

## SURGEONS AND PHYSICIANS

Brookfield, Mo.....	DR. R. W. BOHNSACK.....	Surgeon and Examiner
Brookfield, Mo.....	DR. S. T. BROWNFIELD.....	Surgeon
Burlington, Ia.....	DR. T. T. MASUR.....	Surgeon and Examiner
Burlington, Ia.....	DR. C. J. LOHMANN.....	Surgeon and Examiner
Burlington, Ia.....	DR. F. G. OBER.....	Surgeon and Examiner
Burlington, Ia.....	DR. W. R. LEE.....	Eye Specialist
Burlington, Ia.....	DR. GEO. J. PEARSON.....	Eye Specialist
Burlington, Ia.....	DR. J. L. SAAR.....	Surgeon
Cameron, Mo.....	DR. I. D. KIMES.....	Surgeon
Canton, Mo.....	DR. P. W. JENNINGS.....	Surgeon
Centerville, Ia.....	DR. E. F. RITTER.....	Surgeon and Examiner
Chillicothe, Mo.....	DR. V. D. VANDIVER.....	Surgeon
Corydon, Ia.....	DR. C. F. BRUBAKER.....	Surgeon
East St. Louis, Ill.....	DR. C. F. ALDERSON.....	Surgeon
Ft. Madison, Ia.....	DR. HAROLD T. WERNER.....	Surgeon and Examiner
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. B. L. MURPHY.....	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. A. W. McALESTER, III.....	Eye Specialist
Kansas City, Mo.....	DR. J. R. RUFÉ.....	Eye Specialist
North Kansas City.....	DR. I. C. FOWLER.....	Surgeon
North Kansas City.....	DR. D. F. WERNER.....	Surgeon and Examiner
Keokuk, Ia.....	DR. B. D. VAN WERDEN.....	Surgeon and Examiner
Kirksville, Mo.....	DR. G. R. HUDSON.....	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. HOWARD MILLER.....	Surgeon
Mexico, Mo.....	DR. J. F. JOLLEY.....	Surgeon
Mexico, Mo.....	DR. D. M. ROUSE.....	Surgeon
Milan, Mo.....	DR. J. S. MONTGOMERY.....	Surgeon
Quincy, Ill.....	DR. J. F. MERRITT.....	Surgeon and Examiner
Quincy, Ill.....	DR. J. L. ROUNER.....	Surgeon
Quincy, Ill.....	DR. W. STEVENSON.....	Eye Specialist
Richmond, Mo.....	DR. M. C. JOHNSON.....	Surgeon
St. Charles, Mo.....	DR. B. L. NEUBEISER.....	Surgeon
St. Joseph, Mo.....	THOMPSON, BRUMM,.....	Surgeon and
	KNEPPER CLINIC.....	Examiners
St. Joseph, Mo.....	DR. E. F. BUTLER.....	Surgeon
St. Joseph, Mo.....	DR. G. A. LAU.....	Surgeon
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
Shelbina, Mo.....	DR. C. A. LICHTY.....	Surgeon
Troy, Mo.....	DR. J. C. CREECH.....	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. 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

No.

1

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

**SUNDAY, OCTOBER 26, 1958**

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.



# Hannibal to North Market — Subdivision — Southward

HANNIBAL DIVISION.

TIME TABLE No. 1.

EFFECTIVE OCTOBER 26, 1958.

FIRST CLASS			Mile Post Location	STATIONS	CAPACITY OF		SECOND CLASS						
Daily Passenger	Daily Passenger	Sidelings			Other Tracks	Daily M. K. T. Freight	Daily M. K. T. Freight	Daily Freight	Daily Freight	Daily Freight	Daily Freight	Daily Freight	
8	44					274	278	60	72	80	64	68	
A.M. 7:35	P.M. 10:30			..... ST. LOUIS U. S. ....									

Trains between North Market and St. Louis U. S. are governed by Rules of the Terminal Railroad Association.

				3.9	..... NORTH MARKET ..... Wabash Crossing (Interlocked) Wiggins Crossing (Interlocked)														
		7.18	10.11	3.9															
		7.10	10.06	7.2	..... NORTH ST. LOUIS ..... 2.2		Yard					A	A.M. 6.15					P.M. 6.00	
		7.07	10.02	9.4	..... BADEN ..... 1.0		Yard	A	P.M. 7.10	A	A.M. 2.50		5.45						5.40
		7.00	9.52	10.4	..... PROSPECT HILL ..... 4.5		40												
		7.00	9.52	14.9	..... SPANISH LAKE ..... 5.5		12												
		s 6.51	s 9.43	20.4	..... WEST ALTON ..... 6.5	No 3 71	Yard					A	A.M. 4.35	5.10	A	A.M. 5.30	A	P.M. 4.50	5.00
		6.43	e 9.33	26.9	..... MACHENS (Interlocked) ..... 2.1		14	L	P.M. 6.30	L	A.M. 2.10	4.10	4.55	5.07	4.30	4.35			
				29.0	..... PERKINS ..... 4.5														
				33.5	..... ORCHARD FARM ..... 3.4		80												
				36.9	..... SEEBURGER ..... 6.0		140	8											
				42.9	..... PERUQUE ..... 1.5		4												
				44.4	..... GIBBS ..... 7.2		140												
		s 6.14	s 9.05	51.6	..... OLD MONROE ..... 4.6		146	Yard				L	A.M. 3.35	4.17	4.25	L	P.M. 3.53	3.55	
		f 6.05	s 8.56	56.2	..... WINFIELD ..... 3.3		82	24					4.02	4.12				3.45	
		6.02	s 8.51	59.5	..... FOLEY ..... 4.6		74	15					3.54	4.04				3.37	
		5.57	8.46	64.1	..... APEX ..... 4.1		94	5					3.46	3.56				3.29	
		s 5.52	s 8.41	68.2	..... ELSBERRY ..... 3.7		80	45					3.40	3.50				3.23	
		5.45	8.35	71.9	..... DAMERON ..... 3.4		83	9					3.33	3.43				3.16	
		5.42	f 8.31	75.3	..... ANNADA ..... 3.3		94	10					3.26	3.37				3.09	
		5.39	8.26	78.6	..... KISSENGER ..... 5.4		74	11					3.20	3.33				3.03	
		f 5.30	s 8.20	84.0	..... CLARKSVILLE ..... 4.6		73	37					3.12	3.26				2.55	
		5.24	8.11	88.6	..... McINTOSH ..... 4.9		91	2					3.05	3.19				2.48	
				93.5	..... G. M. & O. TOWER G. M. & O. Crossing (Interlocked) ..... 0.6														
		s 5.17	s 8.05	94.1	..... LOUISIANA ..... 5.7		119	Yard					2.57	3.12				2.40	
		5.05	7.50	99.8	..... READING ..... 4.5		70	8					2.47	3.03				2.30	
		5.00	c 7.45	104.3	..... ASHBURN ..... 3.6		71	17					2.41	2.56				2.24	
		4.55	7.40	107.9	..... HOPE ..... 5.6		65						2.33	2.50				2.18	
		4.48	f 7.32	113.5	..... SAVERTON ..... 6.2		83	5					2.23	2.40				2.10	
		L 4.35	L 7.20	119.7	..... HANNIBAL ..... .....			Yard				L	A.M. 2.10	L	A.M. 2.25			L	P.M. 2.00
		3:00 39.9	3:10 37.5		..... SCHEDULE TIME ..... ..... AVERAGE MILES PER HOUR .....				0:40 26.3	0:40 26.3	1:00 31.2	4:05 27.5	3:05 32.1	0:57 32.8	4:00 28.1				

FOOTNOTES ON PAGE 4.

# North Market and Hannibal — Subdivision

HANNIBAL DIVISION.

TIME TABLE No. 1.

EFFECTIVE OCTOBER 26, 1958.

## FOOTNOTES

### OFFICE OPEN

Station	Week days except Saturday and Monday	Monday	Saturday	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.	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.....	Continuous	Continuous	Continuous	Continuous
Spanish Lake.....	7:00 A.M. to 4:00 P.M.	7:00 A.M. to 4:00 P.M.	Closed	Closed
West Alton.....	Continuous	Continuous	Continuous	Continuous
Machens.....	Continuous	Continuous	Continuous	Continuous
Old Monroe.....	Continuous	Continuous	Continuous	Continuous
Winfield.....	8:00 A.M. to 5:00 P.M.	8:00 A.M. to 5:00 P.M.	Closed	Closed
Elsberry.....	8:00 A.M. to 5:00 P.M.	8:00 A.M. to 5:00 P.M.	Closed	Closed
Annada.....	6:00 A.M. to 3:00 P.M.	Closed	6:00 A.M. to 3:00 P.M.	Closed
Clarksville.....	8:00 A.M. to 5:00 P.M.	8:00 A.M. to 5:00 P.M.	Closed	Closed
G. M. & O. Tower.....	Continuous	Continuous	Continuous	Continuous
Hannibal.....	Continuous	Continuous	Continuous	Continuous

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

Two main tracks between North Market and Perkins.

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 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 North Market.

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.

Time shown at St. Louis is for information only.

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

Trains leaving St. Louis Union Station must have Clearance Form A.

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

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

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

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

Operators will handle switches at Baden.

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

At Machens southward train order signal governs southward trains except MKT trains must have Clearance Form A.

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

At Hannibal on Depot Track No. 1 Wabash Railroad crossing at grade.

No train order signal Hannibal. Conductors and Enginemen must have Clearance Form A. Passenger trains will be cleared at passenger station Hannibal, all other trains at Hannibal telegraph office.

All movements with engine or engine and cars over Highway 79, between Cosgrove and Missouri Ordnance Plant, must be stopped before crossing is fouled, and movement protected by trainmen stationed on both sides of crossing to stop highway traffic. These trainmen must remain on the crossing until engine and cars are entirely clear of crossing.

#### LOCATION OF SPRING SWITCHES

North end of siding, Louisiana.  
South end of west track, Ilasco.

No. 8 Reduce speed to 40 M.P.H. at Clarksville to dispatch U. S. Mail and newspapers.

No. 8 Reduce speed to 30 M. P. H. at Winfield on Sunday to dispatch U. S. Mail.

No. 44 Stop at Busch on flag for revenue passengers.

No. 44 Stop at Ashburn, Peruque and Machens daily except Sunday and stop on flag Sunday.

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

No. 1 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 7/8 inches to 12 feet.

Bissell M. P. 11.34—9 cars—Northward track.

Industry Track M. P. 13.10—14 cars—Northward track.

Larimore M. P. 13.20—7 cars—Northward track.

Ft. Bellefontaine M. P. 18.3—34 cars—Southward track.

Blase M. P. 35.13—9 cars, switch north end.

Peruque M. P. 42.9—4 cars, switch south end.

Cannon M. P. 67.

Cosgrove M. P. 93, switch north end.

Busch M. P. 106.91.

Clemens M. P. 110.99.

