

MISSOURI PACIFIC EMPLOYEES' HOSPITAL ASSOCIATION
ST. LOUIS, MO.
H. J. Mohler, President

**The Names and Locations of Local and
Dispensary Surgeons**

D. M. Jenkins.....Bloomington, Ill.
Ray E. Baxter.....Bloomington, Ill.
R. G. Price.....Bloomington, Ill.
A. F. Cunningham.....Bloomington, Ill.
J. L. Wright (Orthopedic Surgeon)....Bloomington, Ill.
Gordon Schultz (Orthopedic Surgeon) .Bloomington, Ill.
H. R. Watkins, E.N.T. Specialist.....Bloomington, Ill.
Geo. E. Hartenbower E.E.N.T. Specialist
.....Bloomington, Ill.
R. E. Knight (E.N.T.) Specialist.....Bloomington, Ill.
R. W. Doud.....Normal, Ill.
L. Lainvec.....Minier, Ill.
H. W. Maxfield.....Mason City, Ill.
H. R. Rivero.....Mason City, Ill.
Jack Means.....Mason City, Ill.
Ellsworth BlackJacksonville, Ill.
W. L. Frank (E.E.N.T. Spec.).....Jacksonville, Ill.
W. L. Frank, Jr. (E.E.N.T. Spec.).....Jacksonville, Ill.
A. G. Schultz (Oculist)Jacksonville, Ill.
W. R. Dunseth.....Jacksonville, Ill.
Nathaniel BucklinRoodhouse, Ill.
Ludwig Dech.....Roodhouse, Ill.
F. E. Walker.....Roodhouse, Ill.
R. W. Piper.....Whitehall, Ill.
A. K. Baldwin.....Carrollton, Ill.
F. Gorecki.....Jerseyville, Ill.
W. J. Martin.....Louisiana, Mo.
E. L. Livine.....Vandalia, Mo.
T. L. Dwyer.....Mexico, Mo.
Geo. Woods.....Fulton, Mo.
T. M. Turner.....Centralia, Mo.
L. LaChance.....Centralia, Mo.
J. W. Gardner.....Glasgow, Mo.
M. C. Duggins.....Slater, Mo.
C. A. McBurney.....Slater, Mo.
N. Suarez.....Slater, Mo.
S. T. Mead (Oculist).....Slater, Mo.
W. K. Nix.....Marshall, Mo.
R. F. Aiken.....Marshall, Mo.
R. B. Best.....Higginsville, Mo.
W. E. Fulkerson.....Higginsville, Mo.
J. E. BumgarnerHigginsville, Mo.
W. E. Martin.....Odessa, Mo.
J. W. Williams.....Oak Grove, Mo.
J. R. Green.....Independence, Mo.
R. D. Irland.....Kansas City, Mo.
Union Station Hospital
J. E. Castles (Div. Surgeon & Staff)—Kansas City, Mo.

HOSPITALS

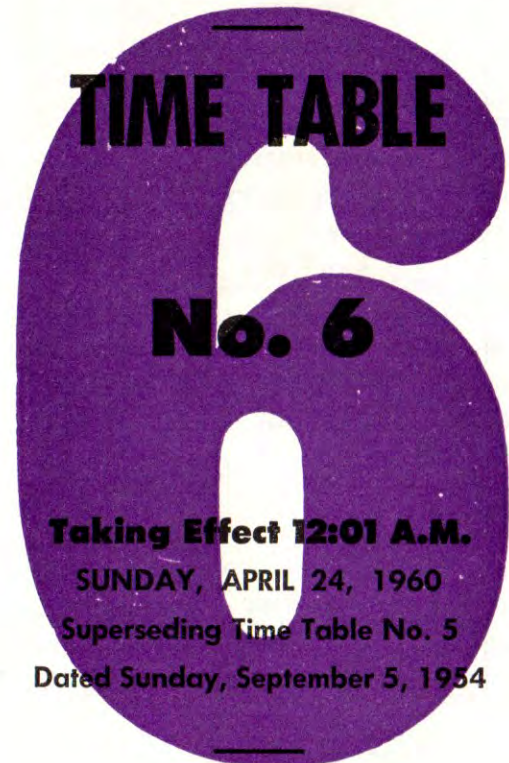
Bloomington, Ill.Brokaw Hospital
Bloomington, Ill.St. Joseph's Hospital
Jacksonville, Ill.....Passavant Memorial Hospital
Mexico, Mo.Audrian Hospital
Kansas City, Mo.....St. Mary's Hospital

