

SURGEONS AND PHYSICIANS

Bloomfield, Ia.....	DR. H. C. YOUNG.....	Surgeon
Brookfield, Mo.....	DR. R. R. HALEY.....	Surgeon and Examiner
Brookfield, Mo.....	DR. S. T. BROWNFIELD.....	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. I. D. KIMES.....	Surgeon
Cameron, Mo.....	DR. R. E. WILBUR.....	Surgeon
Canton, Mo.....	DR. P. W. JENNINGS.....	Surgeon
Centerville, Ia.....	DR. J. C. DONAHUE.....	Surgeon and Examiner
Centerville, Ia.....	DR. W. E. WEST.....	Eye Specialist
Chillicothe, Mo.....	DR. V. D. VANDIVER.....	Surgeon
Clarence, Mo.....	DR. F. K. ROY.....	Surgeon
Corydon, Ia.....	DR. C. F. BRUBAKER.....	Surgeon
East St. Louis, Ill.....	DR. O. B. BOYD.....	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
Humeston, Ia.....	DR. C. N. HYATT.....	Surgeon
Kahoka, Mo.....	DR. J. R. BRIDGES.....	Surgeon
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
Kirksville, Mo.....	DR. G. E. GRIM.....	Surgeon
Lathrop, Mo.....	DR. F. J. LONGFIELD.....	Surgeon
Liberty, Mo.....	DR. W. H. GOODSON.....	Surgeon
Louisiana, Mo.....	DR. E. A. CUNNINGHAM.....	Surgeon
Machens, Mo.....	DR. C. A. BARNARD.....	Surgeon
Macon, Mo.....	DR. H. E. ERNI.....	Surgeon
Mexico, Mo.....	DR. J. F. JOLLEY.....	Surgeon
Milan, Mo.....	DR. J. S. MONTGOMERY.....	Surgeon
Monroe City, Mo.....	DR. W. D. PIPKIN.....	Surgeon
New Cambria, Mo.....	DR. C. O. WEST.....	Surgeon
Quincy, Ill.....	DR. J. F. MERRITT.....	Surgeon and Examiner
Quincy, Ill.....	DR. W. STEVENSON.....	Eye Specialist
Quincy, Ill.....	DR. W. STEVENSON, JR.....	Eye Specialist
South Troy, Mo.....	DR. H. S. HARRIS.....	Surgeon
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
Sumner, Mo.....	DR. J. W. HARDY.....	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 HANNIBAL DIVISION OF THE CENTRAL DISTRICT No. 92

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

SUNDAY, SEPTEMBER 30, 1951

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the book of rules of the operating department.

St. Louis to Hannibal—Subdivision—Northward

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951

FIRST CLASS				STATIONS	Distance from St. Louis	Signs	SECOND CLASS						
Daily Passenger	Daily Passenger	Daily M. K. T. Passenger	Daily Passenger				Daily M. K. T. Freight	Daily Freight	Daily M. K. T. Freight	Daily Freight	Daily M. K. T. Freight	Daily Freight	Daily Freight
43	15	205	1				275	63	281	71	277	61	65
A.M. L 8.30	P.M. L 5.00	P.M. L 10.47	P.M. L 11.30	.....UNION STATION.....		B.C.K.R. T.W.Y.							

Trains between Union Station and North Market are governed by Rules of the Terminal Railroad Association.

	8.43	5.12	10.58	11.43	3.9.....NORTH MARKET..... Wabash Crossing (Interlocked) Wiggins Crossing (Interlocked) 3.3	3.9													
	8.46	5.16	11.02	11.48	2.2.....NORTH ST. LOUIS.....	7.2	B.C.K.O.R. T.W.Yd.												P.M. L 9.00
	8.48	5.19	11.04	11.50	1.0.....BADEN.....	9.4		A.M. L 7.30		P.M. L 7.00		P.M. L 9.00	9.10						
	8.53	5.25	11.09	11.57	4.5.....PROSPECT HILL.....	10.4	F.Yd.												
f	9.01	5.31	11.15	12.03	5.5.....SPANISH LAKE.....	14.9		A.M. L 8.45		P.M. L 8.05									P.M. L 10.05
s	9.09	5.37	11.25	12.10	6.5.....WEST ALTON.....	20.4	K.Y.Yd.												
	9.09	5.37	11.25	12.10	2.1.....MACHENS (Interlocked).....	26.9	W.	A 8.20 A.M.	8.57	A 7.35 P.M.	8.18	A 9.40 P.M.	10.05	10.16					
	9.17				4.5.....PERKINS.....	29.0	F.												
s	9.21	5.45		12.18	3.4.....ORCHARD FARM.....	33.5	F.												
	9.30	5.51		12.25	7.5.....SEEBURGER.....	36.9	F.												
s	9.38	5.58		12.35	7.2.....GIBBS.....	44.4	F.												
	9.46	6.02		12.41	51.6.....OLD MONROE.....	51.6	B.C.K. R.W.Y.	A 9.30 A.M.		44 8.59		10.50	A 10.56 P.M.						
f	9.52	6.05		12.44	4.6.....WINFIELD.....	56.2					9.10		11.00						
	9.58	6.10		12.49	3.3.....FOLEY.....	59.5	F.				9.18		11.08						
s	10.07	6.14		12.55	4.6.....APEX.....	64.1	F.				9.26		11.16						
	10.12	6.18		1.00	4.1.....ELSBERRY.....	68.2					9.33		11.25						
s	10.17	6.21		1.03	3.7.....DAMERON.....	71.9	F.				9.38		11.32						
	10.22	6.24		1.06	3.4.....ANNADA.....	75.3					9.46		11.39						
s	10.29	6.30		1.13	3.3.....KISSENGER.....	78.6	F.				9.53		11.46						
	10.34	6.35		1.19	5.4.....CLARKSVILLE.....	84.0					10.05		11.56 A.M.						
					4.6.....McINTOSH.....	88.6	F.				10.14		12.06						
					4.9.....G M & O TOWER..... G M & O Crossing (Interlocked)	93.5													
s	10.44	6.45		1.32	0.6.....LOUISIANA.....	94.1	W.F.Yd.				10.24		12.16						
	10.51	6.52		1.41	5.7.....READING.....	99.8	F.				10.34		12.26						
s	10.55	6.57		1.47	4.5.....ASHBURN.....	104.3					10.44		12.35						
	11.02	7.01		1.53	3.6.....HOPE.....	107.9	F.				10.50		12.45						
f	11.10	7.08		2.00	5.6.....SAVERTON.....	113.5	F.				11.00		12.55						
	11.16	7.13		2.07	4.5.....McBRIDE.....	118.0	F. Yd.				A 11.10 P.M.		A 1.10 A.M.						
	11.18	7.15		2.09	1.4.....HANNIBAL.....	119.4	B.C.K. O.R.T. W.Y. Yd.												
	A 11.23 A.M.	A 7.19 P.M.		A 2.14 A.M.	0.3.....Wabash Crossing (Grade)..... .....HANNIBAL U. D.....	119.7	B.Y.R. F.K.												
	2:53 41.5	2:19 51.7	0:38 42.5	2:44 43.8SCHEDULE TIME.....AVERAGE MILES AN HOUR.....			0:50 21.0	0:45 41.6	0:35 30.0	3:05 31.7	0:40 26.3	4:10 26.6	0:51 36.7					

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Hannibal to St. Louis — Subdivision — Southward

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951

FIRST CLASS				Distance from Hannibal	STATIONS	CAPACITY OF		SECOND CLASS							
Daily M. K. T. Passenger	Daily Passenger	Daily Passenger	Daily Passenger			Sidings	Other Tracks	Daily M. K. T. Freight	Daily Freight	Daily Freight	Daily Freight	Daily M. K. T. Freight	Daily Freight	Daily Freight	Daily M. K. T. Freight
206	8	12	44					274	60	72	80	272	64	68	278
A.M. A 7.30	A.M. A 7.58	P.M. A 1.48	P.M. A10.30	119.7	..... UNION STATION.....										

Trains between North Market and Union Station are governed by Rules of the Terminal Railroad Association.

7.13	7.41	1.31	10.13	115.8	3.9	..... NORTH MARKET..... Wabash Crossing (Interlocked) Wiggins Crossing (Interlocked)											
7.07	7.32	1.25	10.07	112.5	2.2	..... NORTH ST. LOUIS.....	Yard	Yard		A.M. A 6.15				P.M. A 6.00			
7.00	7.29	1.18	10.00	110.3	1.0	..... BADEN.....	Yard	Yard	A.M. A 2.00		5.45		P.M. A 3.00	5.40	P.M. A 8.00		
6.51	7.21	f 1.09	9.50	109.3	1.0	..... PROSPECT HILL.....		40									
6.41	7.13	1.00	9.40	104.8	4.5	..... SPANISH LAKE.....		12									
L 6.30	7.05	12.51	9.30	99.3	6.5	..... WEST ALTON.....	No 3 71	Yard	A.M. A 4.35		5.05	A.M. A 5.20		P.M. A 4.25	5.00		
A.M.				92.8	2.1	..... MACHENS (Interlocked).....		14	L 12.15 A.M.	4.10	4.50	4.57	L 1.00 P.M.	4.05	4.35	L 6.30 P.M.	
				90.7	4.5	..... PERKINS.....											
		f 12.43	f 9.20	86.2	3.4	..... ORCHARD FARM.....		80									
				6.52	7.5	..... SEEBURGER.....	140	8									
				6.42	7.2	..... GIBBS.....	140										
				6.33	7.1	..... OLD MONROE.....	146	Yard	L 3.35 A.M.		4.07	4.15		L 3.28 P.M.	3.55		
	s 6.26	f 12.12	s 8.50	63.5	4.6	..... WINFIELD.....	82	24			3.52	4.02			3.45		
				6.21	3.3	..... FOLEY.....	74	15			3.44	3.54			3.37		
				6.16	4.6	..... APEX.....	94	5			3.36	3.46			3.29		
	f 6.11	s 11.55	s 8.37	51.5	4.1	..... ELSBERRY.....	80	45			3.30	3.40			3.23		
				6.04	3.7	..... DAMERON.....	83	9			3.23	3.33			3.16		
				6.01	3.4	..... ANNADA.....	94	10			3.16	3.26			3.09		
				5.58	3.3	..... KISSENGER.....	74	11			3.10	3.20			3.03		
	f 5.50	s 11.31	s 8.16	35.7	5.4	..... CLARKSVILLE.....	73	37			3.02	3.12			2.55		
				5.42	4.6	..... McINTOSH.....	91	2			2.55	3.05			2.48		
				5.35	4.9	..... G M & O TOWER..... G M & O Crossing (Interlocked)											
	s 5.35	s 11.16	s 8.01	25.6	0.6	..... LOUISIANA.....	119	Yard			2.47	2.57			2.40		
				5.23	5.7	..... READING.....	70	8			2.37	2.46			2.30		
				5.18	4.5	..... ASHBURN.....	71	17			2.31	2.39			2.24		
				5.13	3.6	..... HOPE.....	65				2.25	2.33			2.18		
				5.06	5.6	..... SAVERTON.....	83	5			2.17	2.25			2.10		
				5.00	4.5	..... McBRIDE.....	Yard	Yard			L 2.10 A.M.	L 2.15 A.M.			L 2.00 P.M.		
				4.58	1.4	..... HANNIBAL.....	Yard	Yard									
				L 4.52	0.3	..... Wabash Crossing (Grade)..... HANNIBAL U. D.....											
1:00 26.9	3:06 38.6	3:20 35.6	3:11 37.6		 SCHEDULE TIME.....			1:45 10.0	1:00 31.2	4:05 27.1	3:05 32.2	2:00 8.7	0:57 32.8	4:00 28.1	1:30 11.7	
					 AVERAGE MILES AN HOUR.....											