Ilasco M. P. 116.6.

No. 47	St. Louis	No. 48
L 1:30 P.M.	Carr Street	A 10:10 A.M.
1:32 P.M.	Mullanphy Street	10:02 A.M.
1:34 P.M.	North Market	9:58 A.M.

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 6:45 P.M.

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

# Old Monroe and Francis — Subdivision

HANNIBAL DIVISION.

TIME TABLE No. 1.

EFFECTIVE OCTOBER 26, 1958.

WESTWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS		CAPACITY OF		Office Open Saturday and Sunday	EASTWARD			
SECOND CLASS							Siding	Other Tracks	SECOND CLASS			Daily Freight	Daily Freight	Daily Freight	Daily Freight
Daily Freight	Daily Freight	A.M.	P.M.						Daily Freight	Daily Freight					
63	65	L 9.30	L 10.56	Continuous.	R. Y. Yd.	51.6	..... OLD MONROE.....	55	Continuous.	A 3.35	A 3.53				
9.38	11.05			No Office.	F.	56.2	4.6 ..... ETHLYN.....	15	No Office.	3.20	3.43				
9.46	11.14			8:00 a.m. to 5:00 p.m.		61.3	5.1 ..... MOSCOW.....	50	Closed.	3.12	3.35				
9.51	11.21			No Office.	F.	65.5	4.2 ..... SOUTH TROY.....	19	No Office.	3.05	3.29				
10.04	11.34			8:00 a.m. to 5:00 p.m.		72.9	7.4 ..... HAWK POINT.....	22	Closed.	2.54	3.18				
10.14	11.44			No Office.	F.	78.7	5.8 ..... NEW TRUXTON.....	7	No Office.	2.46	3.10				
10.25	11.55			8:00 a.m. to 5:00 p.m.		85.2	6.5 ..... LIEGE.....	32	Closed.	2.36	3.01				
10.34	12.05	— A.M. —		No Office.		90.6	5.4 ..... BUELL.....	12	No Office.	2.29	2.54				
10.45	12.15			8:00 a.m. to 5:00 p.m.	W.	98.2	7.6 ..... WELLSVILLE.....	29	Closed.	2.18	2.43				
10.52	12.22			No Office.	F.	103.2	5.0 ..... MARTINSBURG.....	27	No Office.	2.11	2.36				
11.00	12.30			No Office.	F.	109.6	6.4 ..... HAIG.....	26	No Office.	2.04	2.29				
A 11.15	A 12.45	A.M.	A.M.	8:30 a.m. to 4:30 p.m. 10:00 p.m. to 6:00 a.m.	B.K. R. Yd.	114.6	5.0 ..... FRANCIS.....	No. 1 Yard 13	8:30 a.m. to 4:30 p.m. 10:00 p.m. to 6:00 a.m.	L 1.50	L 2.15	A.M.	P.M.		
1:45 36.0	1:49 34.7					..... SCHEDULE TIME..... ..... AVERAGE MILES PER HOUR.....				1:45 36.0	1:38 38.6				

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.

A train may be permitted to follow a freight train carrying passengers, care-takers, or occupied company service cars into a block with permissive Form C, on authority of the Train Dispatcher.

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

**STUB TRACKS:**

Ethlyn.....Switch east end.

Martinsburg.....Switch east end.

LEAVES KANSAS CITY  
Via The GM&O  
No. 64.....8:15 A. M.  
No. 60.....8:00 P. M.

ARRIVES KANSAS CITY  
Via The GM&O  
No. 63.....6:00 P. M.  
No. 65.....6:30 A. M.

# Hannibal to Burlington — Subdivision — Northward

HANNIBAL DIVISION.

TIME TABLE No. 1.

EFFECTIVE OCTOBER 26, 1958.

FIRST CLASS			STATIONS	CAPACITY OF		Office Open Week Days Except Saturday	SECOND CLASS		
Daily Passenger	Daily Passenger	Daily Passenger		Siding	Other Tracks		Daily Ex. Sunday Freight	Daily Ex. Sunday Way Frt.	Daily Freight
<b>1</b>	<b>41</b>	<b>15</b>	Signs	Mile Post Location			<b>79</b>	<b>91</b>	<b>71</b>
A.M.	A.M.	P.M.					A.M.		P.M.
L 1.48	L 5.50	L 7.30	B.C.F.K. O.R.T. W.Y.Yd.	119.7	..... HANNIBAL .....	Yard	Continuous.	L 4.40	L 2.00
				120.8	1.1 ..... Wabash Crossing .....				
					..... (Interlocked) .....				
				125.5	4.7 ..... HELTON .....	45	8	No Office.	
				131.5	6.0 ..... FALK .....	140		No Office.	
				134.1	2.6 ..... MARK .....			No Office.	A 2.20 P.M.
				136.9	2.8 ..... WEST QUINCY .....	150	Yard	Continuous.	5.37
2.10 2.30	6.12	7.50 8.05	B.C.K.R. W.Y.	142.2	1.2 ..... LOWRIE .....	45		No Office.	5.42
2.32	6.14	8.07	F. Yd.	150.1	7.9 ..... LA GRANGE .....	66	45	8:00 a.m. to 5:00 p.m.	5.55
2.40	6.22	8.15		156.2	6.1 ..... CANTON .....	82	54	8:00 a.m. to 5:00 p.m.	41 6.30
2.46	6.30	8.22		161.5	5.3 ..... FENWAY .....	71	2	No Office.	6.59
2.53	6.37	8.29	F.	166.6	5.1 ..... GREGORY .....	73	12	No Office.	7.09
3.09	6.43	8.35	F.	172.6	6.0 ..... ALEXANDRIA .....		29	8:00 a.m. to 5:00 p.m.	7.20
3.17	6.50	8.42		177.9	5.3 ..... KEOKUK .....	No. 1	Yard	Continuous.	7.45
3.40	7.00	9.05	B.C.K. O.T. W. Yd.	183.3	5.4 ..... T. P. & W. Jct. ....	146			L 1.00
3.48	7.07	9.11	F.	189.3	6.0 ..... SANDUSKY .....	71	2	No Office.	7.56
3.55	7.13	9.18		195.6	6.3 ..... MONTROSE .....	88	33	8:00 a.m. to 5:00 p.m.	8.08
4.02	7.20	9.24	F.	202.0	6.4 ..... VIELE .....	80	14	No Office.	8.23
4.22	7.30	9.41	B.K.O.T. W. Yd.	209.9	7.9 ..... FT. MADISON .....	80	Yard	7:00 a.m. to 11:00 p.m.	8.40
4.32	7.39	9.50		213.9	7.9 ..... WEVER .....	90	37	8:00 a.m. to 5:00 p.m.	8.56
4.38	7.44	9.55	F.	220.9	1.0 ..... SPRING GROVE .....	79	16	No Office.	9.05
A 5.10 A.M.	A 8.01 A.M.	A 10.15 P.M.	B.C.K. O.R.T. W. Yd.		7.0 ..... BURLINGTON .....		Yard	Continuous.	A 9.30 A.M.
									A 3.30 P.M.
3:22 29.9	2:11 44.4	2:47 34.9			..... SCHEDULE TIME .....				4:50 20.2
					..... AVERAGE MILES PER HOUR .....				2:30 17.2
									0:20 35.4

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

Centralized Traffic Control in effect between M. P. 119.86, Hannibal, and M. P. 137.58, West Quincy; and between M. P. 220.02 and Burlington.

Manual Block System; Rule 318(B) in effect between M. P. 137.58, West Quincy and M. P. 220.02.

At Hannibal on Depot Track No. 1 Wabash Railroad crossing at grade.

A train may be permitted to follow a freight train carrying passengers, care-takers, or occupied company service cars into a block with permissive Form C, on authority of the Train Dispatcher.

At Keokuk, train originating or terminating will register.

No train order signal Hannibal, West Quincy and Keokuk. Conductors and Enginemen must have Clearance Form A.

No. 41 Stop at Gregory and Alexandria on advance notice to receive revenue passengers; and will stop to discharge revenue passengers.

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

Main track switch south of T. P. & W. Jct. Keokuk 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 Bank Street, Keokuk. All trains and engines must move at reduced speed between these points.

North Wye switch West Quincy M. P. 137.58 equals M. P. 141.69.

Mungers M. P. 123.96—4 Cars Small M. P. 126.50—4 Cars

Switch South End. South River M. P. 129.95

Griffith M. P. 148.04—67 Cars Cascade wye M. P. 219.0

Hand operated switches at Mungers and Small not equipped with electric switch locks; modified Rule 533 in effect.

Galesburg Div. No. 96 Hannibal 2:30 a.m., West Quincy 3:15 a.m.

# Burlington to Hannibal — Subdivision — Southward

HANNIBAL DIVISION.

TIME TABLE No. 1.

EFFECTIVE OCTOBER 26, 1958.

FIRST CLASS			Signs	Mile Post Location	STATIONS	CAPACITY OF		Office Open Saturday and Sunday	SECOND CLASS		
Daily Passenger	Daily Passenger	Daily Passenger				Sidings	Other Tracks		Daily Ex. Sunday Way Frt.	Daily Ex. Sunday Freight	Daily Freight
<b>8</b>	<b>44</b>	<b>42</b>							<b>92</b>	<b>80</b>	<b>72</b>
A.M.	P.M.	A.M.								P.M.	A.M.
A 4:22	A 7:06	A 12:40	B.C.F.K. O.R.T. W.Y.Yd.	119.7	..... HANNIBAL .....		Yard	Continuous.		A 11:00	12:30 A.M.
				120.8	..... 1.1 Wabash Crossing (Interlocked) ..... 4.7						
			F.	125.5	..... HELTON .....	45	8	No Office.			
			F.	131.5	..... 6.0 FALK .....	140		No Office.			11:50 P.M.
			F.	134.1	..... 2.6 MARK .....			No Office.			
				136.9	..... 2.8 WEST QUINCY .....	150	Yard	Continuous.		9:50 9:10	
			B.C.K.R. W.Y.	142.2	..... 1.2 LOWRIE .....	45		No Office.		9:05	
			F. Yd.	150.1	..... 7.9 LA GRANGE .....	66	45	Closed.		8:50	
				156.2	..... 6.1 CANTON .....	82	54	Closed.		8:38	
4.00 3.43	6.46 6.31	12.19		161.5	..... 5.3 FENWAY .....	71	2	No Office.		15 8:29	
3.41	6.29	12.15	F.	166.6	..... 5.1 GREGORY .....	73	12	No Office.		8:12	
				172.6	..... 6.0 ALEXANDRIA .....	29		Closed.		8:00	
3.31	6.20	12.08		177.9	..... 5.3 KEOKUK .....	No. 1 146	Yard	See Footnote	A.M.	A 11:59	7:50
3.24	6.14	12.01 A.M.	B.C.K. O.T. W. Yd.	183.3	..... 5.4 T. P. & W. Jct. ....	71	2	No Office.	11:35	7:19	
			F.	189.3	..... 6.0 SANDUSKY .....	88	33	Closed.	11:20	7:08	
				195.6	..... 6.3 MONTROSE .....	80	14	No Office.	11:02	6:57	
			F.	202.0	..... 6.4 VIELE .....	80	Yard	7:00 a.m. to 11:00 p.m.	10:50	6:45	
			B.K.O.T. W. Yd.	209.9	..... 7.9 FT. MADISON .....	90	37	Closed.	10:30	6:25	
				213.9	..... 4.0 WEVER .....	79	16	No Office.	10:20	6:17	
			F.	220.9	..... 7.0 SPRING GROVE .....		Yard	Continuous.	L 10:00 A.M.	L 6:00 P.M.	
			B.C.K. O.R.T. W. Yd.		..... BURLINGTON .....						
2:47 34.9	2:26 41.6	2:07 45.8			..... SCHEDULE TIME .....				1:59 21.7	5:00 19.5	0:40 17.7
					..... AVERAGE MILES PER HOUR .....						