LOCATION OF WATCH INSPECTORS

Chas. L. Miller, 113 W. Front St.....Bloomington
R. P. Wiggins Co., 23 North 18th St.....St. Louis
Frank H. HopkinsBoodhouse
Worrell Jewelry Co.....Mexico
J. G. Bellamy.....Slater
M. D. Wood.....Slater
S. A. Hardin.....Odessa, Mo.
J. H. Mace Co., Union Station.....Kansas City
L. A. Drenon.....Kansas City

Gulf, Mobile and Ohio R. R.

WESTERN DIVISION



Taking Effect 12:01 A.M.

SUNDAY, APRIL 24, 1960

Superseding Time Table No. 5

Dated Sunday, September 5, 1954

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY**

**Not intended for the information of the public,
nor as an advertisement of the time of trains.**

**The Railroad reserves the right to vary
therefrom as circumstances may require.**

DESTROY ALL TIME TABLES OF PREVIOUS DATE

B. V. BODIE, Vice Pres. and General Manager

P. B. BRIDGES, Ass't General Manager

C. E. LANHAM, General Supt. Transportation

J. C. MILLER, Superintendent

J. R. CONERLY, Superintendent

R. B. McALPIN, Rules Director

EASTWARD

Distance from Kansas City	Sub-Division No. 1 TIME TABLE No. 6 APRIL 24, 1960				SECOND CLASS							
		Station Numbers	Passing Sidings Cap. 45 ft. Cars		64		92		60		94	
					<i>CB&Q Daily</i> AM		<i>Daily</i> AM		<i>CB&Q Daily</i> PM		<i>Daily</i> PM	
.....	DN	KANSAS CITY... W.F.T. 1.2 12th St. Yard	7489	Yard			L 6.30				L 7.30 93	
.....	DN	KANSAS CITY..... 6.2 Union Station	7488									
.....		K. C. S. CROSSING... X. 1.6										
2.8		EAST LYDIA AVE... S. 2.9	7486	Yard								
5.7		BIG BLUE... X. 1.1										
6.8	DN	ROCK CREEK JCT... X. 3.6	7482		L 6.45		7.00	L 7.40			8.00	
10.4	D	INDEPENDENCE... 6.3	7478	78	6.55		7.10	7.54			8.14	
16.7	TB	SELSA... 4.5	7472	23	7.06		7.21	8.05			8.25	
21.2	D	BLUE SPRINGS... 4.7	7468	52	7.15		7.30	8.14			8.34	
25.9	TB	GRAIN VALLEY... 4.1	7463	125	7.23		7.39	8.22			8.42	
30.0	D	OAK GROVE... 3.5	7459	46	7.30		7.46	8.29			8.49	
33.5	TB	BATES CITY... 6.9	7455	16	7.36		7.51	8.35			8.55	
40.4	D	ODESSA... 7.5	7448	129	7.50		8.04	8.48			9.08	
47.9	TB	MAYVIEW... 7.0	7441	71	8.05		8.20	8.59			9.19	
54.9	DN	HIGGINSVILLE... 4.7	7434	105	8.19		8.34	9.10			9.30	
59.6	TB	CORDER... 5.1	7429	18	8.27		8.44	9.19			9.39	
64.7	D	ALMA... 3.5	7424	24	8.35		8.54	9.27			9.47	
68.2	TB	BLACKBURN... 5.2	7421	116	8.41		9.02	9.33			9.53	
73.4	TB	MT. LEONARD... 5.5	7415	58	8.50		9.13	9.41			10.01	
78.9	TB	SHACKELFORD... 5.4	7410	70	9.00		9.24	9.49			10.09	
84.3	D	MARSHALL... 10.9	7405	80	9.12		9.36	9.59			10.19	
95.2	DN	SLATER... W.F.T.S.	7394	Yard	A 9.35		A 10.00	A 10.20			A 10.40	
					AM		AM	PM			PM	
		Time over Sub-Division.....			2:50		3:30	2:40			3:10	
		Average speed per hour.....			31.2		27.2	33.4			30.1	