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FOOTNOTES

OFFICE OPEN

Station	Week days except Saturdays	Saturday and Sunday
North St. Louis.....	5:00 A.M. to 1:00 P.M. 3:00 P.M. to 11:00 P.M.	5:00 A.M. to 1:00 P.M. 3:00 P.M. to 11:00 P.M.
Baden.....	5:45 A.M. to 1:45 P.M. 6:00 P.M. to 2:00 A.M.	5:45 A.M. to 1:45 P.M. 6:00 P.M. to 2:00 A.M.
Spanish Lake.....	7:00 A.M. to 4:00 P.M.	Closed
West Alton.....	Continuous.....	Continuous
Machens.....	Continuous.....	Continuous
Old Monroe.....	Continuous.....	Continuous
Winfield.....	8:30 A.M. to 5:30 P.M.	Closed
Elsberry.....	8:30 A.M. to 4:30 P.M. 5:15 P.M. to 1:15 A.M.	Closed
Annada.....	6:00 A.M. to 3:00 P.M.	Closed
Clarksville.....	8:30 A.M. to 5:30 P.M.	Closed
G. M. & O. Tower.....	Continuous.....	Continuous
Hannibal.....	Continuous.....	Continuous
Other Stations.....	No Office.....	No Office

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

Double track between North Market and Perkins.

Single Track between Perkins and Hannibal U. D.

Rules D-251, D-252, D-253 and D-254 in effect between North Market and Machens Interlocking.

Interlocking rules in effect between M. P. 18.2 south of Ft. Bellefontaine Bridge and M. P. 20.15 at West Alton.

Automatic Block System in effect between Hannibal U. D. and north switch of siding, Old Monroe; Machens Interlocking and M. P. 20.15 at West Alton; M. P. 18.2 south of Ft. Bellefontaine Bridge and St. Louis.

Manual Block System Rule 318(B) in effect for trains moving against the current of traffic between North Market and Machens.

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

Rule 528 in effect on No. 4 track, Old Monroe.

Trains may register by ticket at North St. Louis and Old Monroe.

Northward Trains originating at North St. Louis must have Clearance Form A when operator on duty.

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

Train order signal at North Market does not govern northward Hannibal Division trains.

Operators will handle switches at Baden when on duty.

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

Southward trains originating at Old Monroe, must have Clearance Form A.

No train order signals at Hannibal U. D., and Hannibal. Conductors and Enginemen must have Clearance Form A. Passenger trains will be cleared at Hannibal U. D., all other trains at General Office.

LOCATION OF SPRING SWITCHES

North end of siding, Louisiana.

South end of west track, Ilasco.

On Sunday No. 8 will reduce speed to 40 M.P.H. at Foley when mail and newspapers are to be dispatched.

No. 8 will stop at West Alton to let off revenue passengers from Hannibal or beyond.

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

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

No. 44 will stop at Saverton to let off revenue passengers.

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

No. 44 will stop at Machens daily except Sunday and stop on flag Sunday.

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

No. 15 will stop at West Alton to receive passengers for Minneapolis and St.-Paul when notified at St. Louis.

No. 15 will stop at Clarksville to let off revenue passengers from St. Louis.

On Sundays No. 1 will reduce speed to 10 M. P. H. at West Alton Depot when newspapers are to be dispatched.

No. 1 will reduce speed to 20 M. P. H. at Peruque to dispatch U. S. Mail and newspapers.

From North Market to M. P. 6.30 and from M. P. 18.50 (South end Fort Bellefontaine Bridge) to M. P. 20.20 (South end West Alton curve) centers of double track vary from 11 feet 4 $\frac{1}{4}$ inches to 12 feet.

Bissell M. P. 11.34—9 cars.

Larimore M. P. 13.20—7 cars.

Ft. Bellefontaine M. P. 18.3—34 cars.

Whitecorn M. P. 28.21—10 cars.

Blase M. P. 35.13—9 cars.

Peruque M. P. 42.9—19 cars.

Cannon M. P. 67.

Cosgrove M. P. 93.

Busch M. P. 106.91.

Clemens M. P. 110.99.

Ilasco M. P. 116.6

No. 60 arrives East St. Louis at 6:30 A.M.
No. 80 arrives East St. Louis at 7:00 A.M.
No. 64 arrives East St. Louis at 6:00 P.M.

No. 63 leaves East St. Louis at 7:15 A.M.
No. 71 leaves East St. Louis at 6:45 P.M.
No. 65 leaves East St. Louis at 8:30 P.M.

Old Monroe and Francis — Subdivision

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951.

WESTWARD				Office Open Week Days Except Saturdays	Signs	Distance from St. Louis	Distance from Old Monroe	STATIONS			Distance from Francis	CAPACITY OF		Office Open Saturdays and Sundays	EASTWARD							
SECOND CLASS								Daily Freight	Daily Ex. Sunday Mixed	Daily Freight		Distance from Francis	Siding		Other Tracks	Distance from Francis	Siding	Other Tracks	SECOND CLASS			
L	A.M.	L	P.M.																A	P.M.	A	P.M.
63	123	65						.....OLD MONROE	63.0	Storage 26	29	Continuous.	A 60	A 64	A 124						
L 9.30	L 9.55	L 10.56		Continuous.	B.C.K. R.W.Y. Yd.	51.6		.....ETHLYN	58.4		15	No Office.	A 3.35	A 3.28	A 5.10						
9.38	s 10.10	11.05		No Office.	F.	56.2	4.6	.....MOSCOW	53.3	50	11	Closed.	3.20	3.18	s 4.55						
9.46	s 10.30	11.14		8:30 a.m. to 5:30 p.m.		61.3	9.7	.....SOUTH TROY	49.1		19	No Office.	3.12	3.10	s 4.40						
9.51	s 10.45	11.21		No Office.	F.	65.5	13.9	.....HAWK POINT	41.7		22	Closed.	3.05	3.04	s 4.25						
10.04	s 11.10	11.34		8:30 a.m. to 5:30 p.m.	W.	72.9	21.3	.....NEW TRUXTON	35.9		7	No Office.	2.54	2.53	s 4.05						
10.14	s 11.25	11.44		No Office.	F.	78.7	27.1	.....LIEGE-BELLFLOWER	29.4		32	* Closed.	2.46	2.45	s 3.50						
10.25	s 11.48	11.55		* 8:30 a.m. to 5:30 p.m.		85.2	33.6	.....BUELL	24.0		12	No Office.	2.36	2.36	s 3.35						
10.34	s 12.13	12.05		No Office.		90.6	39.0	.....WELLSVILLE	16.4	29	11	Closed.	2.29	2.29	s 3.20						
10.45	s 12.30	12.15		8:00 a.m. to 5:00 p.m.		98.2	46.6	.....MARTINSBURG	11.4	27		No Office.	2.18	2.18	s 3.00						
10.52	12.45	12.22		No Office.	F.	103.2	51.6	.....HAIG	5.0	26		No Office.	2.11	2.11	2.38						
11.00	f 1.00	12.30		No Office.	F.	109.6	58.0	.....FRANCIS	No. 1	Yard		8:30 a.m. to 4:30 p.m.	L 1.50	L 1.50	L 2.19						
A 11.15	s A 1.10	A 12.45		8:30 a.m. to 4:30 p.m.	B.K. R.T. W. Yd.	114.6	63.0		13			8:30 p.m. to 4:30 a.m.	A.M.	P.M.	P.M.							
1.45	3:15	1:49						.....SCHEDULE TIME					1:45	1:38	2:51						
36.0	19.3	34.7						.....AVERAGE MILES AN HOUR					36.0	38.6	22.1						

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.

Rule 528 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.

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

The authorized abbreviation for Liege-Bellflower in train orders will be Liege.

Sidings at Ethlyn and Martinsburg are stub tracks, switches leading from east.

* Liege open Saturdays and closed Mondays.

LEAVES KANSAS CITY
Via The GM&O

No. 64.....7:00 A. M.
No. 60.....8:00 P. M.

ARRIVES KANSAS CITY
Via The GM&O

No. 63.....6:00 P. M.
No. 65.....7:30 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.

Hannibal to Burlington—Subdivision—Northward

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951.

FIRST CLASS						STATIONS	CAPACITY OF		Office Open Week Days Except Saturdays	SECOND CLASS					
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger		Signs	Distance from St. Louis		Sidelings	Other Trucks	Daily Freight	Monday Wednesday Friday Mixed	Daily Ex. Sunday Way Frt.	
1	41	43	19	39	15							79	45	91	
L A.M. 2.09		A.M. 11.18			P.M. 7.15	B.C.K. O.R.T. W.Y.Yd.	119.4	..... HANNIBAL.....	Yard	Yard	Continuous.	A.M. 4.40			
								0.3							
s 2.14	A.M. 5.50	s 11.23	P.M. 6.57		s 7.19	B.Y.K. R.F.	119.7	..... HANNIBAL U. D.			No Office.				
L 2.25		L 11.33			L 7.28			1.1			No Office.				
							120.8	..... Wabash Crossing (Interlocked).....			No Office.				
2.34	5.58	c 11.41	7.09		7.35	F.	125.5	..... HELTON.....	72	8	No Office.	5.00			
2.44	6.06	f 11.49	f 7.19		7.43	F.	133.6	..... MARK.....	97	8	No Office.	5.23			
								3.9							
2.49	s 6.10	11.53	f 7.25		7.47	B.K.R.Y. W.Yd.	137.5	..... WEST QUINCY.....	150	Yard	Continuous.	5.37			
		P.M.						2.0							
s 3.25		s 12.17	A 7.35		s 8.10	B.C.K. O.R.T. W.Y.Yd.	139.5	..... QUINCY.....	Yard	Yard	Continuous.				
			P.M.					3.1							
^B 3.38	6.13	12.24			8.17	Yd.	142.6	..... LOWRIE.....	45		No Office.	5.40			
								7.5							
f 3.48	c 6.22	s 12.33			⁸⁰ 8.26	W.	150.1	..... LA GRANGE.....	66	45	8:00 a.m. to 5:00 p.m.	6.00			
								6.1							
s 3.57	⁷⁹ s 6.29	s 12.41			s 8.35		156.2	..... CANTON.....	82	54	[#] 8:30 a.m. to 5:30 p.m.	⁴¹ 6.29			
								5.3							
4.04	6.36	12.48			8.42	F.	161.5	..... FENWAY.....	71		No Office.	6.48			
4.11	6.42	f 12.55			8.48	F.	166.6	..... GREGORY.....	73	9	No Office.	7.00			
4.19	6.49	c 1.03			8.55		172.6	..... ALEXANDRIA.....		29	8:00 a.m. to Midnight	7.15	A.M. 11.30		
								5.3							
s 4.40	s 6.59	s 1.20		A 6.45	s 9.20	B.C.K. O.R.T. W.Yd.	177.9	..... KEOKUK.....	No. 1	Yard	Continuous.	¹² 8.25	A 11.50	P.M. 12.05	
				P.M.				5.4					A.M.		
4.47	7.06	1.27			9.27	F.	183.3	..... SANDUSKY.....	71	2	No Office.	8.35		12.20	
4.54	7.13	s 1.35			9.34		189.3	..... MONTROSE.....	88	33	7:50 a.m. to 4:50 p.m.	9.05		12.45	
								6.3							
5.02	7.20	f 1.43			⁴² 9.44		195.6	..... VIELE.....	80	14	[#] 8:10 a.m. to 5:10 p.m.	⁹² 9.45		1.00	
								6.4							
s 5.27	¹² s 7.30	s 2.02			s 10.04	B.K.O.T. W. Yd.	202.0	..... FT. MADISON.....	80	Yard	7:00 a.m. to 11:00 p.m.	10.20		1.40	
								7.9							
5.36	7.39	⁹¹ 2.11			10.13		209.9	..... WEVER.....	90	37	7:15 a.m. to 4:15 p.m.	10.50		⁴³ 2.11	
5.41	7.44	2.16			10.18	F.	214.2	..... SPRING GROVE.....	79	16	No Office.	11.10		2.30	
							220.3	..... WOOD TOWER.....			Continuous.				
								0.6							
A 5.55	A 8.01	A 2.35			A 10.30	B.C.K. O.R.T. W. Yd.	220.9	..... BURLINGTON.....	Yard	Yard	Continuous.	A 11.50		A 2.45	
		P.M.			P.M.							A.M.		P.M.	
3:30	2:11	3:02	0:38	0:15	3:02			..... SCHEDULE TIME.....				7:10	0:20	2:40	
28.9	46.3	33.4	31.2	21.2	33.4			..... AVERAGE MILES AN HOUR.....				13.6	15.9	19.1	

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

Automatic block system in effect between Hannibal and Mark.