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

Centralized Traffic Control in effect between M. P. 119.86, Hannibal and M. P. 137.58, West Quincy; and between M. P. 220.02 and Burlington.

Manual Block System; Rule 318(B) in effect between M. P. 137.58, West Quincy and M. P. 220.02.

At Hannibal on Depot Track No. 1 Wabash Railroad crossing at grade. A train may be permitted to follow a freight train carrying passengers, care-takers, or occupied company service cars into a block with permissive Form C, on authority of the Train Dispatcher.

At Keokuk, trains originating or terminating will register. No train order signal Keokuk and West Quincy. Conductors and Enginemen must have Clearance Form A.

At Burlington, train order signal does not govern Hannibal Division trains. Conductors and Enginemen must have Clearance Form A.

Main track switch south of T. P. & W. Jct. Keokuk 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 Bank Street, Keokuk. All trains and engines must move at reduced speed between these points.

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

Hand operated switches at Mungers and Small not equipped with electric lock, Modified Rule 533 in effect.

OFFICE OPEN:  
Keokuk: Saturday—continuous.  
Sunday—12:01 a.m. to 8:00 a. m.—1:00 p. m. to 12:00 midnight.

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

# West Quincy to Brookfield — Subdivision — Westward

HANNIBAL DIVISION.

TIME TABLE No. 1.

EFFECTIVE OCTOBER 26, 1958.

FIRST CLASS				Signs	Mile Post Location	STATIONS	CAPACITY OF		Office Open Week Days Except Saturday	SECOND CLASS			
Daily Passenger	Daily Passenger	Daily Freight	Daily Freight				Sidings	Other Tracks		Daily Freight	Daily Freight	Daily Freight	Daily Freight
<b>35</b>	<b>55</b>	<b>77</b>	<b>67</b>										
P.M. L 5.01	A.M. L 3.35	A.M. L 1.35	P.M. L 10.35	B.C.K.R. W.Y.	2.8	..... WEST QUINCY .....	150	Yard	Continuous.				
				F.	5.7	-2.9 ..... MARK .....			No Office.				
				F.	7.1	-1.4 ..... NORTH RIVER .....		50	No Office.		P.M. L 2.25		
	s 3.52			F.	14.5	-7.4 ..... PALMYRA .....	140	67	No Office.				
				F.	23.7	-9.2 ..... ELY .....	140	20	No Office.				
	s 5.28	s 4.08		F.	30.1	-6.4 ..... MONROE CITY .....		55	No Office.				
				F.	32.8	-2.7 ..... CARD .....	140		No Office.				
				F.	36.8	-4.0 ..... HUNNEWELL .....		20	No Office.				
				F.	41.7	-4.9 ..... LAKENAN .....	140	7	No Office.				
	s 5.42	s 4.28		F.	46.7	-5.0 ..... SHELBYNA .....		75	No Office.				
				F.	52.7	-6.0 ..... LENTNER .....	140		No Office.				
		s 4.40		F.	59.0	-6.3 ..... CLARENCE .....		75	No Office.				
				F.	62.9	-3.9 ..... ANABEL .....	140	3	No Office.				
	s 6.04	s 4.55		R.	70.4	-7.5 ..... MACON .....	140	78	Continuous.	3.40	10.45	4.46	A.M. 12.01
	6.09	6.00		Y.	75.4	-5.0 ..... BEVIER .....	92	242	8:00 a.m. to 5:00 p.m.	3.48	10.54	4.55	12.08
	6.12	5.04			78.9	-3.5 ..... CALLAO .....	120	13	7:00 a.m. to 4:00 p.m.	3.54	11.00	5.04	<sup>56</sup> 12.23
	6.20	5.11			86.0	-7.1 ..... NEW CAMBRIA .....	80	14	7:10 a.m. to 4:10 p.m.	4.05	11.12	5.20	12.35
	6.29	5.22			93.9	-7.9 ..... BUCKLIN .....	94	14	7:15 a.m. to 4:15 p.m.	4.18	11.25	5.35	12.48
	6.35	5.28		F.	99.8	-5.9 ..... ST. CATHERINE .....	65	13	No Office.	4.28	11.35	5.45	12.58
A 6.46	A 5.38	A 4.45	A 1.15	B.C.K. O.R.T. W.Yd.	104.1	-4.3 ..... BROOKFIELD .....		Yard	Continuous.	A 4.45	A 11.45	A 6.00	A 1.15
P.M. 1:45 56.9	A.M. 2:03 49.4	A.M. 3:10 32.0	A.M. 2:40 38.0			..... SCHEDULE TIME .....				3:00	3:35	2:40	38.0
		3:00	2:40			..... AVERAGE MILES PER HOUR .....				33.8	27.0	38.0	

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

Two main tracks between M. P. 6.72 and M. P. 8.60.

Centralized Traffic Control in effect between West Quincy and west switch of siding, Macon; at Brookfield and on wye track between North River and Falk.

Automatic Block System in effect between west switch of siding, Macon and Brookfield.

No train order signal West Quincy. Conductors and Enginemen must have Clearance Form A.

Trains may register by ticket at West Quincy and Macon.

Controlled sidings: Palmyra, Ely, Card, Lakenan, Lentner, Anabel and Macon.

Dual controlled switches: both ends of sidings Palmyra and Macon; east end of sidings Ely, Card, Lakenan, Lentner and Anabel.

Spring switches: west end of sidings Ely, Card, Lakenan, Lentner, Anabel, New Cambria and both ends of siding Callao.

Hand operated switches Monroe City, serving light plant track, and Shelbina, serving soy bean track, not equipped with electric switch locks; modified Rule 533 in effect.

No. 55 Stop at Bevier to receive passengers for Kansas City, St. Joseph or beyond and to let off passengers from West Quincy or 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.

Woodland M. P. 19.0.



# Brookfield to West Quincy — Subdivision — Eastward

HANNIBAL DIVISION.

TIME TABLE No. 1.

EFFECTIVE OCTOBER 26, 1958.

FIRST CLASS				Signs	Mile Post Location	STATIONS	CAPACITY OF		Office Open Saturday and Sunday	SECOND CLASS						
Daily Passenger	Daily Passenger	36	56				Sidings	Other Tracks		74	72	70	Daily Freight	Daily Freight	Daily Freight	Daily Freight
				B.C.K.R. W.Y.	2.8	..... WEST QUINCY .....	150	Yard	Continuous.	P.M. A 2.30		A.M. A 1.55				
				F.	5.7	..... MARK .....			No Office.			A.M. A				
				F.	7.1	..... NORTH RIVER .....		50	No Office.		P.M. A 11.45					
			s 1.34	F.	14.5	..... PALMYRA .....	140	67	No Office.							
				F.	23.7	..... ELY .....	140	20	No Office.							
			s 3.15	F.	30.1	..... MONROE CITY .....		55	No Office.							
			s 1.22	F.	32.8	..... CARD .....	140		No Office.							
				F.	36.8	..... HUNNEWELL .....		20	No Office.							
				F.	41.7	..... LAKENAN .....	140	7	No Office.							
			s 3.01	F.	46.7	..... SHELBYNA .....		75	No Office.							
				F.	52.7	..... LENTNER .....	140		No Office.							
			s 12.49	F.	59.0	..... CLARENCE .....		75	No Office.							
				F.	62.9	..... ANABEL .....	140	3	No Office.							
			s 2.39	R.	70.4	..... MACON .....	140	78	Continuous.	12.41	9.56	11.40				
			2.31	Y.	75.4	..... BEVIER .....	92	242	Closed.	12.34	9.45	11.33				
			2.28		78.9	..... CALLAO .....	120	13	Closed.	12.29	9.39	11.26				
			2.21		86.0	..... NEW CAMBRIA .....	80	14	Closed.	12.19	9.28	11.16				
			2.13		93.9	..... BUCKLIN .....	94	14	Closed.	12.08	9.15	11.05				
			2.07	F.	99.8	..... ST. CATHERINE .....	65	13	No Office.	11.58	9.00	10.57				
			L 2.02	B.C.K.O.R. T.W.Yd.	104.1	..... BROOKFIELD .....		Yard	Continuous.	L 11.50	L 8.45	L 10.50				
			1:48			..... SCHEDULE TIME .....				2:40	3:00	3:05				
			58.2			..... AVERAGE MILES PER HOUR .....				38.0	32.3	32.8				

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

Two main tracks between M. P. 8.60 and M. P. 6.72.

Centralized Traffic Control in effect at Brookfield; between west switch of siding, Macon and West Quincy and on wye track between North River and Falk.

Automatic block system in effect between Brookfield and west switch of siding, Macon.

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

No. 36 register by ticket at Brookfield.

Controlled sidings: Palmyra, Ely, Card, Lakenan, Lentner, Anabel and Macon.

Dual controlled switches: both ends of sidings Palmyra and Macon and east end of sidings Ely, Card, Lakenan, Lentner and Anabel.

Spring Switches: west end of sidings Ely, Card, Lakenan, Lentner, Anabel, New Cambria and both ends of siding Callao.

Hand operated switches Shelbina, serving soy bean track, and Monroe City, serving light plant track, not equipped with electric switch locks; modified Rule 533 in effect.

No. 56 Stop at Bevier on flag to receive passengers for St. Louis or Chicago and to let off passengers from Missouri River points or 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.

Woodland M. P. 19.0.

Trains may register by ticket at Macon and West Quincy.

# Brookfield and Kansas City—Subdivision

HANNIBAL DIVISION.

TIME TABLE No. 1.

EFFECTIVE OCTOBER 26, 1958.

