY AIR BRAKE CLEARANCE FORM K.**

32. Rule 922 of the Book of Rules of the Operating Department is modified to read as follows:

"Cars containing explosives must be placed near the middle of train, 2 or more such cars may be placed together if desired. They must be at least 16 cars from the engine or occupied caboose, when length of train will permit.

In local freight trains, to avoid the dangers of otherwise unnecessary switching at way stations, cars containing explosives may be placed not closer than the second car from the caboose or the second car from the engine.

J. C. GRISINGER,  
General Manager, Chicago.

W. R. EBLE,  
General Superintendent, Burlington.

L. L. SMITH,  
Superintendent, Hannibal.

A. F. McKELVIE,  
Superintendent, St. Louis Terminals.

J. A. LLOYD,  
Assistant Superintendent, Brookfield.

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

SPECIAL INSTRUCTIONS-Capital

1. The purpose of this instruction is to provide...

2. This instruction applies to all...

3. The following instructions apply to...

4. It is the policy of the Division...

5. The following instructions apply to...

6. The following instructions apply to...

7. The following instructions apply to...

8. The following instructions apply to...

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18. The following instructions apply to...

19. The following instructions apply to...

20. The following instructions apply to...