Centralized Traffic Control in effect between Mark and Carthage Junction, at Quincy.

Manual Block System; Rule 318(B) in effect between north switch of freight wye, West Quincy and Burlington.

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 West Quincy and Keokuk.

No train order signal Hannibal, Hannibal U. D., Quincy or Keokuk.

Conductors and Enginemen must have Clearance Form A.

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

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

No. 41 will stop at La Grange for revenue passengers for Chicago when notified at West Quincy.

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" sign north of T. P. & W. Jct. and Johnson Street, Keokuk. All trains and engines must move at reduced speed between these points.

*Canton and Viele open Saturdays same as week days

Mungers M. P. 123.96—4 Cars

Small spur M. P. 126.50—4 Cars

Hulskamp M. P. 128.50—10 Cars

South River M. P. 129.95—4 Cars

Griffith M. P. 148.04—67 Cars

Cascade wye M. P. 219.0

Engines heavier than O-3 cannot use Cascade wye.

Galesburg Div. No. 96 Hannibal 4:00 a.m., West Quincy 4:45 a.m.

Burlington to Hannibal — Subdivision — Southward

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951.

FIRST CLASS						STATIONS	CAPACITY OF		Office Open Saturdays & Sundays	SECOND CLASS					
Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger		Signs	Distance from St. Louis		Siding	Other Tracks	Daily Ex. Sunday Way Frt.	Daily Freight	Monday Wednesday Friday Mixed	
8	12	40	18	44	42							92	80	38	
A.M.	A.M.			P.M.		B.C.K. O.R.T. W.Y.Yd.	119.4			Continuous.		P.M.			
A 4:58	A 10:33			A 7:24			0.3				A 11:00				
s 4:52	s 10:28		A.M.	s 7:19	P.M.	B.Y.K. R.F.	119.7			No Office.					
s 4:37	s 10:13		A 10:45	s 6:57	A 11:15		120.8			No Office.					
							125.5	72	8	No Office.		10:35			
4:26	10:03		10:35	6:47	11:06	F.	125.5								
4:18	9:54		f 10:27	6:39	10:58	F.	133.6	97	8	No Office.		10:10			
							137.5	150	Yard	Continuous.		9:50			
4:13	9:49		f 10:21	6:34	s 10:54	B.K.R.Y. W.Yd.	137.5								
s 4:05	s 9:42		L 10:15	s 6:27		B.C.K. O.R.T. W.Y.Yd.	139.5	Yard	Yard	Continuous.					
			A.M.				142.6	Yd.		No Office.		8:45			
3:38	9:19			6:05	10:50		150.1					15	8:26		
3:29	s 9:09			s 5:56	e 10:42	W.	156.2	66	45	Closed.					
s 3:21	s 9:00			s 5:48	s 10:35		161.5	82	54	# Closed.		7:55			
3:14	8:50			5:40	10:29	F.	161.5	71		No Office.		7:45			
3:07	f 8:43			f 5:34	10:23	F.	166.6	73	9	No Office.		7:35			
							172.6								
3:00	c 8:35	A 9:10		f 5:27	10:17		177.9			8:00 a.m. to Midnight		7:25	A 9:45		
s 2:52	s 8:25	L 9:00		s 5:19	s 10:09	B.C.K. O.R.T. W.Yd.	177.9	No. 1	Yard	Continuous.	A.M.	7:15	L 9:25		
		A.M.					183.3	71	2	No Office.	10:30	6:27			
2:33	8:01			5:04	9:59	F.	183.3								
2:26	s 7:52			s 4:57	9:52		189.3	88	33	Closed.	10:15	6:17			
							195.6	80	14	# Closed.	79	9:45	6:05		
2:19	7:42			f 4:49	9:44		202.0								
							209.9								
s 2:10	s 7:30			s 4:40	s 9:35	B.K.O.T. W.Yd.	209.9	80	Yard	7:00 a.m. to 11:00 p.m.	9:10	5:50			
1:50	s 7:16			f 4:25	9:26		214.2	90	37	Closed.	8:30	5:25			
1:45	7:09			4:19	9:21	F.	214.2	79	16	No Office.	8:20	5:15			
							220.3								
L 1:35	L 7:00			L 4:10	L 9:05	B.C.K. O.R.T. W.Yd.	220.9	Yard	Yard	Continuous.	L 8:05	L 5:00			
	A.M.			P.M.	P.M.						A.M.	P.M.			
3:02	3:13	0:10	0:30	2:47	2:10						2:50	6:00	0:20		
33.4	31.5	31.8	39.6	36.3	46.7						15.4	16.2	15.9		
..... SCHEDULE TIME.....															
..... 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(B) in effect between north switch of freight wye, West Quincy and Burlington.
- M-4-A, O-5-A and S-4-A engines must not doublehead over Mississippi River Bridge 133.02, 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 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" sign north of T. P. & W. Jct. and Johnson Street, Keokuk. All trains and engines must move at reduced 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 let off passengers from points north of LaGrange, and receive passengers for points south of Hannibal.

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

* Canton and Viele open Saturdays same as week days.

Galesburg Div. No. 61 West Quincy 12:15 p. m., Hannibal 1:00 p. m.

Quincy, Hannibal and Brookfield — Subdivision — Westward

HANNIBAL DIVISION. TIME TABLE No. 92. EFFECTIVE SEPTEMBER 30, 1951.

FIRST CLASS				Signs	Distance from Quincy and Hannibal	Distance from Kansas City Union Station	STATIONS	CAPACITY OF		Office Open Week Days Except Saturdays	SECOND CLASS			
Daily Passenger	Daily Passenger	Daily Freight	Daily Freight					Siding	Other Tracks		Daily Freight	Daily Freight	Daily Freight	Daily Freight
3	55	61	75	71	67									
	A.M. L 1.00				227.9	QUINCY 2.0	Yard	Yard	Continuous.					
	1.05				225.9	WEST QUINCY 4.1	150	Yard	Continuous.		A.M. L 8.10		P.M. L 8.25	
	1.10				221.8	MARK 2.9			No Office.		8.15		8.32	
	1.15				218.9	NORTH RIVER 5.5	36		No Office.		8.21		8.38	
	70 s A 1.25 A A.M.				213.4	PALMYRA	H-78 Q-57	109	7:15 a.m. to 3:15 p.m. 8:30 p.m. to 4:30 a.m.		A 8.35 A.M.		A 8.53 P.M.	
					228.2	HANNIBAL 0.3	Yard	Yard	Continuous.		A.M. L 3.15		P.M. L 2.00	
	A.M. L 1.50 P.M. 12.02				227.9	Wabash Crossing (Grade) HANNIBAL U. D. 5.9			No Office.					
	f 12.05				222.0	WHITE BEAR 1.8		16	No Office.					
					220.2	WITHER'S MILL 6.8	53	5	No Office.		3.30		2.25	
	70 A.M. s 12.19 L 1.25				213.4	PALMYRA 4.2	H-78 Q-57	109	7:15 a.m. to 3:15 p.m. 8:30 p.m. to 4:30 a.m.		3.47	A.M. L 8.35	2.43	P.M. L 8.53
	f 12.26	1.33			209.2	WOODLAND 4.7	82	10	No Office.		3.56	8.43	2.53	9.02
	f 12.34	56 1.43			204.5	ELY 6.4	81	8	No Office.		4.05	8.50	3.04	9.12
	s 12.46	s 1.53			198.1	MONROE CITY 6.7	E 40 W 80	42	7:00 a.m. to 3:00 p.m. 11:00 p.m. to 7:00 a.m.		4.17	9.00	3.19	9.23
	74 s 12.56	2.02			191.4	HUNNEWELL 4.9	78	20	8:30 a.m. to 5:30 p.m.		4.28	9.10	3.33	9.34
	f 1.04	2.09			186.5	LAKENAN 5.0	94	7	No Office.		4.38	9.18	3.45	9.42
	s 1.16	s 2.17			181.5	SHELBYNA 6.0	E 33 W 79	40	8:00 a.m. to 4:00 p.m. 7:00 p.m. to 3:00 a.m.		4.48	9.26	3.57	9.52
	f 1.24	2.25			175.5	LENTNER 6.3	82	7	No Office.		4.58	68 9.36	4.08	10.02
	s 1.37	f 2.34			169.2	CLARENCE 3.9	E 35 W 81	42	8:30 a.m. to 5:30 p.m.		5.08	9.46	4.21	72 10.15
	f 1.44	2.40			165.3	ANABEL 7.5	78	9	No Office.		5.14	9.58	4 4.33	10.23
	s 2.00	s 2.55			157.8	MACON 5.0	82	38	9:00 a.m. to 5:00 p.m. 7:30 p.m. to 3:30 a.m.		5.27	10.08	4.46	10.33
	s 2.10	c 3.03			152.8	BEVIER 3.5	92	242	8:15 a.m. to 5:15 p.m.		5.36	10.16	4.55	10.40
	s 2.17	3.08			149.3	CALLAO 7.1	120	13	7:30 a.m. to 4:30 p.m.		5.42	10.23	5.04	10.46
	s 2.28	3.17			142.2	NEW CAMBRIA 7.9	80	18	7:10 a.m. to 4:10 p.m.		5.55	10.33	5.20	70 11.00
	s 2.40	s 3.31			134.3	BUCKLIN 5.9	94	14	7:15 a.m. to 4:15 p.m.		6.08	10.45	5.35	11.16
	f 2.49	3.39			128.4	ST. CATHERINE 4.3	65	13	No Office.		6.18	10.55	5.45	11.30
	A 3.00 P.M.	A 3.45 A.M.			104.1	BROOKFIELD	Yard	Yard	Continuous.		A 6.30 A.M.	74 A 11.10 A.M.	A 6.00 P.M.	A 11.45 P.M.
	3:10 32.8	2:45 37.9				SCHEDULE TIME AVERAGE MILES AN HOUR					3:15 32.0	3:00 34.0	4:00 26.0	3:20 31.2

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
 Automatic block system in effect Mark to Palmyra and M. P. 0.3 Hannibal to Brookfield.
 Centralized Traffic Control in effect between Carthage Junction, at Quincy and Mark.
 No train order signal Hannibal, Hannibal U. D. Quincy and Palmyra.
 Conductors and Enginemen must have Clearance Form A.
 Trains may register by ticket at West Quincy.
 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 when on duty.
 No. 3 will stop at Oakwood daily except Sunday; Sunday on flag.
 No. 55 when notified 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 let off 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.
 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, Hannibal and Quincy — Subdivision — Eastward