WESTWARD				Signs	Mile Post Location	STATIONS	CAPACITY OF		Office Open	EASTWARD			
FIRST CLASS							Siding	Other Tracks		FIRST CLASS			
Daily Wab. Pass.	Daily Pass.	Daily Pass.								Daily Pass.	Daily Wab. Pass.	Daily Pass.	Daily Wab. Pass.
<b>17</b>	<b>55</b>	<b>35</b>							<b>36</b>	<b>12</b>	<b>56</b>	<b>18</b>	
	A.M. L 5.55	P.M. L 6.50		B.C.K.W. O.R.T.	104.15	..... <b>BROOKFIELD</b> ..... 2.70		Yard	Continuous	P.M. A 1.57		P.M. A 11.38	
				F.	106.85	..... <b>NEEDLES</b> ..... 6.53			No Office.				
				F.	113.38	..... <b>FORKER</b> ..... 4.72			No Office.				
				F.	118.10	..... <b>SUMNER</b> ..... <b>Wabash Crossing (Auto.-Inter.)</b> 6.44	140	27	No Office.				
				F.	124.54	..... <b>HALE</b> ..... 5.62		28	No Office.				
				F.	130.16	..... <b>HAMM</b> ..... 1.42	140		No Office.				
	6.20	7.15		F.	131.58	..... <b>TINA</b> ..... 3.63		26	No Office.				
				F.	135.21	..... <b>COTTER</b> ..... 6.65		40	No Office.	1.27		11.10	
				F.	141.86	..... <b>AALBERG</b> ..... 11.67	140	14	No Office.				
				F.	153.53	..... <b>PERSONS</b> ..... 12.78	140	14	No Office.				
				F.	166.31	..... <b>THIEHOFF</b> ..... 11.49	140	14	No Office.				
	6.52	7.48		F.	177.80	..... <b>MAXWELL</b> ..... 16.02	140	14	No Office.	12.55		10.37	

**Trains between Maxwell and Birmingham are governed by Rules and Time Table of Wabash R.R.**

A.M. 6.04	7.08	8.04		216.20	..... <b>BIRMINGHAM</b> ..... (Interlocked) 2.6	46	7	Continuous.	12.40	P.M. 4.12	10.21	A.M. 12.13
			F.	218.80	..... <b>RANDOLPH</b> ..... 2.75	E106	Yard	No Office.				
				221.55	..... <b>BLOCK 222</b> ..... (Interlocked) 1.35			Continuous.				
			F.	222.90	..... <b>N. KANSAS CITY</b> ..... 1.10		Yard	No Office.				
			F.	224.00	..... <b>BLOCK 224</b> ..... (Interlocked) 0.45			No Office.				
				224.45	..... <b>USTICK</b> ..... (Interlocked) 1.03		Yard	Continuous.				
	7.25	8.20	F.	225.48	..... <b>FIFTH STREET</b> ..... 2.72		Yard	No Office.	12.26		10.06	

**Trains between Kansas City Union Station and M.P. 225.48, Fifth Street, are governed by Rules of the Kansas City Terminal Railway**

A 6.45 A.M.	A 7.40 A.M.	A 8.30 P.M.	B.C.K. O.R.T.W. Y.Yd.	228.20	..... <b>KANSAS CITY</b> .....			Continuous	L 12.20 P.M.	L 3.55 P.M.	L 10.00 P.M.	L 11.50 P.M.
	1:45 58.1	1:40 60.7			..... <b>SCHEDULE TIME</b> .....				1:37 62.9		1:38 62.3	
					..... <b>AVERAGE MILES PER HOUR</b> .....							

**CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN BROOKFIELD AND MAXWELL.**

Controlled siding between Brookfield and Needles, and at Sumner, Hamm, Aalberg, Persons, Thiehoff, and Maxwell.

No train order signal Brookfield, Murray and Kansas City. Conductors and Enginemen must have Clearance Form A.

Miller Stub Track, M.P. 114.72, 14 cars, switch east end.

Mixed trains between Brookfield and Carrollton will carry passengers.

No. 56 reduce speed to 50 M.P.H. at Sumner to dispatch U. S. Mail.

**BETWEEN BIRMINGHAM AND M.P. 225.48 (FIFTH STREET)**

CB&Q main track (North Track) and Wabash main track (South Track) will be operated as TWO MAIN TRACKS: movement of trains and engines will be supervised by the CB&Q and governed by CB&Q rules. Rules D-151,

D-152, D-251, D-252, D-253 and D-254 in effect. Interlocking in effect between Block 224 and M.P. 225.48 (Fifth Street).

CB&Q aspects and signals govern westward track Birmingham to M.P. 225.48 (Fifth Street) and eastward track M.P. 225.48 (Fifth Street) to Block 224. Wabash aspects and signals govern eastward track Block 224 to Birmingham.

Manual Block Rule 318 (B) in effect for trains moving against the current of traffic on train order authority.

In addition to CB&Q officers shown in Rules 103(a) and 1015, report of highway crossing signals or gates failing, accident and personal injuries, must also be reported to Wabash Superintendent and Wabash Chief Dispatcher at Moberly.

Train order signal Birmingham: Top indication governs westward CB&Q and Wabash trains, lower indication governs eastward CB&Q trains via Cameron.

# Brookfield and St. Joseph — Subdivision

HANNIBAL DIVISION.

TIME TABLE No. 1.

EFFECTIVE OCTOBER 26, 1958.

WESTWARD				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	CAPACITY OF		Office Open Saturday and Sunday	EASTWARD		
SECOND CLASS		FIRST CLASS						Siding	Other Tracks		FIRST CLASS		SECOND CLASS
Daily Freight	Daily Passenger	Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger	Daily Freight
<b>71</b>	<b>3</b>	<b>355</b>								<b>4</b>	<b>356</b>	<b>72</b>	
P.M. 10.00	P.M. 6.55	A.M. 6.00		Continuous.	B.C.K. O.R.T.W. Yd.	104.1	..... BROOKFIELD .....	Yard	Continuous.	P.M. A 1.50	P.M. A 11.15	P.M. A 8.15	
10.05	6.59	6.03		No Office.	F.	106.8	..... 2.7 NEEDLES .....		No Office.	1.39	11.10	8.10	
10.20	7.04	6.06		No Office.	F.	109.1	..... 2.3 LACLEDE .....	92 22	No Office.	f 1.36	e 11.06	8.05	
10.35	7.12	6.14		7:30 a.m. to 4:30 p.m.		116.5	..... 7.4 MEADVILLE .....	51 26	Closed.	s 1.26	e 10.55	7.56	
<sup>356</sup> 10.46	7.20	6.19		7:30 a.m. to 4:30 p.m.		121.0	..... 4.5 WHEELING .....	E 36 W 48 14	Closed.	s 1.20	<sup>71</sup> 10.46	7.50	
						129.2	..... 8.2 WABASH CROSSING (Interlocked) .....						
11.08	<sup>72</sup> 7.38	6.38		Continuous.		129.7	..... 0.5 CHILLICOTHE .....	75 85	Continuous.	s 1.07	s 10.37	<sup>3</sup> 7.38	
11.16	7.45	6.45		No Office.	F.	134.9	..... 5.6 UTICA .....	52 15	No Office.	f 12.49	10.23	7.14	
11.25	7.58	6.51		No Office.	F.	140.9	..... 5.0 MOORESVILLE .....	72 8	No Office.	f 12.41	10.15	7.06	
11.34	8.05	6.57		8:00 a.m. to 5:00 p.m.		145.9	..... 5.6 BRECKENRIDGE .....	107 19	Closed.	s 12.33	e 10.08	6.58	
11.43	8.14	7.03		No Office.	F.	151.5	..... 5.3 NETLETON .....	57	No Office.	f 12.25	10.00	6.49	
11.52	8.24	7.12		6:50 a.m. to 3:50 p.m.		156.8	..... 6.4 HAMILTON .....	83 36	Closed.	s 12.17	9.52	6.40	
12.03	8.34	7.19		No Office.	F.	163.2	..... 7.8 KIDDER .....	83 16	No Office.	f 12.07	e 9.43	6.30	
12.20	8.52	7.34		6:45 a.m. to 3:45 p.m.	B.Y.	171.0	..... 6.6 CAMERON .....	140 Yard	★ 6:45 a.m. to 3:45 p.m.	s 11.56	9.30	6.13	
12.30	<sup>356</sup> 9.10	7.42		7:15 a.m. to 4:15 p.m.		177.6	..... 7.5 OSBORN .....	76 18	Closed.	s 11.42	<sup>3</sup> 9.10	5.58	
12.41	9.20	7.50		No Office.	F.	185.1	..... 4.1 STEWARTSVILLE .....	35 18	No Office.	f 11.32	8.59	5.45	
12.48	9.28	7.55		No Office.	F.	189.2	..... 4.5 HEMPLE .....	14	No Office.	f 11.24	f 8.53	5.38	
12.55	9.32	8.01		No Office.	F.	193.7	..... 3.4 EASTON .....	43 8	No Office.	f 11.16	f 8.47	5.30	
1.05	9.39	8.08		No Office.	F.	200.1	..... 4.7 SAXTON .....	76	No Office.	11.08	8.40	5.20	
						204.8	..... C. R. I. & P. Crossing (Auto-Interlocked) .....						
1.20	9.45	8.14		No Office.	F. Yd.	205.2	..... 0.4 SOUTH PARK .....		No Office.	10.59	8.34	5.09	
						205.6	..... 0.4 C. R. I. & P. Crossing (Grade) .....						
						206.0	..... 0.4 C. R. I. & P. Crossing (Grade) .....						
	A 9.59	A 8.25		Continuous.	B.K.R.Y. Yd.	206.3	..... 0.3 St. Joseph Terminal Crossing (Grade) ST. JOSEPH UNION STATION .....	Yard	Continuous.	L 10.55	L 8.30		
1.20				No Office.	F. Yd.	205.2	..... 0.1 SOUTH PARK .....		No Office.			5.09	
						205.3	..... 0.2 A. T. & S. F. Crossing (Grade) .....						
						205.5	..... C. R. I. & P. and St. Joseph Division Crossings (Grade) .....						
	A 1.30			Continuous.	B.C.K.O.R. T.W.Y. Yd.	206.0	..... 0.5 C. B. & Q. Crossing (Grade) ST. JOSEPH FRT. YARDS .....	Yard	Continuous.			L 5.00	
	3:30	2:42	2:25				..... SCHEDULE TIME .....			2:55	2:45	3:15	
	29.1	37.9	42.3				..... AVERAGE MILES PER HOUR .....			35.0	37.2	31.4	

FOOTNOTES ON PAGE 12.

# Brookfield and St. Joseph—Subdivision

HANNIBAL DIVISION.

TIME TABLE No. 1.

EFFECTIVE OCTOBER 26, 1958.

## FOOTNOTES

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

Centralized Traffic Control in effect between Brookfield and Needles.

Controlled siding between Brookfield and Needles.

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

No train order signal Brookfield, Cameron and St. Joseph. Conductors and Enginemen must have Clearance Form A, Brookfield and St. Joseph; and Cameron when operator on duty.