WESTWARD

Distance from Chicago	Sub-Division No. 1 TIME TABLE No. 6 APRIL 24, 1960				SECOND CLASS									
	Station Numbers	Passing Siding Cap. 40 ft. Cars			97			65			63			93
					Daily			CB&Q Daily			CB&Q Daily			Daily
					AM			AM			PM			PM
393.6	DN	..... SLATER..... W.F.T.S.	7394	Yard	L 2.45	.....	L 3.15	.....	L 1.00	.....	L 3.25	.....	L 3.25
		10.9												
404.5	D	..... MARSHALL.....	7405	80	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.4												
409.9	TB	..... SHACKELFORD.....	7410	70	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.5												
415.4	TB	..... MT. LEONARD.....	7415	58	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.2												
420.6	TB	..... BLACKBURN.....	7421	116	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.5												
424.1	D	..... ALMA.....	7424	24	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.1												
429.2	TB	..... CORDER.....	7429	18	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.7												
433.9	DN	..... HIGGINSVILLE.....	7434	105	.....	.....	.....	.....	.....	.....	.....	.....	.....
		7.0												
440.9	TB	..... MAYVIEW.....	7441	71	.....	.....	.....	.....	.....	.....	.....	.....	.....
		7.5												
448.4	D	..... ODESSA.....	7448	129	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.9												
455.3	TB	..... BATES CITY.....	7455	16	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.5												
458.8	D	..... OAK GROVE.....	7459	46	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.1												
462.9	TB	..... GRAIN VALLEY.....	7463	125	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.7												
467.6	D	..... BLUE SPRINGS.....	7468	52	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.5												
472.1	TB	..... SELSA.....	7472	23	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.3												
478.4	D	..... INDEPENDENCE.....	7478	78	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.6												
482.0	DN	..... ROCK CREEK JCT..... X.	7482	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.1												
483.1	.....	..... BIG BLUE..... X.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.9												
486.0	.....	..... EAST LYDIA AVE..... S.	7486	Yard	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.6												
.....	.....	..... K. C. S. CROSSING..... X.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.2												
488.2	DN	..... KANSAS CITY.....	7488	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		Union Station												
488.8	DN	..... KANSAS CITY..... W.F.T.	7489	Yard	.....	.....	.....	.....	.....	.....	.....	.....	.....
		12th St. Yard												
					A 6.45								A 7.30	
					94								94	
					AM				AM				PM	
		Time over Sub-Division.....			4:00				2:50				4:05	
		Average speed per hour.....			23.8				31.2				23.3	