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951

FIRST CLASS				Signs	Distance from Quincy and Hannibal	Distance from Kansas City Union Station	STATIONS	CAPACITY OF		Office Open Saturdays and Sundays	SECOND CLASS			
Daily Passenger	Daily Passenger							Sidings	Other Tracks		Daily Freight	Daily Freight	Daily Freight	Daily Freight
4	56									68	74	72	70	
	A.M. 2:37			B.C.K.O.R. T.W.Y. Yd.		227.9	..... QUINCY 2.0	Yard	Yard	Continuous.				
	2.21			B.R.K.Y. Yd.	2.0	225.9	..... WEST QUINCY 4.1	150	Yard	Continuous.		P.M. 2.20		A.M. 2.00
	2.17			F.	6.1	221.8	..... MARK 2.9			No Office.		2.00		1.46
	2.12			F.	9.0	218.9	..... NORTH RIVER 5.5	36		No Office.		1.55		1.35
	L 2:03 A.M.			R.W. Yd.	14.5	213.4	..... PALMYRA 4.2	H-78 Q-57	109	7:15 a.m. to 3:15 p.m. 8:30 p.m. to 4:30 a.m.		L 1:45 P.M.		⁵⁵ L 1:25 A.M.
				B.C.K.O.R. T.W.Y. Yd.		228.2	..... HANNIBAL 0.3	Yard	Yard	Continuous.		A.M. 11:45		A.M. 12:30
	P.M. 6:30			B.Y.K. R.F.	0.3	227.9	..... Wabash Crossing (Grade) 5.9			No Office.				
	6.14			F.	6.2	222.0	..... HANNIBAL U. D. 1.8			No Office.				
	f 6:09			F.	8.0	220.2	..... WHITE BEAR 6.8	53	5	No Office.		11.15		11.55
	s 5:59 A.M. 2:03			R.W. Yd.	14.8	213.4	..... PALMYRA 4.2	H-78 Q-57	109	7:15 a.m. to 3:15 p.m. 8:30 p.m. to 4:30 a.m.		10:55 A 1:29 P.M.		11:40 ⁵⁵ A.M. 1:00
	f 5:47	1:52		F.	19.0	209.2	..... WOODLAND 4.7	82	10	No Office.		10:38	1:22	11:25 12:50
	f 5:40 ⁵⁵ 1:43			F.	23.7	204.5	..... ELY 6.4	81	8	No Office.		10:28	1:15	11:16 12:41
	s 5:30 s 1:35				30.1	198.1	..... MONROE CITY 6.7	E 40 W 80	42	* 7:00 a.m. to 3:00 p.m. 11:59 p.m. to 2:59 a.m.		10:18	1:06	11:06 12:30
	s 5:19	1:25			36.8	191.4	..... HUNNEWELL 4.9	78	20	Closed.		10:07 ³	³ 12:56	10:55 12:19
	f 5:11	1:18		F.	41.7	186.5	..... LAKENAN 5.0	94	7	No Office.		9:57	12:44	10:44 12:10
	s 5:03 s 1:11				46.7	181.5	..... SHELBINA 6.0	E 33 W 79	40	11:59 p.m. to 2:59 a.m.		9:48	12:37	10:36 12:02
	f 4:51	1:01		F.	52.7	175.5	..... LENTNER 6.3	82	7	No Office.		⁷⁵ 9:36	12:29	10:26 11:52
	s 4:41 f 12:53			C.	59.0	169.2	..... CLARENCE 3.9	E 35 W 81	42	Closed.		9:25	12:19 ⁶⁷	⁶⁷ 10:15 11:42
	⁷¹ f 4:33	12:46		F.	62.9	165.3	..... ANABEL 7.5	78	9	No Office.		9:19	12:14	10:05 11:35
	s 4:23 s 12:36			W.	70.4	157.8	..... MACON 5.0	82	38	9:00 a.m. to 5:00 p.m. 11:59 p.m. to 2:59 a.m.		9:07	12:04 P.M.	9:52 11:24
	s 4:05 c 12:23			Y. Yd.	75.4	152.8	..... BEVIER 3.5	92	242	Closed.		8:58	11:56	9:42 11:16
	s 3:58	12:18			78.9	149.3	..... CALLAO 7.1	120	13	Closed.		8:50	11:51	9:35 11:10
	s 3:48	12:08			86.0	142.2	..... NEW CAMBRIA 7.9	80	18	Closed.		8:38	11:41	9:25 ⁶⁷ 11:00
	s 3:37 f 11:58				93.9	134.3	..... BUCKLIN 5.9	94	14	Closed.		8:25	11:30	9:12 10:45
	f 3:27	11:48		F.	99.8	128.4	..... ST. CATHERINE 4.3	65	13	No Office.		8:13	11:20	9:00 10:30
	L 3:18 P.M.	L 11:40 P.M.		B.C.K.O.R. T.W.Y. Yd.	104.1	124.1	..... BROOKFIELD 3.1	Yard	Yard	Continuous.		L 8:00 A.M.	⁷⁵ L 11:10 A.M.	L 8:45 P.M. 10:15 P.M.
	3:12 32.5	2:57 35.3					..... SCHEDULE TIME AVERAGE MILES AN HOUR.....					3:45 27.7	3:10 32.2	3:45 27.7 3:45 27.2

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

Automatic block system in effect Brookfield to M. P. 0.3 Hannibal and Palmyra to Mark.

Centralized Traffic Control in effect between Mark and Carthage Junction, at Quincy.

No train order signal Brookfield and Palmyra. Conductors and Enginemen must have Clearance Form A.

Trains may register by ticket at West Quincy.

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 Palmyra for Nos. 68 and 72 when on duty. No. 4 when notified will stop at Oakwood to unload baggage or express.

No. 56 will stop at Bevier on flag to receive passengers for St. Louis and Chicago

and to let off passengers from Missouri River points or beyond, No. 56 when notified will stop at Clarence to unload perishable express. 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.

* Monroe City open Sundays 11:59 a. m. to 2:59 p. m. - 11:59 p. m. to 2:59 a. m.

Oakwood M. P. 2.70

LOCATION OF SPRING SWITCHES

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

Brookfield to Kansas City — Subdivision — Westward

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951.

FIRST CLASS				STATIONS	CAPACITY OF		Office Open Week Days Except Saturdays	SECOND CLASS				
Daily Passenger	Daily Passenger	Signs	Distance from Quincy and Hannibal		Distance from Kansas City	Siding		Other Tracks	Daily Freight	Daily Freight	Daily Freight	Daily Freight
3	55			67			61		75	71		
4 P.M. L 3.10	A.M. L 3.55	B.C.K. O.R.T.W. Yd.	104.1	124.1	.....	Yard	Yard	Continuous.	A.M. L 12.30	A.M. L 6.45	A.M. L 11.45	P.M. L 10.00
		F.	106.2	121.3	2.1 NEEDLES 2.9			No Office.				
s 3.26	c 4.02	Y.	109.1	119.1	..... LACLEDE 7.4	92	22	7:30 a.m. to 4:30 p.m.	12.50	⁶⁸ 7.10	12.05	10.15
s 3.37	c 4.12		116.5	111.7	..... MEADVILLE 4.5	51	26	7:30 a.m. to 4:30 p.m.	1.05	7.25	12.20	10.27
s 3.47	4.18		121.0	107.2	..... WHEELING 8.2	E 36 W 48	14	7:30 a.m. to 4:30 p.m.	1.15	7.32	12.30	10.33
			129.2	99.0	..... WABASH CROSSING (Interlocked) 0.5			No Office.				
s 4.03	s 4.32	W.Yd.	129.7	98.5	..... CHILLICOTHE 5.6	75	85	Continuous.	1.30	7.43	12.45	⁵⁶ 10.46
s 4.12	4.40	F.	134.9	92.9	..... UTICA 5.6	52	15	No Office.	1.40	7.51	12.55	10.57
s 4.22	4.48	F.	140.9	87.3	..... MOORESVILLE 5.0	72	8	No Office.	1.52	8.00	1.07	11.08
s 4.30	c 4.55		145.9	82.3	..... BRECKENRIDGE 5.6	107	19	8:00 a.m. to 5:00 p.m.	2.00	8.09	1.15	11.16
f 4.39	5.02	F.	151.5	76.7	..... NETTLETON 5.3	57		No Office.	2.08	8.19	1.23	11.26
s 4.49	s 5.11		156.8	71.4	..... HAMILTON 6.4	83	36	8:00 a.m. to 5:00 p.m.	2.16	8.29	⁴ 1.31	11.36
s 4.59	⁶⁸ c 5.20		163.2	65.0	..... KIDDER 7.8	83	16	No Office.	2.26	8.40	1.46	11.47
s 5.15	s 5.33		171.6	56.6	..... CAMERON 0.6			No Office.				- A.M. -
f 5.38	5.54	B.C.K.R. T.W.Yd.Y.	171.6	56.6	..... CAMERON JUNCTION 5.4	No. 1 Track 127	Yard	Continuous.	2.40	⁷⁴ A 8.55	2.00	A 12.05
s 5.45	6.00	F.	177.0	51.2	..... KEYSTONE 4.0	44		No Office.	2.48	A.M.	2.08	- A.M. -
s 5.55	c 6.09		181.0	47.2	..... TURNERY 6.3	47	23	No Office.	2.55		2.15	
			187.3	40.9	..... LATHROP 0.4	67	45	8:00 a.m. to 5:00 p.m.	3.05		2.25	
s 6.07	c 6.19		187.7	40.5	..... A. T. & S. F. CROSSING (Automatic-Interlocked) 6.7			No Office.				
s 6.16	c 6.27	F.	194.4	33.8	..... HOLT 5.9	73	17	No Office.	3.20		2.40	
f 6.24	6.35	W.	200.3	27.9	..... KEARNEY 5.4	67	31	8:30 a.m. to 5:30 p.m.	3.30		2.50	
⁷⁰ s 6.35	s 6.43		205.7	22.5	..... CHANDLER 4.8	65	8	No Office.	3.40		3.00	
s 6.45	6.53	R.	210.5	17.7	..... LIBERTY 5.7	65	53	6:00 a.m. to 3:00 p.m.	3.50		3.10	
			216.2	12.0	..... (Interlocked) BIRMINGHAM	58	7	Continuous.	A 4.00		A 3.20	

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

A 7.30 P.M.	A 7.30 A.M.										
			
		..... KANSAS CITY								
		4:20 28.6	3:35 34.6	228.2 SCHEDULE TIME			3:30 32.0	2:10 31.2	3:35 31.3	2:05 32.4
				 AVERAGE MILES AN HOUR						

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 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 M. P. H. other days to dispatch mail, will also stop for revenue passengers for Kansas City or St. Joseph, and to let off passengers from Chicago or St. Louis.

No. 55 will reduce speed daily to 40 M. P. H. at Meadville, Wheeling, Mooresville and North Kansas City to dispatch mail.

No. 55 stops at Meadville, Breckenridge and Kidder to receive passengers for Kansas City and St. Joseph and let off passengers from Chicago and St. Louis and at Lathrop, Holt, and Kearney to let off 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., and Wabash trains. Lower blade governs eastward C. B. & Q. trains.

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.

ARRIVES MURRAY
No. 67..... 5:00 A. M.
No. 75..... 4:30 P. M.

Kansas City to Brookfield — Subdivision — Eastward

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951.