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

CRI&P Crossing at South Park protected by interlocking signals and electrically locked stop gate. Normal position of gate is against CRI&P trains. When a train is stopped by an interlocking signal and no conflicting train movement is evident, a trainman will proceed to the crossing and if stop gate is not set against CRI&P trains and locked, he will move it to that position and lock. If interlocking signal does not clear when stop gate is properly locked against CRI&P trains, trainman may signal his train to proceed over the crossing.

At St. Joseph, trains have no time table superiority between M. P. 60.20 and Union Station tracks, Monterey Street. All trains and engines must move at reduced speed between these points.

No. 355 stop at Laclede, Meadville, Breckenridge and Kidder to receive passengers for Kansas City or St. Joseph, and let off passengers from Chicago or St. Louis.

No. 355 stop at Hemple daily except Sunday to dispatch U. S. Mail.

No. 355 reduce speed to 40 M. P. H. at Meadville, Wheeling and Mooresville to dispatch mail.

No. 356 stop at Hemple daily except Sunday and holidays to receive U. S. Mail.

No. 356 stop at Kidder, Breckenridge, Meadville and Laclede to let off passengers from Kansas City or St. Joseph and to receive passengers for Chicago or St. Louis.

★ Cameron closed Sunday 6:45 a. m. to 3:45 p. m.

### LOCATION OF SPRING SWITCHES

West end of siding at Chillicothe.

East end of Advance track South Park.

# Cameron and Birmingham—Subdivision

WESTWARD				STATIONS	CAPACITY OF		Office Open Saturday and Sunday	EASTWARD					
					Signs	Mile Post Location		Sidelings	Other Tracks				
			Office Open Week Days Except Saturday	B. Y.	171.0	..... CAMERON ..... 10.0	140	Yd.	See Page 11				
			No Office.	F.	181.0	..... TURNEY ..... 8.3		23	No Office.				
			8:00 a.m. to 5:00 p.m.		187.3	..... LATHROP ..... 0.4	67	45	Closed.				
					187.7	. A. T. & S. F. CROSSING . (Automatic-Interlocked) . 6.7							
			No Office.	F.	194.4	..... HOLT ..... 5.9		17	No Office.				
			8:00 a.m. to 5:00 p.m.		200.3	..... KEARNEY ..... 10.2	67	31	Closed				
			7:00 a.m. to 4:00 p.m.		210.5	..... LIBERTY ..... 5.7		53	Closed				
			Continuous	R.	216.2	..... BIRMINGHAM ..... (Interlocked) ..... ..... SCHEDULE TIME ..... AVERAGE MILES PER HOUR	46	7	Continuous.				

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

Manual Block System; Rule 318(B) in effect between M. P. 172.40 and M. P. 215.37.

Centralized Traffic Control in effect between M. P. 215.37 and M. P. 215.98, Birmingham.

Rule 907 in effect.

Trains will register by ticket at Birmingham.

No train order signal Cameron. Conductors and Enginemen must have Clearance Form A, when operator on duty.

Cameron and Birmingham—subdivision terminates at M. P. 172.4.

Claycomo Spur track switch 3600 feet east of Birmingham station is equipped with electric lock. Authority to use switch must be secured from Operator at Birmingham. Movements on this track must not exceed 15 M. P. H. Rule 908 in effect.

Local Extra will carry passengers.



## Viele and Bloomfield—Subdivision

HANNIBAL DIVISION.

TIME TABLE No. 1.

EFFECTIVE OCTOBER 26, 1958.

WESTWARD SECOND CLASS				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of Other Tracks	EASTWARD SECOND CLASS					
		Daily Ex. Sat. and Sunday Mixed							Daily Ex. Sat. and Sunday Mixed					
		<b>77</b>												
		A.M. L 8.40	No Office.		25.3	..... VIELE.....	17							
		f 8.55	No Office.		30.5	..... 5.2 ..... FRANKLIN.....	3							
		■ 9.05	8:00 a.m. to 5:00 p.m.		33.0	..... 2.5 ..... DONNELLSON.....	51							
		■ 9.30	8:00 a.m. to 5:00 p.m.		43.7	..... 10.7 ..... C. R. I. & P. Crossing (Grade) ..... FARMINGTON.....	22							
		■ 10.00	No Office.		55.1	..... 11.4 ..... MT. STERLING.....	20							
		■ 10.20	No Office.		63.3	..... 8.2 ..... CANTRIL.....	21							
		■ 10.35	No Office.		68.7	..... 5.4 ..... MILTON.....	20							
		■ 10.50	No Office.		75.1	..... 6.4 ..... PULASKI.....	20							
		f 11.05	No Office.		81.1	..... 6.0 ..... STUEBEN.....	7							
		A 11.15	No Office.	Yd.R.Y.	84.2	..... 3.1 ..... BLOOMFIELD.....	Yard							
		A.M. 2:38 22.8				..... SCHEDULE TIME.....								
						..... AVERAGE MILES PER HOUR.....								

**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.

Stub Track (M. P. 47.38) 14 Cars....Switch and deraill east end.

Stueben.....Switch east end.

Bloomfield Wye located at M. P. 81.90.  
Clearance Form A not required at Viele.  
Rule 908 In effect at Bloomfield for all tracks.  
No. 77 and No. 78 will carry passengers.

No. 77 Leaves Ft. Madison 8:10 a. m.  
No. 78 Arrives Ft. Madison 2:25 p. m.

## Unionville and Laclede—Subdivision

SOUTHWARD SECOND CLASS				Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of Other Tracks	NORTHWARD SECOND CLASS					
		Mon. Wed. Fri. Mixed							Mon. Wed. Fri. Mixed					
		<b>85</b>												
		A.M. L 10.10	No Office.	Yd.	128.3	..... UNIONVILLE.....	53							
		f	No Office.		133.8	..... 5.5 ..... LEMONS.....	5							
		■ 11.00	No Office.	Yd.	150.0	..... 16.2 ..... MILAN.....	Yard							
		■ 11.30	No Office.		162.5	..... 12.5 ..... BROWNING.....	14							
		■ 11.46	No Office.		169.3	..... 6.8 ..... PURDIN.....	18							
		■ 12.02	8:00 a.m. to 5:00 p.m.		174.6	..... 5.3 ..... LINNEUS.....	16							
		A 12.20	No Office.		181.7	..... 7.1 ..... LACLEDE.....	22							
		P.M. 2:10 24.6				..... SCHEDULE TIME.....								
						..... AVERAGE MILES PER HOUR.....								

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

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

Rule 907 In effect.

No train order signal Linneus. Conductors and Enginemen must have Clearance Form A when operator on duty.

Pollock M. P. 138., Boynton M. P. 143.9, Cora M. P. 156.6 are flag stops for No. 85 and No. 86.

Rule 908 In effect at Unionville for all tracks.

No. 85 and No. 86 will carry passengers.

Helper engines must be spaced at least 3 car lengths from diesel engines over bridges 155.27, 156.88 and 159.53.

Mixed train will serve Green City Monday, Wednesday and Friday when necessary, leave Milan 9:05 a. m., leave Green City 9:45 a. m.

**STUB TRACKS:**

Lemons.....Switch north end.

No. 86 leaves Brookfield.....6:00 A.M.  
No. 85 arrives Brookfield.....2:00 P.M.

# Alexandria and Centerville—Subdivision

HANNIBAL DIVISION.

TIME TABLE No. 1.

EFFECTIVE OCTOBER 26, 1958.

WESTWARD				Monday Wednesday Friday Mixed	95	Mile Post Location	Signs	STATIONS	Capacity of Other Tracks	Office Open Week Days Except Saturday	EASTWARD					
SECOND CLASS											Monday Wednesday Friday Mixed	94				
				P.M. L 9.50		5.2	R.	.....ALEXANDRIA..... 7.2		8:00 a.m. to 5:00 p.m.	A.M. A 11.30					
				# 10.10		12.4		.....WAYLAND..... 7.6	28	7:00 a.m. to 4:00 p.m.	# 11.10					
				# 10.45		20.0		.....KAHOKA..... 3.3	50	7:00 a.m. to 4:00 p.m.	# 10.45					
				# 11.00		23.3		.....MEDILL..... A.T. & S.F. Crossing (Auto.-Inter.) 1.7	18	No Office.	# 10.23					
				f 11.05		25.0	F.	.....ASHTON..... 9.4		No Office.	f 10.17					
				f 11.35		34.4	F.	.....GRANGER..... 2.2	7	No Office.	f 9.42					
				f 11.45 A.M.		36.6	F.	.....ARBELA..... 8.5	20	No Office.	f 9.35					
				# 12.35		45.1		.....MEMPHIS..... 11.2	42	7:00 a.m. to 4:00 p.m.	# 9.10					
				# 1.08		56.3		.....DOWNING..... 9.4	21	7:30 a.m. to 4:30 p.m.	# 8.23					
				# 1.25		65.7		.....LANCASTER..... 3.3	32	7:00 a.m. to 4:00 p.m.	# 7.58					
						69.0		.....GLENWOOD JCT..... 1.9	12	No Office.						
						70.9		.....Wabash Crossing (Grade)..... 8.0								
				f 1.57		78.9	F.	.....DEAN..... 7.4	8	No Office.	f 7.15					
						86.3		.....C. R. I. & P. Crossing..... (Auto-Interlocked) 3.3								
				A 2.30 A.M.		89.6	B.K. O.R.T. Yd.	.....C. R. I. & P. Crossing (Grade)... .....CENTERVILLE.....	Yard	6:30 a.m. to 3:30 p.m.	L 6.45 A.M.					
				4:40 18.1				.....SCHEDULE TIME..... .....AVERAGE MILES PER HOUR.....			4:45 17.8					

**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 Centerville and Alexandria. Conductors and Enginemen must have Clearance Form A when operator on duty.

Luray M. P. 28.7, Crawford M. P. 51.1, Guinn M. P. 74.1 and Sedan M. P. 82.4 are flag stops for No. 94 and No. 95.

Helper engines must be spaced at least 3 car lengths from diesel engines over bridges 13.81 and 82.75.

No. 94 and No. 95 will carry passengers.

At A. T. & S. F. Crossing Medill: When interlocking home signals are in stop position, train or enginemen will promptly communicate with A. T. & S. F. operator at Shopton, Iowa, by means of telephone located near crossing and will be governed by his instructions as to movement over the crossing. In case of failure of communication with the A. T. & S. F. operator, Rule 672 will be in effect.

STUB TRACKS—.....

Granger—Switch east end.

Dean—Switch east end.

No Offices Open Sunday:

No. 94 arrives Keokuk..... 11:50 A.M.

No. 95 leaves Keokuk..... 9:25 P.M.