EASTWARD

Distance from Kansas City	Sub-Division No. 2 TIME TABLE No. 6 APRIL 24, 1960		Station Numbers	Passing Sidings Cap. 45 ft. Cars	SECOND CLASS				THIRD CLASS	
					64	92	60	94	74	
					CB&Q Daily	Daily	CB&Q Daily	Daily	Tues. Thur.Sat.	
					AM	AM	PM	PM	AM	
95.2	DN	SLATER W.F.T.S.	7394	Yard	9.35	10.35	10.26	11.15	6.00	
		3.1								
98.3	TB	GILLIAM	7392	66	9.45	10.45	10.31	11.20	6.10	
		7.0								
105.3	TB	HARMONY	7384	139	9.58	10.59	10.42	11.31	6.21	
		2.0								
107.3	D	GLASGOW	7382	31	10.04	11.05	10.48	11.37	6.30	
		4.9								
112.2	TB	STEINMETZ	7377	82	10.14	11.17	11.00	11.46	6.40	
		4.2								
116.4	D	ARMSTRONG	7372	45	10.24	11.27	11.08	11.53	6.50	
		6.2								
122.6	TB	YATES	7366	136	10.34	11.39 63	11.19	12.03	7.02	
		4.7								
127.3	TB	M.K.T. HIGBEE X.	7361	30	10.45	11.50	11.30	12.13	7.15	
		9.5								
136.8	DN	Wab. CLARK X.	7352	145	11.02 63	12.10 73	11.47	12.34 97	7.35	
		12.0								
148.8	D	CENTRALIA	7340	115	11.23 73	12.29	12.08 97	12.53	8.05	
		8.6								
157.4	TB	THOMPSON	7331	57	11.39	12.44	12.25	1.06	8.23	
		4.2								
161.6	TB	WEST SIDING	7327	140	11.46	12.52	12.35	1.13 65	8.32	
		1.4								
163.0	DN	MEXICO W.F.S.Y.X.	7326	Yard	11.51	12.57	12.40	1.17	8.50	
		1.8								
164.8	DN	FRANCIS	7324		11.59	1.06 93	12.45 65	1.20	8.53	
		1.2								
166.0	TB	ARTHUR	7323	68		1.10		1.22	8.55	
		6.1								
172.1	TB	RUSH HILL	7317	51		1.24		1.31	9.05	
		4.9								
177.0	D	LADDONIA	7312	128		1.33		1.39	9.18	
		4.2								
181.2	D	FARBER	7308	56		1.41		1.46	9.26	
		5.3								
186.5	DN	VANDALIA	7302	145		1.55		1.55	9.40	
		8.4								
194.9	TB	CURRYVILLE	7294	55		2.12		2.13	9.56	
		7.1								
202.0	D	BOWLING GREEN	7287	175		2.25		2.28	10.10	
		4.5								
206.5	TB	VERA	7282	123		2.36		2.39	10.22	
		5.9								
212.4		STOCK YARDS	7276	40		2.45		2.50	10.34	
		1.3								
213.7	DN	C.B.&Q. LOUISIANA X.S.Y.	7275	85		2.51		2.58	11.16 93	
		1.3								
215.0	TB	QUINCY JUNCTION	7274	52		2.58		3.05	11.20	
		8.2								
223.2	D	PLEASANT HILL	7266	50		3.11		3.18	11.35	
		4.7								
227.9	TB	NEBO	7261	112		3.19		3.26	11.45	
		9.7								
237.6	D	PEARL	7251	51		3.40		3.48	12.16	
		4.6								
242.2	D	HILLVIEW	7247	97		3.50		3.59	12.45	
		3.9								
246.1	TB	DRAKE	7243	28		3.56		4.09	1.05	
		4.0								
		C. B. & Q. CROSSING X.								
		1.5								
251.6	DN	ROODHOUSE W.F.T.Y.S.	7237	Yard		^A 4.15		^A 4.30	^A 1.35	
						AM	PM	AM	AM	PM
		Time over Sub-Division				2:24	5:40	2:19	5:15	7:35
		Average speed per hour				29.0	27.6	30.1	29.7	20.6

EASTWARD

WESTWARD

THIRD CLASS				SECOND CLASS				Distance from Bloomington	Sub-Division No. 4 TIME TABLE No. 6 APRIL 24, 1960	Station Numbers	Passing Sidings Cap. 40 ft. Cars	SECOND CLASS				THIRD CLASS
76	94	92	232	233	93	97	75									
Mon. Wed. Fri.	Daily	Daily	Daily		Daily	Daily	Daily	Tues. Thur. Sat.								
PM	AM	PM	PM		AM	AM	PM	AM								
A 1.50			A 11.15	.....	DN	BLOOMINGTON . W.F.S.Y.K.	5126	Ya	L 2.35			L 6.00			
1.35			10.47	.....		N.Y.C. 6.2 N.K.P.	7132		2.50			6.15			
1.20			10.35	.....	D	COVEL 6.0	7138	80	3.02			6.35			
1.05			10.24	.....	D	STANFORD 5.0	7143	57	3.12			6.55			
12.55			10.13	.....	D	MINIER 5.3 Penna. X.	7149		3.22			7.10			
			10.05	.....	D	HOPEDALE 3.8	7153		3.31						
12.35	VIA AIR LINE	VIA AIR LINE	9.55	.....	D	BROWNWOOD 4.4	7157		3.40	VIA AIR LINE	VIA AIR LINE	7.35			
			L 9.45	.....	TB	DELAVAN 5.0 I.C.X.			A 3.50						
12.10				.....	D	P. & N. JUNCTION 0.7	7163	38				8.05			
11.32				.....	D	SAN JOSE 2.7	7165					8.15			
11.20				.....	D	NATRONA 5.8	7171	71				8.45			
10.50				.....	D	MASON CITY 8.4 I.C.X.	7179					9.05			
10.35	VIA AIR LINE	VIA AIR LINE		.....	D	GREENVIEW 3.2	7183			VIA AIR LINE	VIA AIR LINE	9.15			
10.25				.....	D	CURTIS 4.6	7187	27				9.42			
9.54				.....	D	PETERSBURG 7.2 C.&I.M.X.	7194	56				10.15			
9.25				.....	D	TALLULA 5.4	7200					10.27			
9.10				.....	D	ASHLAND 2.7 E.&O.X.	7203					10.40			
9.00				.....	D	PRENTICE 5.8	7208					10.50			
8.30				.....	D	SINCLAIR 7.0	7216	17				12.15			
6.50				.....	D	Wab. JACKSONVILLE 7.6 C.B.&Q.X.	7223	57				12.40			
6.35	A 5.20	A 5.20		.....	D	WOODSON 3.4	7227	30				1.00			
6.15	5.10	5.10		.....	D	MURRAYVILLE 5.6	7233		L 7.35	L 7.35		1.15			
L 6.00	L 5.00	L 5.00		.....	DN	MANCHESTER 4.8	7237	Ya	A 8.00	A 8.00	A 1.30				
AM	AM	PM	PM						AM	AM	PM	PM				
7:50	:20	:20	1:30						1:15	:25	:25	7:30				
14.1	31.2	31.2	23.8						28.7	25.0	25.0	14.7				
Time over Sub-Division.....																
Average speed per hour.....																