FIRST CLASS				Signs	Distance from Quincy and Hannibal	Distance from Kansas City	STATIONS	CAPACITY OF		Office Open Saturdays and Sundays	SECOND CLASS				
Daily Passenger	Daily Passenger	Daily Freight	Daily Freight					Siding	Other Tracks		Daily Freight	Daily Freight	Daily Freight	Daily Freight	
56	4	68	74	72	70										
P.M. A 11.30	3 P.M. A 3.10	A 7.30	A 10.50	P.M. A 8.15	P.M. A 9.45		..... BROOKFIELD	Yard	Yard	Continuous.					
		A.M. A 7.30	A.M. A 10.50	P.M. A 8.15	P.M. A 9.45		..... NEEDLES			No Office.					
s 11.21	s 3.00	61 7.10	10.40	8.04	9.35		..... LACLEDE	92	22	7:30 a.m. to 4:30 p.m.					
c 11.05	s 2.46	6.50	10.30	7.53	9.25		..... MEADVILLE	51	26	Closed.					
10.59	s 2.38	6.40	10.23	7.46	9.17		..... WHEELING	E 36 W 48	15	Closed.					
							..... WABASH CROSSING (Interlocked)			No Office.					
71 s 10.46	s 2.25	6.23	10.10	7.33	9.04		..... CHILLICOTHE	75	85	Continuous.					
10.30	f 2.11	6.13	10.00	7.25	8.55		..... UTICA	52	15	No Office.					
10.22	f 2.01	6.03	9.50	7.18	8.46		..... MOORESVILLE	72	8	No Office.					
c 10.15	s 1.51	5.55	9.43	7.10	8.37		..... BRECKENRIDGE	107	19	Closed					
10.07	f 1.41	5.45	9.34	7.01	8.28		..... NETTLETON	57		No Office.					
s 10.00	75 s 1.31	5.35	9.24	6.54	8.19		..... HAMILTON	83	36	8:00 a.m. to 5:00 p.m.					
c 9.50	s 1.20	5.20	9.10	6.45	8.09		..... KIDDER	83	16	No Office.					
	s						..... CAMERON		15	No Office.					
9.39	s 1.05	L 5.01	61 8.55	L 6.30	7.52		..... CAMERON JUNCTION	No. 1 Track 127	Yard	Continuous.					
9.22	s 12.50	A.M.	P.M.	P.M.			..... KEYSTONE	44		No Office.					
9.15	f 12.35		8.45		7.42		..... TURNEY	47	23	No Office.					
9.10	s 12.25		8.40		7.37		..... LATHROP	67	45	Closed.					
c 9.02	s 12.14		8.30		7.23		..... A. T. & S. F. CROSSING (Automatic-Interlocked)			No Office.					
	P.M. s 11.59		8.15		7.08		..... HOLT	73	17	No Office.					
c 8.44	s 11.50		8.05		6.58		..... KEARNEY	67	31	Closed					
	f 11.40		7.55		6.45		..... CHANDLER	65	8	No Office.					
s 8.28	s 11.30		7.45		6.35		..... LIBERTY	65	53	Closed					
8.20	s 11.20	L 7.30			L 6.25		..... BIRMINGHAM	58	7	Continuous.					

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

L 8.00 P.M.	L 11.00 A.M.	223.2	..... KANSAS CITY	Continuous.					
3:30 35.5	4:10 29.7		..... SCHEDULE TIME		2:29 27.2	3:20 33.6	1:45 38.5	3:20 33.6	
			..... 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. Conductors and Enginemen must have Clearance Form A.

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

No. 56 will stop at Kidder, Breckenridge and Meadville, to let off 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., and Wabash trains. Lower blade governs eastward C. B. & Q. trains.

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.

LEAVES MURRAY
No. 74..... 7:00 A. M.
No. 70..... 6:00 P. M.

St. Joseph and Cameron Junction — Subdivision

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951.

WESTWARD				Office Open Week Days Except Saturdays	Signs	Distance from Quincy and Hannibal	STATIONS	Distance from St. Joseph	CAPACITY OF		Office Open Saturdays and Sundays	EASTWARD				
SECOND CLASS		FIRST CLASS							Sidings	Other Tracks		FIRST CLASS		SECOND CLASS		
Daily Freight	Daily Freight	Daily Mixed	Daily Passenger									Daily Mixed	Daily Passenger	Daily Freight	Daily Freight	
71	61	303	355				.....CAMERON JUNCTION.....	34.7	No. 1 Track 127	Yard	Continuous.	304	356	68	72
A.M.	A.M.	P.M.	A.M.	Continuous.	B.C.K.R. T.W.Y.Yd.	171.6	.....CAMERON JUNCTION.....				Continuous.	P.M.	P.M.	A.M.	P.M.
L 12.05	L 8.55	L 5.30	L 5.55				.....OSBORN.....	6.0			Closed.	A 12.55	A 9.10	A 5.00	A 6.25
12.16	9.06	s 5.40	s 6.06	8:30 a.m. to 5:30 p.m.		177.6	.....OSBORN.....	28.7	76	18	Closed.	s 12.42	s 8.58	4.48	6.05
12.28	9.18	⁷² s 5.53	s 6.17	8:30 a.m. to 5:30 p.m.	F.	185.1	.....STEWARTSVILLE.....	7.5			Closed.	s 12.29	s 8.48	4.30	³⁰³ 5.53
12.35	9.25	f 6.05	f 6.27	No Office.	F.	189.2HEMPLE.....	4.1	17.1	77	14	No Office.	s 12.18	f 8.43	4.20	5.43
12.42	9.32	f 6.15	s 6.35	No Office.	F.	193.7EASTON.....	4.5	12.6	43	8	No Office.	s 12.11	f 8.36	4.08	5.33
12.53	9.43	f 6.26	f 6.45	No Office.	F.	200.1SAXTON.....	6.4	6.2	76		No Office.	f 12.01	8.28	3.55	5.23
						204.8C. R. I. & P. Crossing (Grade).....	4.7								
1.10	10.00	6.36	6.53	No Office.	F. Yd.	205.2	.....SOUTH PARK.....	0.4	1.1		No Office.	11.52	8.20	3.40	5.09
						205.6C. R. I. & P. Crossing (Grade).....	0.4								
						206.0C. R. I. & P. Crossing (Grade).....	0.4								
		A 6.55	A 7.10	Continuous.	B.K.R.Y. Yd.	206.3St. Joseph Terminal Crossing.....at Station (Grade)..... .....ST. JOSEPH UNION STATION.....	0.3		Yard	Yard	Continuous.	L 11.48	L 8.15		
1.10	10.00			No Office.	F. Yd.	205.2	.....SOUTH PARK.....	0.3	0.8		No Office.			3.40	5.09
						205.3A. T. & S. F. Crossing (Grade).....	0.1								
						205.5C. R. I. & P. and St. Joseph.....Division Crossings (Grade).....	0.2	0.5							
A 1.30	A 10.15			Continuous.	B.C.K.O.R. T.W.Y.Yd.	206.0St. Joseph Division Crossing.....at Station (Grade)..... .....ST. JOSEPH FRT. YARDS.....	0.5		Yard	Yard	Continuous.			L 3.30	L 5.00
Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	
1:25 24.5	1:20 26.0	1:25 24.5	1:15 27.8				.....SCHEDULE TIME.....					1:07 31.1	0:55 37.8	1:30 22.9	1:25 24.5
						AVERAGE MILES AN HOUR.....									

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

Illinois Jct. and Quincy — Subdivision

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951.

SOUTHWARD				Office Open Week Days	Signs	Distance from Illinois Jct.	STATIONS	Distance from Quincy	Capacity of other Tracks	Office Open Saturdays and Sundays	NORTHWARD			
SECOND CLASS		FIRST CLASS									FIRST CLASS		SECOND CLASS	
Tuesday Thursday and Sunday Way Frt. Mixed	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Monday Wednesday and Friday Way Frt. Mixed								Daily Ex. Sunday Passenger	Monday Wednesday and Friday Way Frt. Mixed	Daily Ex. Sunday Passenger	Monday Wednesday and Friday Way Frt. Mixed
94	110										109		95	
A.M. L 8.10	P.M. L 3.15			Continuous.	B.C.K. O.R.T. Yd. W.		..... BURLINGTON	72.0	Yard	Continuous.	A.M. A 11.10		P.M. A 2.50	
				Continuous.			..... WOOD TOWER	71.4	Yard	Continuous.				
8.20	3.20			No Office.	F.	0.3	..... ILLINOIS JCT.	70.8		No Office.	11.05		2.35	
s 8.40	s 3.28			No Office.		5.0	..... CARMAN	66.1	9	No Office.	s 10.55		s 2.17	
				No Office.		8.4	..... T. P. & W. Crossing (Interlocked)	62.7		No Office.				
s 9.00	s 3.39			7:55 a.m. to 4:55 p.m.		9.3	..... LOMAX	61.8	36	Closed.	s 10.42		s 1.50	
s 9.30	s 3.50			8:05 a.m. to 5:05 p.m.		15.0	..... DALLAS CITY	56.1	25	Closed.	s 10.31		s 1.25	
s 9.55	s 4.01			No Office.		19.7	..... COLUSA	51.4	24	No Office.	s 10.19		s 1.00	
109 s 10.13	s 4.07			8:30 a.m. to 5:30 p.m.		23.0	..... ADRIAN	48.1	24	Closed.	s 10.13		s 12.45	
s 10.40	s 4.13			No Office.	F.	26.7	..... FERRIS T. P. & W. Crossing (Grade)	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	..... CARTHAGE	40.3	46	Closed.	s 9.54		P.M. s 11.59	
— P.M. —				No Office.		30.9	..... Wabash Crossing (Grade) ..	40.2		No Office.				
s 12.01	s 4.35			8:30 a.m. to 5:30 p.m.		37.7	..... 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	..... WEST POINT	28.3	26	Closed.	s 9.29		s 10.45	
s 12.30	s 4.50			No Office.	F.	45.4	..... STILLWELL	25.7	12	No Office.	s 9.22		s 10.25	
s 12.55	s 5.00			No Office.	F.	50.5	..... 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	..... 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	..... URSA	9.9	23	Closed.	s 8.51		s 9.20	
s 2.00	f 5.25			No Office.		64.1	..... ROCK CREEK	7.0	10	No Office.	f 8.43		f 9.10	
				No Office.		70.2	..... CARTHAGE JCT.	0.9		No Office.				
A 2.30 P.M.	A 5.45 P.M.			Continuous.	B.C.K. O.R.T. W.Y. Yd.	71.1	..... QUINCY		Yard	Continuous.	L 8.30 A.M.		L 8.55 A.M.	
6:20 11.2	2:30 28.4						..... SCHEDULE TIME				2:40 26.6		5:55 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. 70.2, and Quincy.

Rule 907 in effect.

No train order signal 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.

Viele and Bloomfield—Subdivision

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951.

WESTWARD				Office Open Week Days Except Saturdays	Signs	Distance from Viele	Distance from Burlington	STATIONS	Capacity of Other Tracks	EASTWARD									
SECOND CLASS										Daily Ex. Sunday Mixed	77	R.	(58.9)	17	Daily Ex. Sunday Mixed	78	A 4.05	f 3.53	s 3.45
		A.M. L 8.30		8:10 a.m. to 5:10 p.m. See Footnote		25.3		VIELE			P.M. A 4.05								
		f 8.45		No Office.		5.2	30.5	FRANKLIN	3		f 3.53								
		s 9.05		7:30 a.m. to 4:30 p.m.		7.7	33.0	DONNELLSON	51		s 3.45								
		s 9.45		8:00 a.m. to 5:00 p.m.		18.4	43.7	C. R. I. & P. Crossing (Grade)			s 3.10								
		s 10.10		No Office.		29.8	55.1	FARMINGTON	22		s 2.30								
		s 10.30		7:15 a.m. to 4:15 p.m.		38.0	63.3	MT. STERLING	20		s 2.05								
		s 11.00		8:00 a.m. to 5:00 p.m.		43.4	68.7	CANTRIL	21		s 1.43								
		s 11.20		7:30 a.m. to 4:30 p.m.		49.8	75.1	MILTON	20		s 1.15								
		f 11.35		No Office.		55.8	81.1	PULASKI	20		f 12.52								
		A 11.45 A.M.		8:00 a.m. to 5:00 p.m. See Footnote	Yd. R. Y.	58.9	84.2	STEBEN	7		L 12.45 P.M.								
		3:15 18.1						BLOOMFIELD	Yard										
SCHEDULE TIME											3:20								
AVERAGE MILES AN HOUR											17.7								

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

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

Rule 907 in effect.