## West Quincy and Kirksville Subdivision

Office Open Week Days Except Saturday	Signs	WESTWARD	Mile Post Location	STATIONS	Capacity of Other Tracks	EASTWARD
Continuous.	B.C.K.R. W.Y.Yd.		1.9	..... <b>WEST QUINCY</b> .....	Yard	
No Office.	F.		4.8	..... <b>TAYLOR</b> .....	14	
No Office.	F.		10.8	..... <b>MAYWOOD</b> .....	12	
No Office.			14.8	..... <b>DURHAM</b> .....	3	
7:30 a.m. to 4:30 p.m.			18.1	..... <b>EWING</b> .....	11	
7:30 a.m. to 4:30 p.m.			26.1	..... <b>LEWISTOWN</b> .....	18	
7:30 a.m. to 4:30 p.m.			31.8	..... <b>LA BELLE</b> .....	29	
No Office.			37.2	..... <b>KNOX</b> .....	19	
7:30 a.m. to 4:30 p.m.			46.6	..... <b>EDINA</b> .....	70	
No Office.			53.4	..... <b>HURDLAND</b> .....	30	
			54.6	..... <b>A. T. &amp; S. F. Connection</b> .....	20	
No Office.			57.6	..... <b>BRASHEAR</b> .....	18	
8:00 a.m. to 5:00 p.m.	Y. Yd.		69.3	..... <b>KIRKSVILLE</b> Wabash Crossing (Grade)	Yard	

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

Centralized Traffic Control in effect at West Quincy.

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

Rule 907 in effect.

**STUB TRACKS—**

Durham.....Switch west end.

Missouri Gravel Co. spur: M.P. 17.23—25 cars. Switch east end.

Brashear.....Switch east end.

Local Extra turnaround operated on this Subdivision.

Local Extra will carry passengers.

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

Rule 908 in effect at Kirksville for all tracks. Use of wye at Kirksville involves use of Wabash main track. Before turning engines or cars permission must be obtained from Wabash Dispatcher.

## Spur Tracks

### CARROLLTON SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
209.05	..... <b>COTTER</b> .....	
213.10	..... <b>BOGARD</b> .....	10
220.60	..... <b>CARROLLTON</b> .....	55

Spur track between Cotter and Carrollton, within yard limits. Rule 908 in effect.

Maximum speed .....25 M.P.H.

### GREEN CITY SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
104.60	..... <b>MILAN</b> .....	68
93.30	..... <b>GREEN CITY</b> .....	27

Spur track between Milan and Green City, within yard limits. Rule 908 in effect.

Maximum speed .....25 M.P.H.

### MIXED TRAINS (Information Only)

★★ 15	★ 11	STATIONS	★ 12	★★ 14
L 3:00 P.M.	L 9:00 A.M.	BROOKFIELD	A 3:45 P.M.	A 9:45 P.M.
L 4:05 P.M.	L 10:05 A.M.	COTTER	L 2:05 P.M.	L 8:05 P.M.
A 5:45 P.M.	A 11:45 A.M.	CARROLLTON	L 1:35 P.M.	L 7:35 P.M.

★ Tuesday and Thursday.

★★ Saturday.

### FREIGHT TRAINS (Information Only)

WESTWARD			STATIONS	EASTWARD	
Daily Freight	Daily Freight	Daily Freight		Daily Freight	Daily Freight
67	77	75		74	70
L 1:25 A.M.	L 5:00 A.M.	L 12:30 P.M.	BROOKFIELD	A 11:30 A.M.	A 10:30 P.M.
A 4:00 A.M.	A 7:30 A.M.	A 3:30 P.M.	MURRAY YARD	L 9:00 A.M.	L 8:00 P.M.



## Speed Restrictions

1. Passenger, mail, express and troop trains consisting of passenger cars only (including caboose equipped with ride-control trucks numbered in series 13525 to 13559 inclusive, or drovers cars 5760 to 5765 inclusive) will be governed by speed authorized for passenger trains; when consisting of passenger cars only, but including caboose not equipped with ride-control trucks, will be governed by speed authorized for passenger trains except must not exceed 65 M. P. H.; and when handling freight cars will be governed by speed authorized for freight trains, except must not exceed 50 M. P. H.

Gas or gas-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. and will be governed by speed restrictions applying to passenger trains where the authorized speed is less than 50 M. P. H.

Gas or gas-diesel-electric motor cars running backward must not exceed a speed of 15 M.P.H.

Steam or diesel engines running light, and engines with caboose only, must not exceed speed authorized for freight trains, except must not exceed 35 M. P. H., unless otherwise provided.

On subdivisions where maximum speed restrictions for steam engines are not shown, movement of steam engines will be governed by train order.

Diesel engines in 200, 300 and 400 series must not exceed 65 M. P. H.

Diesel engines 9103, 9104, 9105, 9106 and 9107 must not exceed a maximum speed of 30 M. P. H. either in service or when being handled dead in train.

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.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>ALL SUBDIVISIONS</b>		
On sidings.....	Reduced speed	Reduced speed
All crossovers and turnouts, not otherwise specified.	10	10
Trailing movement through spring switches not otherwise specified .....	15	15
Loaded air dump cars in rear of train when possible.		
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
Branch line .....		15
250 ton wrecking derrick and bridge derrick 204620 must not operate over any Subdivision except, may operate Burlington to Hannibal; Hannibal to North Market; West Quincy to Brookfield; Brookfield to Kansas City; Brookfield to St. Joseph and Cameron to Birmingham Subdivisions 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 Mississippi River, 197.24 Platte River, Saxton.		
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. & West Quincy Subdivision.....		15
Branch line .....		15

Freight cars equipped for handling in passenger trains will be considered the same as standard passenger equipment.

## Speed Restrictions—Continued

## NORTH MARKET AND HANNIBAL SUBDIVISION.

LOCATION	PASSENGER TRAINS	FREIGHT TRAINS
	M. P. H.	M. P. H.
Governed by T.R.R.A. Timetable		
ZONE—St. Louis U. S.—M.P. 3.90.....	15	Yard
ZONE—M.P. 3.90—M.P. 4.70.....	65	Yard
ZONE—M.P. 4.70—M.P. 10.94.....	50	Yard
Curve M.P. 7.90.....	60	Yard
Curve M.P. 10.14.....	60	Yard
Curve M.P. 10.50.....	65	45
ZONE—M.P. 10.94—M.P. 19.10.....	50	45
Curve M.P. 12.05.....	50	45
Curve M.P. 14.70.....	50	45
Curve M.P. 16.10.....	45	25
Curve M.P. 18.40.....	45	25
Entire train over Ft. Bellefontaine Bridge 18.79.....	65	Yard
ZONE—M.P. 19.10—M.P. 22.13.....	25	Yard
Curve, West Alton M.P. 20.30.....	79	50
ZONE—M.P. 22.13—M.P. 77.95.....	30	30
North crossover Machens interlocking.....	40	30
Through turnout Perkins M.P. 28.90.....	50	40
Over Bridge M.P. 32.10.....	30	30
Through turnouts both ends of siding Seeburger, Gibbs and Old Monroe.....	25	25
Through turnout Junction Switch Old Monroe-Francis subdivision.....	60	45
ZONE—M.P. 77.95—M.P. 92.70.....	35	25
Curve Forgeys Bluff M.P. 79.75.....	50	40
Curve M.P. 85.15.....	60	Yard
ZONE—M.P. 92.70—M.P. 93.70.....	40	Yard
Curve M.P. 93.50.....	40	Yard
ZONE—M.P. 93.70—M.P. 95.32.....	40	Yard
Over Georgia Street Crossing Louisiana M.P. 94.30.....	6	6
ZONE—M.P. 95.32—M.P. 95.80.....	50	40
ZONE—M.P. 95.80—M.P. 117.30.....	60	45
ZONE—M.P. 117.30—M.P. 119.10.....	60	Yard
ZONE—M.P. 119.10—M.P. 119.86.....	Reduced Speed	Yard
Bridge 119.63—Old Main Track, Hannibal.....	10	Yard
<b>WEST ALTON TO HENRY STREET TOWER OVER M &amp; I B &amp; B</b>		
Maximum Speed.....	40	40
Trains using wye at West Alton.....	10	Yard
Entire train over Mississippi River Bridge Alton.....	10	10
Through interlocking plant Henry Street.....	10	10
<b>OLD MONROE AND FRANCIS SUBDIVISION.</b>		
Maximum Speed.....	59	40
Through turnout Junction Switch St. Louis-Hannibal Subdivision.....	25	25
Over Bridge 77.66.....	35	25
Through turnouts to G.M.&O. Francis.....	10	10

## Speed Restrictions—Continued

### HANNIBAL AND BURLINGTON SUBDIVISION.

LOCATION	PASSENGER TRAINS	FREIGHT TRAINS
	M. P. H.	M. P. H.
ZONE—M.P. 119.10—M.P. 119.86.....	Reduced Speed	Yard
ZONE—M.P. 119.86—M.P. 120.60.....	50	45
ZONE—M.P. 120.60—M.P. 134.06.....	60	45
Through turnouts Controlled Siding, Falk.....	30	30
Through turnouts and on wye track between Falk and North River.....	30	30
Through crossover, Falk.....	30	30
Curve M.P. 133.65.....	60	45
Through turnout, Mark.....	40	40
ZONE—M.P. 134.06—M.P. 137.00.....	70	50
Through turnout south switch West Quincy Yard.....	30	30
Through turnout south switch Controlled Siding, West Quincy.....	30	30
Through turnout north switch Controlled Siding, West Quincy.....	15	15
ZONE—M.P. 137.00—M.P. 137.58 end C.T.C.—M.P. 137.58 equals M.P. 141.69.....	30	20
ZONE—M.P. 141.69—M.P. 143.44.....	59	Yard
ZONE—M.P. 143.44—M.P. 161.75.....	59	45
ZONE—M.P. 161.75—M.P. 163.40.....	50	40
ZONE—M.P. 163.40—M.P. 169.50.....	59	45
ZONE—M.P. 169.50—M.P. 173.00.....	50	45
Curve M.P. 169.70.....	45	35
Curve M.P. 172.40.....	30	30
Curve M.P. 172.75.....	40	30
ZONE—M.P. 173.00—M.P. 175.68.....	59	45
Entire train over Des Moines River Bridge 174.95.....	25	25
Curve M.P. 175.10.....	25	25
ZONE—M.P. 175.68—M.P. 178.58.....	30	Yard
Bank Street Crossing M.P. 177.75.....	15	Yard
Keokuk Union Depot tracks.....	Reduced Speed	Yard
ZONE—M.P. 178.58—M.P. 199.29.....	59	45
Curve M.P. 194.80.....	35	25
ZONE—M.P. 199.29—M.P. 200.50.....	59	Yard
ZONE—M.P. 200.50—M.P. 203.35.....	50	Yard
Curve M.P. 200.75.....	25	Yard
20th Street Crossing M.P. 200.90.....	25	Yard
18th Street Crossing M.P. 201.15.....	25	Yard
Curve M.P. 201.85.....	35	Yard
Second Street Crossing M.P. 202.71.....	8	Yard
ZONE—M.P. 203.35—M.P. 217.45.....	59	45
ZONE—M.P. 217.45—M.P. 219.24.....	25	25
ZONE—M.P. 219.24—M.P. 220.32.....	25	Yard
ZONE—M.P. 220.32—Burlington Passenger Station.....	20	Yard
Through turnout Burlington to Burlington-Hannibal Subdivision.....	10	10