EASTWARD

WESTWARD

SECOND CLASS			Distance from Roodhouse		Sub-Division No. 6 TIME TABLE No. 6 APRIL 24, 1960	Station Numbers	Passing Sidings Cap. 45 ft. Cars	SECOND CLASS		
128	194							133	193	
Daily	Daily							Daily	Daily	
PM	AM		AM	PM						
A 5.00	A 4.45			DN	ROODHOUSE W.F.T.Y.S.	7237	Yard	L 5.15	L 5.00	
193					3.3			128		
4.40	4.32		3.3	D	WHITEHALL C.B.&O.X.	7537	48	5.25	5.10	
					9.4					
4.05	4.09		12.7	D	CARROLLTON G.M.&O.X.	7529	26	5.45	5.30	
					8.2					
3.45	3.51		20.9	D	KANE	7521	70	6.00	5.45	
					5.1					
3.34	3.40		26.0	D	JERSEYVILLE	7516	21	6.10	5.55	
					6.2					
2.50	3.26		32.2	TB	DELHI	7510	38	6.22	6.07	
					7.8					
L 2.30	L 3.10		40.0		GODFREY W.Y.	5252		A 6.40	A 6.25	
PM	AM							AM	PM	
2:30	1:35				Time over Sub-Division			1:25	1:25	
16.0	25.2				Average speed per hour			28.2	28.2	

EASTWARD

WESTWARD

SECOND CLASS			Distance from Iles		Sub-Division No. 5 TIME TABLE No. 6 APRIL 24, 1960	Station Numbers	Passing Sidings Cap. 46 ft. Cars	SECOND CLASS		
94	92							93	97	
Daily	Daily							Daily	Daily	
AM	PM		AM	PM						
A 6.20	A 6.20			DN	ILES Wab.X.	5187		L 6.20	L 6.20	
93	97				9.8			94	92	
6.05	6.05		9.8		KNAPP	7012	15	6.40	6.40	
					6.4					
5.55	5.55		16.2	TB	PROUTY	7018	65	6.55	6.55	
					6.4					
5.45	5.45		22.6	D	YEOMANS	7025	66	7.10	7.10	
					2.8					
5.40	5.40		25.4		REES	7027	10			
					3.4					
5.32	5.32		28.8		CLEMENTS	7031		7.25	7.25	
					5.6					
L 5.20	L 5.20		34.4	D	MURRAYVILLE	7227	65	A 7.35	A 7.35	
AM	PM							AM	PM	
1:00	1:00				Time over Sub-Division			1:15	1:15	
34.4	34.4				Average speed per hour			27.5	27.5	