STUB TRACKS—

Franklin.....Switch west end.
Steuben.....Switch east end.
Bloomfield Wye located at M.P. 81.90.

No. 77 Leaves Ft. Madison 8:00 a. m.
No. 78 Arrives Ft. Madison 4:30 p. m.

No train order signal Viele and Bloomfield. Conductors and enginemen must have Clearance Form A when operator on duty.

Nos. 77 and 78 carry passengers.

Office open Saturdays: Viele—8:10 a.m. to 5:10 p.m.
Bloomfield—11:30 a.m. to 1:30 p.m.

At Bloomfield all tracks are yard tracks. Trains entering Bloomfield expect to find cars on any and all tracks, including former main track.

Forker and Carrollton—Subdivision

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951.

SOUTHWARD				Office Open Week Days Except Monday	STATIONS	Capacity of Other Tracks	NORTHWARD								
SECOND CLASS							Signs	Distance from Forker	Mile Post Location	Daily Ex. Sunday Mixed	11	Sunday Only Mixed	14	Daily Ex. Sunday and Monday Mixed	12
		Sunday Only Mixed	Daily Ex. Sunday and Monday Mixed												
		A.M. L 4.40	A.M. L 7.55	No Office.	F.	186.5		FORKER	7		A 8.45	P.M. A 1.49			
		s 5.00	s 8.15	7:30 a.m. to 4:30 p.m.		5.4	191.9	SUMNER	19		s 8.30	s 1.32			
		s 5.25	s 8.45	8:00 a.m. to 5:00 p.m.		11.9	198.4	Wabash Crossing (Grade)			s 8.10	s 1.10			
		s 5.45	s 9.15	7:30 a.m. to 4:30 p.m.		18.9	205.4	HALE	24		s 7.45	s 12.47			
		s 6.05	s 9.40	No Office.		26.6	213.1	TINA	23		f 7.25	f 12.22 P.M.			
		A 6.35 A.M.	A 10.00 A.M.	8:30 a.m. to 5:30 p.m.	R.T. W. Yd.	34.1	220.6	BOGARD	10		L 7.05 A.M.	L 11.59 A.M.			
		1:55 17.8	2:05 16.4					CARROLLTON	Yd.						
SCHEDULE TIME											1:40			1:50	
AVERAGE MILES AN HOUR											20.4			18.6	

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

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

Rule 907 in effect.

Clearance Form A will not be required at Forker.

No train order signal Sumner, Hale, Tina and Carrollton. Conductors and enginemen must have Clearance Form A when operator on duty.

All second class trains carry passengers.

At Carrollton all tracks are yard tracks. Trains entering Carrollton expect to find cars on any and all tracks including former main track.

Nos. 11 and 12 will register at M.P. 209.

STUB TRACKS—

Forker.....Switch north end.
Bogard.....Switch north end.

Leaves Brookfield:

No. 15—4:00 a.m. Sunday only.

No. 11—6:45 a.m. daily except Sunday and Monday.

Arrives Brookfield:

No. 14—9:00 a.m. Sunday only.

No. 12—2:00 p.m. daily except Sunday and Monday.

Sedan and Laclede—Subdivision

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951.

SOUTHWARD				Office Open Week Days Except Monday	Signs	Distance from Sedan	Mile Post Location	STATIONS	Capacity of Other Tracks	NORTHWARD				
SECOND CLASS		FIRST CLASS								FIRST CLASS	SECOND CLASS			
	Tuesday Thursday and Saturday Mixed	Daily Ex. Sunday Passenger								Daily Except Sunday Passenger	Sunday Only Mixed	Wednesday and Friday Mixed		
	83	3						(77.6)		4	84	80		
	A.M. L 8.50	A.M. L 11.59		No Office.	R.Y.	104.1		.....SEDAN	20	P.M. A 12.46	A.M. A 9.15	P.M. A 1.50		
	f 9.05	s 12.09		No Office.		4.4		.....C. B. & Q. Crossing (Grade)	11	s 12.35	f 9.04	f 1.35		
	s 9.23	A 12.18		7:30 a.m. to 4:30 p.m.	R.	9.2		.....EXLINE	25	L 12.23	f 8.52	s 1.21		
	f 9.40	P.M.		No Office.	F.	13.8		.....CINCINNATI	3	P.M.	f 8.37	f 1.08		
	9.57			No Office.		19.1		.....MENDOTA	6		8.22	12.55		
	s 10.20			8:30 a.m. to 5:30 p.m.	W.	24.2		.....KEBLE	43		s 8.05	s 12.40		
	f 10.35			No Office.		29.7		.....UNIONVILLE	6		f 7.28	f 12.10		
	f 10.50			No Office.	F.	33.9		.....LEMONS	16		f 7.10	f 11.55		
	f 11.05			No Office.	F.	39.8		.....POLLOCK	9		f 6.53	f 11.41		
	P.M. s 12.05			7:30 a.m. to 4:30 p.m.	Y.W.Yd.	45.9		.....BOYNTON	Yard		L 6.35	L 11.25		
	f 12.20			No Office.		52.5		.....MILAN	9		A 6.05	A 9.55		
	s 12.35			8:00 a.m. to 5:00 p.m.		58.4		.....CORA	14		f 5.45	f 9.40		
	s 12.55			7:30 a.m. to 4:30 p.m.		65.2		.....BROWNING	18		f 5.30	s 9.20		
	s 1.15			8:15 a.m. to 5:15 p.m.		70.5		.....PURDIN	16		f 5.14	s 9.00		
	A 1.30			7:30 a.m. to 4:30 p.m. See Footnote.	R.W.Y.	77.6		.....LINNEUS	54		f 4.52	s 8.35		
	P.M. 4:40 16.8	0:19 30.7						.....LACLEDE			L 4.30	L 8.15		
								.....SCHEDULE TIME		0:23	4:45	5:35		
								.....AVERAGE MILES AN HOUR		26.3	16.3	13.8		

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

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

Rule 907 in effect.

Clearance Form A will not be required at Sedan.

No train order signal Milan and Laclede. Conductors and enginemen must have Clearance Form A when operator on duty.

All second class trains carry passengers.

Emergency water supply at Unionville.

Office open Sundays and Mondays: Laclede 7:30 a.m. to 4:30 p.m. Other Offices closed.

Helper engines of P class or heavier must be spaced at least 3 car lengths from similar or Diesel engines over bridges 110.66, 124.97, 155.27, 156.88 and 159.53.

Spur track between Milan and Green City, 11.3 miles, yard limits and Rule 908 in effect.
 No. 84 will serve Green City about 6:30 a.m. Sunday.
 No. 80 will serve Green City about 10:30 a.m. Wednesday and Friday.
 Car capacity Green City, 27.

STUB TRACKS:

- Mendota.....Switch north end.
- Keble.....Switch south end.
- Boynton.....Switch north end.
- Cora.....Switch north end.

Leaves Brookfield:

- No. 84—4:15 a.m. Sunday only.
- No. 80—8:00 a.m. Wednesday and Friday.

Arrives Brookfield:

- No. 83—1:45 p.m. Tuesday, Thursday and Saturday.

Alexandria and Humeston—Subdivision

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951.

WESTWARD					Distance from Keokuk	Signs	STATIONS	Capacity of Other Tracks	Office Open Week Days Except Saturdays	EASTWARD				
SECOND CLASS				FIRST CLASS						FIRST CLASS		SECOND CLASS		
Tuesday Thursday and Saturday Mixed	Wednesday and Friday Mixed	Sunday Only Mixed	Monday Wednesday and Friday Mixed	Daily Except Sunday Passenger						Daily Except Sunday Passenger	Monday Wednesday and Friday Mixed	Tuesday Thursday and Saturday Mixed	Tuesday Thursday and Saturday Mixed	Tuesday Thursday and Saturday Mixed
97	81	85	95	1					2	94	82	96		
			P.M. L 9.50	A.M. L 9.10	5.2	R.	(130.9) ALEXANDRIA	28	8:00 a.m. to Midnight See Footnote.	A 6.30	A 11.30			
			s 10.10	s 9.24	12.4		.....WAYLAND	50	7:30 a.m. to 4:30 p.m.	s 6.15	s 11.10		
			s 10.45	s 9.41	20.0		.....KAHOKA	18	8:00 a.m. to 5:00 p.m.	s 5.59	s 10.45		
			s 11.00	s 9.50	23.3		.....MEDILL	18	Continuous.	s 5.49	s 10.23		
			f 11.05	s 9.54	25.0	F.	.....A. T. & S. F. Crossing (Int'l)		No Office.	s 5.44	f 10.17		
				⁹⁴ f 11.20	28.7	F.	.....ASHTON	10	No Office.	s 5.37	f 10.02		
				s 10.13	34.4	F.	.....LURAY	7	No Office.	s 5.25	f 9.42		
				f 11.35	36.6	F.	.....GRANGER	20	No Office.	s 5.20	f 9.35		
				f 11.45	45.1	W.	.....ARBELA	40	6:30 a.m. to 5:30 p.m. See Footnote.	s 5.03	s 9.10		
			s 12.35	s 10.37	51.1	F.	.....MEMPHIS	22	No Office.	f 4.48	f 8.35		
				f 12.50	56.3		.....CRAWFORD	21	7:30 a.m. to 4:30 p.m.	s 4.39	s 8.23		
				s 1.08	65.7		.....DOWNING	32	7:00 a.m. to 4:00 p.m.	s 4.21	s 7.58		
				s 1.25	69.0		.....LANCASTER	12	No Office.				
					70.9		.....GLENWOOD JCT.		No Office.				
				f 1.45	74.1		.....Wabash Crossing (Grade)		No Office.				
				f 1.57	78.9	F.	.....GUINN	2	No Office.	f 4.01	f 7.28		
				s 2.10	82.4	R.Y.	.....DEAN	8	No Office.	s 3.52	f 7.15		
	P.M. L 1.55	A.M. L 9.20		A 11.55 P.M. L 12.48	86.3		.....SEDAN	20	No Office.	s 3.45	s 7.05	A.M. A 7.20	
					89.6	B.C.K. O.R.T. W.Yd.	.....C. B. & Q. Crossing (Grade)		No Office.				
A.M. L 6.30	A 2.15 P.M.	A 9.40 A.M.	A 2.30 A.M.	A 1.05 P.M.	91.5		.....C. R. I. & P. Crossing (Interlocked)	Yard	6:30 a.m. to 10:30 p.m. See Footnote.	L 3.30 P.M.	L 6.45 A.M.	L 7.00 A.M.	A.M. A 11.35
					98.0		.....C. R. I. & P. Crossing (Grade)	20	No Office.				
					101.3		.....CENTERVILLE	13	No Office.				
					107.0		.....RELAY (S. I. Ry. Tfr.)	15	No Office.				
					117.8		.....GARFIELD	16	No Office.				
					125.6		.....PLANO	53	No Office.				
					130.9	W.Y.Yd. R.	.....PROMISE CITY	8	No Office.				
							.....CORYDON	8	No Office.				
							.....CAMBRIA	Yard	No Office.				
							.....HUMESTON	Yard	No Office.				
							.....SCHEDULE TIME			3:00 28.1	4:45 17.8	0:20 21.7	2:05 19.9
							.....AVERAGE MILES AN HOUR						

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

Manual Block System; Rule 318 (B) in effect.
Rule 907 in effect.

No train order signal at Centerville, Alexandria and Humeston. Conductors and enginemen must have Clearance Form A when operator on duty.