## Speed Restrictions—Continued

## WEST QUINCY and BROOKFIELD SUBDIVISION

LOCATION	PASSENGER TRAINS	FREIGHT TRAINS
	M. P. H.	M. P. H.
ZONE—M.P. 137.00—M.P. 134.06.....	70	50
Through turnout north switch Controlled Siding, West Quincy.....	15	15
Through turnout south switch Controlled Siding, West Quincy.....	30	30
Through turnout south switch West Quincy Yard.....	30	30
ZONE—M.P. 5.72—M.P. 6.72.....	79	50
ZONE—M.P. 6.72—M.P. 8.60.....		
North Main Track.....	79	50
South Main Track.....	40	40
Through crossover M.P. 6.72 and turnout M.P. 8.60.....	40	40
Through turnouts and on wye track between North River and Falk.....	30	30
Through crossover Falk.....	30	30
ZONE—M.P. 8.60—M.P. 10.00.....	70	50
ZONE—M.P. 10.00—M.P. 14.85.....	40	30
ZONE—M.P. 14.85—M.P. 70.10.....	79	50
Curve M.P. 15.00.....	60	50
Through turnouts of controlled sidings.....	30	30
ZONE—M.P. 70.10—M.P. 71.25.....	65	50
ZONE—M.P. 71.25—M.P. 74.00.....	79	50
ZONE—M.P. 74.00—M.P. 77.20.....	65	50
ZONE—M.P. 77.20—M.P. 83.45.....	79	50
ZONE—M.P. 83.45—M.P. 99.30.....	60	45
Curves M.P. 92.00, M.P. 92.25 and M.P. 93.00.....	50	40
ZONE—M.P. 99.30—M.P. 102.50.....	65	50
ZONE—M.P. 102.50—M.P. 103.45.....	65	Yard
ZONE—M.P. 103.45—M.P. 104.10.....	40	30

Freight trains 70 and 72, authorized by message over signature of Superintendent, may observe maximum speed as follows (observing all other speed restrictions): 60 M.P.H. Between M.P. 18.20 and 69.00.

## BROOKFIELD AND ST. JOSEPH SUBDIVISION.

ZONE—M.P. 104.10—M.P. 104.40.....	30	30
ZONE—M.P. 104.40—M.P. 106.86.....	79	50
Through crossover Needles, M.P. 106.82.....	30	30
Through turnout Needles, M.P. 106.85.....	40	40
ZONE—M.P. 106.86—M.P. 109.35.....	50	40
ZONE—M.P. 109.35—M.P. 203.95.....	60	45
Head end eastbound trains over street crossings, Meadville.....	45	45
Head end westbound trains over street crossings, Chillicothe.....	50	45
Head end westbound trains over street crossings, Breckenridge.....	45	45
Curve M.P. 157.00.....	35	35
Curve M.P. 164.25.....	55	45
Head end trains over five street crossings, Cameron, between M.P. 170.80 and M.P. 171.25.....	15	15
Head end trains over street crossings, Stewartville.....	30	30
ZONE—M.P. 203.95—M.P. 205.57.....	55	Yard
Head end eastbound trains over Railroad Crossing M.P. 204.78, South Park.....	20	Yard
Spring switch east end advance track M.P. 204.79, South Park, facing movement.....	25	Yard
ZONE—M.P. 205.57—M.P. 206.00.....	Reduced Speed	Yard

## Speed Restrictions—Continued

### BROOKFIELD AND KANSAS CITY SUBDIVISION.

LOCATION	PASSENGER TRAINS	FREIGHT TRAINS
	M. P. H.	M. P. H.
ZONE—M.P. 104.10—M.P. 104.40.....	30	30
ZONE—M.P. 104.40—M.P. 177.80.....	79	50
Through turnout to Wabash at Maxwell.....	35	35
Through turnouts of controlled sidings.....	30	30
ZONE—M.P. 216.20—M.P. 224.45.....	60	50
Curves between M.P. 216.20 and M.P. 222.90	45	35
Through crossovers, Block 224.....	25	25
ZONE—M.P. 224.45—East end Missouri River Bridge	15	15
ZONE—East end Missouri River Bridge—Kansas City Terminal connection, M.P. 225.48, (Fifth Street)...	10	10

Freight train 70, authorized by message over signature of Superintendent, may observe maximum speed as follows (observing all other speed restrictions):

55 M.P.H.  
Between M.P. 106.85 and 177.80

### CAMERON AND BIRMINGHAM SUBDIVISION.

Maximum Speed .....		
Between Cameron and Lathrop.....	50	40
Between Lathrop and Birmingham.....	45	40
Curves between Lathrop and Birmingham.....	40	30
Head end of train between Home Signals over A.T.&S.F. Crossing M.P. 187.7.....	20	20
Westward freight trains, curves M.P. 211.5 to M.P. 212.5.....		25
Westward freight trains between:.....		
M.P. 189.75—M. P.189.77 .....		35
M.P. 193.30—M.P. 193.50.....		35
M.P. 201.65—M.P. 201.67.....		35
M.P. 212.50—M.P. 212.70.....		35
Eastward freight trains between M.P. 206.65 and M.P. 206.63.....		35

ILLINOIS JCT. AND WEST QUINCY SUBDIVISION	All Trains	
	GP7-9 1000 H.P. M.P.H.	600 H.P. M.P.H.
Maximum speed .....	25	30
Bridge 15.44 .....	20	30
Around curve, M.P. 16.....	15	15
Head end of train over highway crossing, M.P. 19.07 .....	5	5
Head end of train over highway crossing, M.P. 19.37 .....	5	5
Bridge 40.46 .....	20	30

UNIONVILLE AND LACLEDE SUBDIVISION	All Trains	
	GP 7 1000 H.P. M.P.H.	600 H.P. M.P.H.
Maximum Speed .....	25	30
Head end of train over highway crossing M.P. 149.4..	20	20
Before crossing Third Street, M.P. 150.0, Milan, protect movement .....	Stop	Stop
Bridges 155.27, 156.88, and 159.53.....	15	15
Head end of train over highway crossing M.P. 168.6 ..	20	20
Main Street crossing, M.P. 169.2, Purdin.....	5	5
All street crossings, Linneus.....	15	15
Around curves M.P. 177.1 and M.P. 177.7.....	20	20
Curve north of Junction Switch, Laclede.....	10	10

VIELE AND BLOOMFIELD SUBDIVISION	All Trains	
	GP 7 1000 H.P. M.P.H.	600 H.P. M.P.H.
Maximum Speed .....	25	30
Bridge 27.23 .....	10	15
Curves M.P. 39.00 to M.P. 43.50.....	25	25
Curves M.P. 43.50 to M.P. 49.00.....	20	20
Bridges 44.26, 45.57, 46.83, 50.74 and 55.54.....	10	15
Head end of train over highway crossing M.P. 65.70..	20	20
Head end of train over highway crossing M.P. 73.88..	20	20

WEST QUINCY AND KIRKSVILLE SUBDIVISION	All Trains
Maximum Speed:	
Junction switch to M.P. 53.00.....	25
M.P. 53.00 to Kirksville.....	20
Head end of train over highway crossing, M.P. 6.65.	10
Over King Street crossing, M.P. 31.9, LaBelle.....	5
Head end of train over highway crossing, M.P. 68.70.	10

## Speed Restrictions—Concluded

ALEXANDRIA AND CENTERVILLE SUBDIVISION	All Trains	
	GP 7 1000 H.P. M.P.H.	600 H.P. M.P.H.
Maximum speed	30	30
Over street crossings, Wayland	10	10
Bridge 13.81	15	15
Over street crossings, Kahoka	10	10
Head end of train over ATSF crossing, Medill	20	20
M.P. 28.00 to M.P. 34.30	15	20
M.P. 42.00 to M.P. 46.10	25	30
M.P. 46.10 to M.P. 54.40	15	20
M.P. 54.40 to M.P. 74.00	25	30
M.P. 59.65	10	10
Over street crossings between M.P. 65.30 and M.P. 65.45, Lancaster	10	10
Head end of westward trains, over highway crossing M.P. 66.29	10	10
Around curve M.P. 69.00	20	20
M.P. 74.00 to M.P. 82.00	15	20
Bridge 82.75	15	15
M.P. 84.10 to M.P. 88.95	25	30
Diesel-electric motor cars and light engines be- tween approach and home signals CRI&P crossings, M.P. 86.3	20	20
Diesel-electric motor cars and light engines be- tween home signals CRI&P crossing, M.P. 86.3	10	10
Head end of train over highway crossing M.P. 86.6	10	10
M.P. 88.95 to Centerville	Yd.	Yd.
Before crossing 18th Street, M.P. 89.65, and Drake Ave. crossing, M.P. 89.70, Centerville, protect movement	Stop	Stop

## Track Restrictions For Engines

Prospect Hill	Portland Cement Company Plant: Steam engines may use track No. 12 or Circle track, to a point 80 feet east of storage house. Engines must not use track No. 22.
Cannon	Wooden scaffold opposite rock loading ramp on Rock track will not clear man on top or side of car.
Louisiana	Engines must not move over hoppers at M.F.A. elevator. Canopy has been constructed over hoppers and will not clear man on side or top of car.
Hannibal	O-1 and heavier engines must not operate over Bridge 119.63A, old main track.
Wever	Engines must not go beyond clearance point on elevator track.
Cascade Wye (M.P. 219.0)	Engines heavier than O-3 must not use wye.
Centerville	Engines must not go west of East line of elevator on Pillsbury Soy Bean track.

## SPECIAL INSTRUCTIONS

District Master Mechanic, L. G. Harville, Hannibal, Mo.  
 Ass't District Master Mechanic, B. S. Carter, Kansas City, Mo.  
 Trainmaster, R. M. Bradley, Hannibal, Mo.  
 Trainmaster, B. E. Cors, Hannibal, Mo.  
 Road Foreman, L. Sebers, Hannibal, Mo.  
 Road Foreman, F. M. Diehl, Hannibal, Mo.  
 Road Foreman, W. L. Hull, Brookfield, Mo.  
 Chief Dispatcher, L. Humphrey, Hannibal, Mo.  
 Night Chief Dispatcher, G. F. Daume, Hannibal, Mo.

### TRAIN DISPATCHERS

Hannibal:	Hannibal:
R. E. Ainge	W. A. Squires
T. G. Line	R. L. Worster
R. Cluck	C. W. Shay
H. M. Muldrow	J. O. Rethorn
	L. J. Zahn

1. Trains have no time table superiority between M.P. 119.10 and Begin CTC and between M.P. 0.04 west of South Main Street and M.P. 119.87 Hannibal. All trains and engines must move at reduced speed between these points.