All second class trains carry passengers.
Helper engines of P class or heavier must be spaced at least 3 car lengths from similar or Diesel engines over bridges 13.81 and 82.75.

STUB TRACKS—

- Granger—Switch east end.
- Guinn—Switch east end.
- Dean—Switch east end.
- Promise City—Switch east end.
- Cambria—Switch west end.

Old King Coal Co. Mine M.P. 94.26.

Office Open Sundays:

- Alexandria—8:00 a.m. to midnight.
- Medill—Continuous.
- Centerville—8:00 a.m. to 11:00 a.m. and 3:45 p.m. to 6:45 p.m.
- Other offices closed.

Office open Saturdays:

- Alexandria—8:00 a.m. to midnight.
- Memphis—6:30 a.m. to 2:30 p.m. and 4:50 p.m. to 5:30 p.m.
- Centerville—8:00 a.m. to 11:00 a.m. and 1:30 p.m. to 4:30 p.m.
- Other offices closed.

Memphis open Monday: 9:30 a.m. to 5:30 p.m.

At Humeston: All Hannibal Division tracks east of the St. Joseph Division main track are yard tracks. Trains entering Humeston expect to find cars on any and all of these tracks including former main track.

Quincy and Kirksville—Subdivision

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951.

WESTWARD					Office Open Week Days Except Saturdays	Signs	Distance from Quincy	STATIONS	Capacity of Other Tracks	EASTWARD					
SECOND CLASS										SECOND CLASS					
				Daily Ex. Sunday Mixed											Daily Ex. Sunday Mixed
				141			(69.3)			142					
				A.M. L 7.00	Continuous.	B.C.K.O.R. T.W.Y.Yd.		.....	Yard		P.M. A 7.45				
				7.10	Continuous.	Y.Yd.	1.9	.....	Yard		7.30				
							2.1	.....						
							6.5	.....	14						
				s 7.23	No Office.	F.		.....			f 7.15				
				s 7.35	No Office.	F.	10.8	.....	12		s 7.02				
				s 7.50	No Office.		14.8	.....	9		f 6.50				
				s 8.05	8:00 a.m. to 5:00 p.m.		18.1	.....	11		s 6.42				
				s 8.35	8:00 a.m. to 5:00 p.m.		26.1	.....	18		s 6.20				
				s 8.50	7:30 a.m. to 4:30 p.m.		31.8	.....	29		s 6.05				
				s 9.05	8:00 a.m. to 5:00 p.m.		37.2	.....	19		s 5.27				
				s 9.45	7:30 a.m. to 4:30 p.m.	W.	46.6	.....	70		s 5.01				
				s 10.03	8:00 a.m. to 5:00 p.m.		53.4	.....	30		s 4.36				
							54.6	.....	20						
				s 10.15	No Office.		57.6	.....	18		s 4.26				
				f 10.30	No Office.		63.8	.....	11		f 4.12				
				A 10.45 A.M.	7:30 a.m. to 5:00 p.m. See Footnote.	Y.K.R.B. Yd.	69.3	.....	Yard		L 4.00 P.M.				
				3:45 18.4				.....			3:45 18.4				
														

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

Centralized Traffic Control in effect between West Quincy and Carthage Junction at Quincy.

Manual Block System; Rule 318 (B) in effect between West Quincy and Kirksville.

Rule 907 in effect.

STUB TRACKS—

Durham.....Switch west end.

Brashear.....Switch east end.

Bullion.....Switch west end.

Nos. 141 and 142 carry passengers.

No train order signal Quincy and Kirksville. Conductors and enginemen must have Clearance Form A when operator on duty.

Office open Sunday: West Quincy—Continuous.
Quincy—Continuous.
Other offices closed.

Kirksville—Open Saturday—7:30 a.m. to 3:30 p.m.
Open Monday—9:00 a.m. to 5:00 p.m.

At Kirksville all tracks are yard tracks. Trains entering Kirksville expect to find cars on any and all tracks, including former main track. Use of wye at Kirksville involves use of Wabash main track. Before turning engines or cars permission must be obtained from Wabash Dispatcher.

Speed Restrictions

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951.

1. Troop trains consisting of passenger cars only (including caboose) will be governed by speed authorized for steam trains handling standard cars, except must not exceed 65 M. P. H. Troop trains handling freight cars will be governed by speed authorized for freight trains, except must not exceed 50 M. P. H.

Light engines may operate at maximum speed authorized for freight trains except must not exceed 35 M. P. H.

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

Passenger trains handled by single-engine-truck freight engines must not exceed 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 or diesel-electric motor cars may operate on the various subdivisions at maximum speed authorized for passenger trains, but must not exceed 50 M. P. H. On branch lines when steam is substituted for motor service speed must be reduced 10 M. P. H. below authorized speed for motor trains.

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

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

Where subdivision maximum speeds are less, they will govern.

Diesel engines running light must not exceed speed authorized for freight trains except must not exceed 35 M. P. H. unless otherwise provided.

2. Steam passenger trains operating on Zephyr schedules in automatic block signal territory will reduce speed 10 M. P. H. 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 M. P. H. 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 Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On sidings.....	Reduced speed	Reduced 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
Wholly disconnected or dead steam engines.....		20
20 yard air dump cars in 202650-202799 series, in rear of train when possible.....		25
Main line.....		25
Branch line.....		20
Loaded 30 yard air dump cars in 202800-202884 series, in rear of train when possible.....		35
Main line.....		35
Branch line.....		20
Derricks, pile drivers, clamshells, and similar equipment, on:		
Main Line.....		30
On Curves.....		25
Old Monroe-Francis Subdivision.....		25
On Curves.....		15
All other Subdivisions.....		15
<p>250 ton derrick must not operate over any Sub-division except, may operate Burlington to Hannibal; Hannibal to St. Louis; Quincy, Hannibal and Brookfield; Brookfield to Kansas City and St. Joseph and Cameron Jct. Subdivisions and must have at least three light cars between the derrick and engine when operating over the following Bridges 51.49 Cuiivre River, 129.93 South River, 131.28 North River, 138.02 Quincy, 197.24 Platte River, Saxton.</p>		

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS Concluded		
Pile drivers 204617 and 204618:		
Main line.....		25
Branch line.....		15
Rotary snow plows:		
Main line.....		25
Branch line.....		15
Scale test cars:		
Main Line.....		25
Old Monroe-Francis Subdivision.....		20
Illinois Jct. & Quincy Subdivision.....		15
All Branch lines.....		15
ST. LOUIS AND HANNIBAL SUBDIVISION		
Maximum Speed:		
North Market and West Alton.....	55	45
West Alton and Old Monroe.....	65	45
Old Monroe and Clarksville.....	65	45
Clarksville and Hannibal.....	60	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 M. P. 4.6 and connection with Merchants Terminal tracks at Wright Street, St. Louis.....	15	15
Southward freight trains M. P. 10.8 to M. P. 10.6.....		40
Over Alton Bridge.....	10	10
Through interlocking plant Henry St., Alton.....	10	10
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
Southward freight trains M. P. 21.08 to M. P. 20.5.....		35
Alton Bridge and West Alton.....	30	30
North crossover, Machens.....	25	25
Perkins, turnout end of double track.....	30	30
Over Bridge 32.10.....	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
Around curve at Forgeys Bluff, M. P. 79.75.....	35	25
Around curve at M. P. 85.15.....	50	40
Over crossing Georgia Street, M. P. 94.30 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
HANNIBAL AND BURLINGTON SUBDIVISION		
Maximum Speed:		
Hannibal and Lowrie.....	60	45
Lowrie and Burlington.....	59	45
M-2 Engines.....	45	45
Bridge 119.63-A on old main line, Hannibal:		
R-5, S-1-A and S-2-A engines handling cars.....		10
O-1, S-3 and S-3-A engines without cars.....		10
Engines heavier than O-1 must not operate.		
(Continued)		

Speed Restrictions—Continued

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
HANNIBAL AND BURLINGTON SUBDIVISION Concluded			ILLINOIS JCT. AND QUINCY SUBDIVISION		
Freight and passenger Diesel engines over Bridge 119.63-A on old main line at Hannibal.....	10	10	Maximum Speed.....	40	25
S-4 or S-4-A engines must use only tracks 1 and 6 in the Hannibal Union Depot.....			Around curve at M. P. 16.....	15	15
Over junction switch Mark.....	20	20	Over highway crossing at M. P. 19.37.....	5	5
Through turnout south switch, West Quincy Yard...	25	25	Over highway crossing at M. P. 19.07.....	5	5
Passenger wye West Quincy over east wye switch....	10	10	When using house tracks.....	5	5
Passenger wye West Quincy over north switch.....	25	25	Loaded tank cars and loaded 30 yard air dump cars 202800-202884 series.....		20
Through freight wye West Quincy.....	10	10	Steam Engines running backward.....	10	10
Around Curve M. P. 137.20.....	25	25	QUINCY, HANNIBAL AND BROOKFIELD SUBDIVISION		
Over Mississippi River Bridge 138.02 until entire train passes.....	10	10	Maximum Speed:		
Switch at Bridge Junction, Quincy.....	20	10	Between Brookfield-Macon and Palmyra-Quincy...	50	45
Upper Bay Bridge 140.22, Quincy.....	10	10	Between Macon and Palmyra.....	65	50
Between Bridge 140.22 Route B and Bridge 262.58 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
S-4 or S-4-A engines must use only tracks 2 and 4 in the Quincy Passenger Depot.....			M-2 Engines.....	45	45
M. P. 161.75 to M. P. 163.25.....	50	40	Around curve Palmyra to M. P. 14 on Hannibal Line.....	30	30
M. P. 169.50 to M. P. 173.....	50	45	Between Bridge 140.22 Route B and Bridge 262.58 Route A Quincy.....	10	10
Around curve at M. P. 169.70.....	45	35	Upper Bay Bridge 140.22 Quincy.....	10	10
Around curve at M. P. 172.40.....	30	30	Lower Bay Bridge 262.58 Quincy.....	6	6
O or M Engines must not use Alexandria-Humeston Subdivision main line at Alexandria.....			Over Mississippi River Bridge 138.02 until entire train passes.....	10	10
Over Des Moines River Bridge 174.95.....	25	25	Switch at Bridge Junction, Quincy.....	20	10
Around curve at M. P. 175.10.....	25	25	Around curve M. P. 137.20.....	25	25
Between M. P. 176 and Johnson Street Keokuk.....	30	30	Through turnout south switch, West Quincy Yard...	25	25
Bank Street Crossing M. P. 177.75, Keokuk.....	15		Around curves between Palmyra and North River....	40	25
Between Johnson Street Keokuk and T. P. & W. Jct. proceed as way is seen to be clear.....	10	10	Through Jct. switch leading to Quincy at Palmyra...	40	40
Around curve at M. P. 194.80.....	35	25	Main Street M. P. 29.94 and Vine Street M. P. 29.97 Monroe City.....	25	25
Over 20th Street Crossing M. P. 200.90 and 18th Street Crossing M. P. 201.15, Ft. Madison.....	25	25	Street crossings M. P. 46.72 to M. P. 46.90 Shelbina..	20	20
Bluff Street M. P. 202.71, Ft. Madison.....	8	8	Street crossings M. P. 58.86 to M. P. 59.10 Clarence..	35	35
M. P. 217.45 to M. P. 220.3.....	25	25	Main Street M. P. 75.38 Bevier.....	15	15
Steam Engines running backward.....	20	20	Street crossing M. P. 78.90 Callao.....	30	30
OLD MONROE AND FRANCIS SUBDIVISION			Eastward trains around curve at M. P. 85 and curve at M. P. 84.60.....	35	30
Maximum Speed:			Steam Engines running backward.....	20	20
Old Monroe and Francis.....	Diesel 59 Steam 50	Diesel 40 Steam 35	BROOKFIELD AND KANSAS CITY SUBDIVISION		
Bridge 51.49 to M. P. 51.75.....	30	30	Maximum Speed:		
Turnout to St. Louis-Hannibal Subdivision, Old Monroe.....	30	30	Brookfield and Cameron Jct.....	50	45
Over Bridge M 77.66.....	35	25	Cameron Jct. and Lathrop.....	50	
Turn out to GM&O at Francis.....	10	10	Lathrop and Birmingham.....	45	
Steam Engines running backward.....	20	20	Cameron Jct. and Birmingham.....		Diesel 40 Steam 35
Caboose extras.....		25	M-2 Engines.....	45	50
Light Engines.....		25	South track between Needles and Brookfield.....	30	20
			M. P. 106.85 to M. P. 107.....	40	40
			O and M engines on Station and Wye tracks at Laclède	10	10
			O-1-A or heavier engines must not go beyond clearance point of main line switch at Laclède on Laclède-Sedan Subdivision.....		
			M engines over Bridge 182.25 over highway 36 south of Laclède station.....	10	10
			Engines using brick plant track at Utica.....	10	10
			Engines heavier than O-1-A must not go in on this track.		
			Street crossings:		
			M. P. 170.79 to M. P. 171.57, Cameron.....	25	25
			M. P. 156.35 to M. P. 158, Hamilton.....	15	15

Speed Restrictions—Continued

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	Speed restrictions for Zephyr type motor trains are as follows:			
			BETWEEN ST. LOUIS AND BURLINGTON			
			Northward M. P. H. Zone Other	Condition	M. P. Location	Southward M. P. H. Zone Other
BROOKFIELD AND KANSAS CITY SUBDIVISION Concluded						
On curves between Lathrop and Birmingham.....	40	30	30 ..		St. Louis to M. P. 4.6	30 ..
Head end of trains over ATSF crossing, Lathrop.....	20	20	65 ..		M. P. 4.6 to M. P. 21.00	65 ..
Westward freight trains:			.. 60	Curve	10.14	.. 60
M. P. 189.75 to M. P. 189.77.....			.. 45	Curve	18.50	.. 45
M. P. 193.3 to M. P. 193.5.....			.. 40	Curve	20.30	.. 40
M. P. 201.65 to M. P. 201.67.....		Diesel 35 Steam 30	75 ..		21.00 to 84.00	75 ..
M. P. 212.5 to M. P. 212.7.....			.. 40	*North Crossover	Machens	.. 40
Westward freight trains around curves M. P. 211.5 to M. P. 212.5.....		25	.. 40	*Turnout, end of double track Perkins		.. 40
Eastward freight trains M. P. 206.65 to M. P. 206.63.....		Diesel 35 Steam 30	.. 50		Bridge 32.10	50
Steam Engines running backward.....	20	20	.. 40	*Turnout to St. Louis-Old Monroe Subdivision, Old Monroe		.. 40
T. JOSEPH AND CAMERON JUNCTION SUBDIVISION			.. 45	Curve	79.75	.. 45
Maximum Speed.....	50	45	65 ..		84.00 to 93.70	65 ..
M-2 Engines.....	45	45	.. 55	Curve	85.15	.. 55
Through Stewartsville.....	30	30	.. 40	Curve	93.50	.. 40
M Engines over Platte River Bridge 197.24.....	10	10	50 ..		93.70 to 95.80	50 ..
Freight trains between South Park and Saxton.....		25	.. 6	*Georgla St. M. P. 94.30, Louisiana		.. 6
Head end of trains between home signals C R I & P crossing M. P. 204.48 South Park.....	20	20	65 ..		95.80 to 119.00	65 ..
Over 22nd Street crossing St. Joseph between the hours 11:00 p. m. and 7:00 a. m.....	15	15	30 ..		119.00 to 120.50	30 ..
Trailing movements through spring switch at east end South Park Advance track.....	15	15	65 ..		120.50 to 137.00	65 ..
Facing movements over spring switch at east end South Park Advance track.....	25	25	.. 40	Curve	133.75	.. 40
Steam Engines running backward.....	20	20	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 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 Johnson St. Keokuk and T. P. & W Jct. 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. M. P. 202.71 Ft. Madison		.. 8
			59 ..		203.00 to 217.45	59 ..
			50 ..		217.45 to 220.00	50 ..
			30 ..		220.00 to Burlington	30 ..

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 M. P. H.

Must not exceed 35 M. P. H. around curves between Hannibal and Palmyra and 30 M. P. H. around curves between Palmyra and North River.

Must not exceed 35 M. P. H. around curves between Lathrop and Birmingham.

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

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".

*No roadway signal

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

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—Concluded

HANNIBAL DIVISION.

TIME TABLE No. 92.

EFFECTIVE SEPTEMBER 30, 1951.

LOCATIONS	Diesel Engines		LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
	1000 H. P. M. P. H.	600 H. P. M. P. H.			
VIELE AND BLOOMFIELD SUBDIVISION:			SEDAN AND LACLEDE SUBDIVISION		
Maximum Speed.....	25	30	Maximum speed:		
Bridge 44.26 and Bridge 46.83.....	15	15	Sedan and Laclede.....	40	30
ALEXANDRIA AND HUMESTON SUBDIVISION			Highway crossing M. P. 115.3, southward trains ...	20	20
Maximum Speed Alexandria and Centerville.....	25	30	Main Street and 22nd Street, crossings, M. P. 128.2 Unionville.....	5	5
Maximum Speed Centerville and Humeston.....	20	30	P and S engines over bridges 110.66, 124.97, 155.27, 156.88 and 159.53.....	15	15
Between M. P. 5.80 and M. P. 12.60.....	15	20	Highway crossings M. P. 149.4 and M. P. 168.6.....	20	20
Bridge 13.81 and Bridge 82.75.....	15	15	Before crossing Third Street, M. P. 150.0 Milan, protect movement.....	Stop	Stop
Between M. P. 18.30 and M. P. 27.00.....	15	20	Main Street crossing, M. P. 169.2, Purdin.....	5	5
Between M. P. 28.80 and M. P. 34.30.....	15	20	All street crossings, Linneus.....	15	15
Between M. P. 46.10 and M. P. 54.50.....	15	20	Around curves M. P. 177.1 and M. P. 177.7.....	25	20
Between M. P. 74.00 and M. P. 82.00.....	15	20	Steam engines running backward.....	15	15
SEDAN AND LACLEDE SUBDIVISION			FORKER AND CARROLLTON SUBDIVISION		
Maximum Speed.....	25	30	Maximum speed:	35	25
Curve north of Junction Switch Laclede.....	10	10	Forker and Carrollton.....	15	15
Bridges 110.66, 124.97, 155.27, 156.88 and 159.53.....	15	15	Bridge 193.62.....	10	10
FORKER AND CARROLLTON SUBDIVISION			Highway crossing M. P. 207.91.....	15	15
Maximum Speed.....	25	25	Steam engines running backward.....		
Between M. P. 209.00 and M. P. 213.40.....	15	20	ALEXANDRIA AND HUMESTON SUBDIVISION		
Between M. P. 213.40 and M. P. 214.00.....	4	10	Maximum speed.....	40	30
Between M. P. 214.0 and Carrollton.....	25	25	Between M. P. 5.72 and M. P. 12.....	35	25
ILLINOIS JCT. AND QUINCY SUBDIVISION			Over street crossings, Wayland.....	10	10
Maximum Speed.....	25	30	P and S engines over bridges 13.81 and 82.75.....	15	15
QUINCY AND KIRKSVILLE SUBDIVISION			Between M. P. 19 and M. P. 34.25.....	35	25
Maximum speed.....	30	30	Over street crossings, Kahoka.....	10	10
Highway crossing M. P. 6.65, Taylor and highway crossing M. P. 68.70.....	10	10	Between Home Signals Medill Interlocking.....	20	20
King Street crossing M. P. 31.9, La Belle.....	5	5	Between M. P. 46 and M. P. 53.....	35	25
Steam engines running backward.....	15	15	Over street crossings between M. P. 65.30 and M. P. 65.45, Lancaster.....	10	10
VIELE AND BLOOMFIELD SUBDIVISION			Westward trains highway crossing M. P. 66.29.....	10	10
Maximum speed.....	40	30	Around curve M. P. 69.....	25	20
Around curves near M. P. 44.4, M. P. 45, M. P. 47 and M. P. 48.15.....	25	20	Sedan wye tracks.....	10	10
Around other curves between M. P. 39 and M. P. 49..	30	25	Highway crossing M. P. 86.6.....	10	10
Highway crossing M. P. 73.88.....	20	20	Before crossing 18th Street M. P. 89.65, Centerville, protect movement.....	Stop	Stop
Steam engines running backward.....	15	15	Drake Ave. crossing M. P. 89.70, Centerville.....	5	5
			Highway crossing, M. P. 94.13.....	15	15
			Between M. P. 96.24 and M. P. 97.69.....	30	25
			Around reverse curves M. P. 123.....	35	25
			Humeston, north wye track, engines and passenger motor cars must be headed west when using this track.....	5	5
			Steam engines running backward.....	15	15

SPECIAL INSTRUCTIONS

Master Mechanic, L. G. Harville, Hannibal, Mo.
 Trainmaster, P. L. Jones, Hannibal, Mo.
 Road Foreman, F. M. Diehl, Hannibal, Mo.
 Road Foreman, L. Sebers, Hannibal, Mo.
 Road Foreman, E. Hill, Brookfield, Mo.
 Ass't Road Foreman, B. Hagan, Centerville, Iowa
 Chief Dispatcher, H. F. Clark, Hannibal, Mo.
 Night Chief Dispatcher, G. F. Daume, Hannibal, Mo.
 Chief Dispatcher, R. L. Huffman, Brookfield, Mo.

TRAIN DISPATCHERS

Hannibal	West Quincy	Brookfield
R. E. Ainge	T. G. Line	W. A. Squires
G. M. Zinn	J. O. Rethorn	W. A. Daume
R. L. Worster	C. W. Shay	W. T. O'Brien
R. Cluck	H. M. Muldrow	C. H. Shoup
A. G. Squires		

1. Between Old Monroe and Mark 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.

2. USE OF TRACK. 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.

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.

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 539, securing permission from operator at West Alton instead of from the train dispatcher.

Diesel engines must not go on house track at Francis.

The west track between McBride and Ilasco must not be used except on permission from dispatcher.

Trains have no time-table superiority between M. P. 119 and M. P. 120.50 and between Signal N-0.5 at 7th Street and M. P. 120.50, Hannibal.

Engines heavier than O-1-A must not use track at South River, M. P. 129.95.

Movement of trains against the current of traffic between Wood Tower and

Sixth Street, Burlington, will be made on authority of the yardmaster.

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

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

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

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.

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 have no time-table superiority between the east switch of Centerville Yard and west house track switch at the west end of Centerville Yard. All trains and engines must move at reduced speed between these points.

Trains meeting at Centerville Passenger Depot, inferior train will take siding on first track south of main track, expecting to find it occupied.

Trolley wire over transfer track S. I. Ry. west of Centerville does not clear man on top of car.

Engines must not move west of east line of elevator on Pillsbury Soy Bean track, Centerville.

3. 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.

H. E. HINSHAW,
General Manager, Chicago.

E. G. WESSON,
General Superintendent, Burlington.

W. F. GILES, JR.,
Superintendent, Hannibal.

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

J. A. LLOYD,
Assistant Superintendent, Brookfield.

G. L. GRIGGS,
Assistant Superintendent, Centerville.

W. B. SIMMONS,
General Superintendent Transportation, Chicago.