When train order (Form D-R) authority for crossover, at facing-point hand-throw switch, is issued at the point where crossover movement is to be made, train must be stopped before the crossover switches are lined.

### 2. USE OF TRACK:

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

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.

At Prospect Hill, Missouri Portland Cement Plant, locking of the derail on track No. 13 will put track out of service. Derail on track No. 12 will be used only when hopper cars are being loaded.

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.

The west track between Hannibal and Iasco must not be used except on permission from dispatcher.

Freight trains moving out of West Quincy yard will arrange with dispatcher for proper route immediately preceding departure.

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

Hannibal Division trains will use tracks between Carthage Junction and West Quincy and be governed by Galesburg and Beardstown Divisions time table.

Switches must be left lined and locked for No. 1 track Brookfield yards.

Two sidings at Wheeling. Unless otherwise provided, the left hand track must be used.

Trains meeting at Centerville Passenger Depot, inferior train will take siding on first track south of main track.

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

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.

### 3. RULES OF THE OPERATING DEPARTMENT ARE MODIFIED AS FOLLOWS:

#### RULE H.

The use of tobacco by employees in uniform while on duty in the presence of patrons, or by employees transacting business with patrons in or about stations, is prohibited.

## SPECIAL INSTRUCTIONS (Continued)

## RULE Q.

Courteous deportment is required of all employes in their dealings with the public, their subordinates and each other.

Employes who are careless of the safety of themselves and others, negligent, insubordinate, dishonest, immoral, quarrelsome or otherwise vicious or who do not conduct themselves in such a manner and handle their personal obligations in such a way that their railroad will not be subject to criticism or loss of good will, will not be retained in the service.

## RULE 7(a) (Third Paragraph)

When backing or pushing a train or cars or switching cars, the disappearance from view of trainman, yardman, light by which signals are given or failure to hear his voice frequently on radio, must be construed as a stop signal, unless movement is being made as prescribed by Rule 1346.

## RULE 15. (First Paragraph)

The explosion of two torpedoes is a signal to proceed at Reduced Speed for one and one-quarter miles. The explosion of one torpedo will indicate the same as two, but the use of two is required.

## RULE 16 (k).

One long sound of communicating signal to shut off train heat.

## RULE 17

Full headlight will be displayed to the front of every train by day and by night. It must be concealed or extinguished when a train turns out to meet another train and has stopped clear of main track, is standing to meet a train at end of two or more tracks or a junction, or when oscillating emergency red headlight is displayed and train has stopped.

It must be dimmed while standing in yards where yard engines are employed.

When an engine is running backward a white light must be displayed by night on the leading end.

At night, when standing or moving about yards, road engines without cars must display a light on the rear.

Unless otherwise provided, white oscillating light must be displayed approaching highway crossings at night and during day when weather conditions impair visibility. It must be extinguished when headlight is dimmed or extinguished.

## RULE 19 (e).

A train not equipped to display the prescribed markers will display a red flag by day and a white light by night to indicate the rear of the train.

## RULE 21.

Where extra trains display classification signals, the display of white flags will be discontinued and white lights will be used as classification signals for both day and night operation.

## RULE 30.

Except where the momentary stop and start, forward or backward, is a continual switching movement, the engine bell must be rung when an engine is about to move, and while approaching and passing public crossings at grade and station platforms.

## RULE 35.

The following signals will be used by flagmen:

Day Signals—A red flag,  
torpedoes and  
red fuses.

Night Signals—Torpedoes and  
red fuses.

## RULE 99 (b). (Second paragraph).

The required flagging equipment for an engine is one red flag, six torpedoes and four red fuses.

## RULE 102(a) (First Paragraph, Second Sentence)

The red headlight is displayed automatically by an emergency application of the air brakes.

## RULE 208. (Second paragraph).

The several addresses must be in the order of superiority of trains, each office taking its proper address and when office is open, except within Automatic Block Signal Limits, must include the operator at meeting or waiting point.

## RULE 221 (a). (First paragraph).

Where trains are operated on single track, Clearance Form A must be filled out by the operator before clearing a train, showing thereon, without erasure or alteration, the total number of train orders and the number of each train order, if any, addressed to a train. He will then repeat from the clearance to train dispatcher the information shown thereon. The dispatcher will make the required record in the train order book, and if operator has correctly repeated the number of all train orders addressed to a train will respond by giving "OK," the time, and the Superintendent's initials, which the operator will endorse on the Clearance.

## CLEARANCE FORM F.

Proceed per Rule 509 A on.....track.

Train dispatcher will specify number or name of track that the train will proceed on after passing the signal; viz., in multiple track territory—On No. 2 track, or—on westward track; in single track territory—on Main track, or on siding or yard track. Conductor or Engineman will note track on Clearance Form F and repeat to the train dispatcher.

## RULE 318 (B). (Third paragraph).

A train may be permitted to follow a train other than a passenger train into a block under Permissive indication, or with permissive Form C, on authority of train dispatcher, provided ten minutes have elapsed since the passage of the last preceding train.

## RULE 374.

When a train is passed by another train at a non-communicating station, the train passed must wait ten minutes and then proceed at Reduced Speed to the next open block station.

## RULE 501-501-E.

A single arm semaphore signal having a yellow blade in a vertical position in the upper quadrant with a green light will indicate proceed in accordance with Rule 501.

A single arm semaphore signal having a yellow blade in the upper quadrant at an angle of 45 degrees to the vertical with a yellow light will indicate approach in accordance with Rule 501-E.

## RULE 509 C.

When block signal rules require movement at restricted speed, this speed must not be increased until after the rear of train has passed through the block.

## RULE 512. (Second paragraph).

Except as provided for in Rule 512, before train or engine movement is made from siding equipped with a spring switch, not governed by a dwarf signal, spring switch must be opened by hand.

When a train or engine, on a siding equipped with a spring switch and dwarf signal, is stopped by a Stop indication and no conflicting train or engine movement is evident, and movement to main track is authorized as prescribed by Rule 509, spring switch must be opened by hand.

In either case, after waiting three minutes and leading truck has passed fouling point while switch is open, switch must then be closed by hand. Leading truck must not pass fouling point until after expiration of the three minute period.

## RULE 514.

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

## RULE 533. (Applicable on subdivision when so noted)

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.

Before authorizing a train or engine to enter the main track through a hand operated switch not equipped with an electric switch lock, the train dispatcher must know positively that there are no trains or engines within the block or approaching the stop signal governing entrance to the block in the same direction in which movement is to be made from the switch. Signals must then be cleared for the direction of traffic in which the movement is to be made, after which permission will be granted to open the switch. Train dispatcher must be advised when movement to main track has been completed and switch has been restored to normal position and locked. Train dispatcher must know that movement to main track has been completed before authorizing any following train or engine movements.

Trains or engines will not clear the main track at hand operated switches not equipped with electric switch locks in Centralized Traffic Control territory except when specified.

## RULE 672. (Third paragraph).

If there is no indication to show that signals on the conflicting routes indicate stop, movement must be made in the following manner: Train or engine will be moved to occupy the track between the home signal and the crossing and stop clear of the crossing. Burning red fuses must be placed 100 feet from the crossing on all conflicting routes. Train or engine may proceed after standing two minutes, if no conflicting train or engine movement is evident.

## RULE 712.

Train orders must not be transmitted by radio between head and rear end of a train.

Information concerning the position of switches or aspect of governing signals must not be requested nor accepted by train or engine crews from persons other than members of their own crew.

**SPECIAL INSTRUCTIONS (Concluded)**

**RULE 901. (First paragraph).**

Roadway signs indicate maximum speeds for passenger trains.

**RULE 908. (Second paragraph).**

Before moving engines and cars on station, or industry tracks, train and yardmen must know that the cars can be moved with safety.

(Fourth paragraph).

Unless otherwise authorized, cars must not be shoved on yard tracks, team tracks, industry or freight house tracks, until a member of the crew is stationed at the opposite end of tracks for the purpose of ascertaining the amount of room or clearance and prevent shoving cars out to foul.

**RULE 913. (First paragraph).**

When for any reason an engine leaves its train or part of its train on main track at night or where view is obscured, torpedoes must be placed a safe distance in advance of rear portion of train to warn enginemen returning, and at night a light must be placed on front end of rear portion of train.

**RULE 914.**

A rectangular yellow sign with diagonal black stripe displayed on the right of track indicates that the track one mile distant is safe for a speed of 10 miles per hour unless otherwise directed by train order, time table or bulletin.

A round green sign with diagonal white stripe displayed on the right of the track signifies that the slow track has been passed and authorized speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear of train.

On sub-divisions where maximum speed is 40 M. P. H. or more an octagonal yellow sign with horizontal black stripe displayed on the right of the track will indicate the beginning of slow track.

**RULE 916.**

Diesel engines may be deadheaded directly behind road diesel engines between:

- North Market and Burlington
- Hannibal and St. Joseph
- West Quincy and Kansas City
- Cameron and Birmingham

**RULE 918**

Bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

**RULE 970 (Second Paragraph)**

Instruct the fireman in his duties including the economical use of fuel and supplies. Engineman will not permit fireman to operate the engine, except in emergency, or when in his judgment the fireman has had sufficient experience to operate engine for the purpose of qualifying himself. This practice must be confined to freight and yard service unless otherwise authorized by Road Foreman of Engines. Engineman is responsible while the engine is being operated by the fireman.

**RULE 1304.**

Before starting brake test on a freight train, the brake system must be charged to not less than 10 lbs. below the standard pressure for that train, instead of 5 lbs.

**RULE 1345.**

The emergency air brake valve located in all passenger, baggage and express cars and in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

If it is necessary to stop a train due to inability to transmit signal to the engineman, open the valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep brakes applied to the stop.

Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

4. If due to accident, on an engine other than steam, operating without cars, causing complete failure of the air brake, proceed as follows:

- (a) Close throttle to idle.
- (b) Move the reversing handle to reverse position.
- (c) Open throttle to No. 1 position.

5. Extra trains will not display classification signals on Brookfield and Kansas City Subdivision.

Where extra trains display classification signals, the display of white flags as prescribed by Rule 21, will be discontinued, and white lights will be used as classification signals for both day and night operation. These instructions also apply to CB&Q trains operating over GM&O trackage between Francis and Rock Creek.

6. Air brakes must be used on occupied passenger carrying equipment when switching.

7. To insure against fire damage, do not permit engines to stand over or near any open flame.

**E. L. POTARF,**  
General Manager, Chicago.

**H. A. BENEDETTO,**  
Superintendent, Hannibal.

**C. H. BREMHORST**  
Superintendent Terminals, St. Louis.

**E. D. HARVILLE,**  
Superintendent Terminals, Kansas City.

**J. A. LLOYD,**  
Assistant Superintendent, Brookfield.

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

**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			