WESTWARD

EASTWARD

Distance from Mexico	Sub-Division No. 3 TIME TABLE No. 6 APRIL 24, 1960				SECOND CLASS		Distance from Fulton	Sub-Division No. 3 TIME TABLE No. 6 APRIL 24, 1960				SECOND CLASS	
	Station Numbers	79		Station Numbers	78			Station Numbers	Daily Ex Sunday		Station Numbers	Daily Ex Sunday	
		AM	PM		AM	PM			AM	PM			
11.1 D	Wab. SOUTH BRANCH JCT. X.	7601	10.30		7601	3.00	D	FULTON	7624	3.00			
16.0	AUXVASSE	7611	10.54	4.3	7620	3.15		CALLAWAY	7620	3.15			
19.5	M'CREIDIE	7616	11.10	7.8	7616	3.25		M'CREIDIE	7616	3.25			
23.8 D	CALLAWAY	7620	11.18	12.7 D	7611	3.35		AUXVASSE	7611	3.35			
	FULTON	7624	11.30	23.8	7601	4.00		Wab. SOUTH BRANCH JCT. X.	7601	4.00			
			AM			PM				PM			
	Time over Sub-Division		1:00			1:00		Time over Sub-Division		1:00			
	Average speed per hour		23.8			23.8		Average speed per hour		23.8			

Number 79 is superior to Number 78.

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 19 sec.	45.57
0 " 37 "	97.30	1 " 20 "	45.00
0 " 38 "	94.74	1 " 21 "	44.44
0 " 39 "	92.31	1 " 22 "	43.90
0 " 40 "	90.00	1 " 23 "	43.37
0 " 41 "	87.80	1 " 24 "	42.86
0 " 42 "	85.71	1 " 25 "	42.35
0 " 43 "	83.72	1 " 26 "	41.86
0 " 44 "	81.82	1 " 27 "	41.38
0 " 45 "	80.00	1 " 28 "	40.91
0 " 46 "	78.26	1 " 29 "	40.45
0 " 47 "	76.60	1 " 30 "	40.00
0 " 48 "	75.00	1 " 31 "	39.56
0 " 49 "	73.47	1 " 32 "	39.13
0 " 50 "	72.00	1 " 33 "	38.71
0 " 51 "	70.59	1 " 34 "	38.30
0 " 52 "	69.23	1 " 35 "	37.89
0 " 53 "	67.92	1 " 36 "	37.50
0 " 54 "	66.67	1 " 37 "	37.11
0 " 55 "	65.45	1 " 38 "	36.73
0 " 56 "	64.29	1 " 39 "	36.36
0 " 57 "	63.16	1 " 40 "	36.00
0 " 58 "	62.07	1 " 41 "	35.64
0 " 59 "	61.02	1 " 42 "	35.29
1 " 0 "	60.00	1 " 43 "	34.95
1 " 1 "	59.02	1 " 44 "	34.62
1 " 2 "	58.06	1 " 45 "	34.29
1 " 3 "	57.14	1 " 46 "	33.96
1 " 4 "	56.25	1 " 47 "	33.64
1 " 5 "	55.38	1 " 48 "	33.33
1 " 6 "	54.55	1 " 49 "	33.03
1 " 7 "	53.73	1 " 50 "	32.73
1 " 8 "	52.94	1 " 51 "	32.43
1 " 9 "	52.17	1 " 52 "	32.14
1 " 10 "	51.43	1 " 53 "	31.86
1 " 11 "	50.70	1 " 54 "	31.58
1 " 12 "	50.00	1 " 55 "	31.30
1 " 13 "	49.31	1 " 56 "	31.03
1 " 14 "	48.65	1 " 57 "	30.77
1 " 15 "	48.00	1 " 58 "	30.51
1 " 16 "	47.37	1 " 59 "	30.25
1 " 17 "	46.75	2 " 0 "	30.00
1 " 18 "	46.15	4 " 0 "	15.00

SPECIAL INSTRUCTIONS

1. CLEARANCES—TRAIN-ORDER SIGNALS

Unless otherwise provided, a train must not leave its initial station on any subdivision without a clearance. In addition, all eastward trains must secure clearance before leaving Rock Creek Jct.

The train order signal at Iles governs only Eastern Division trains moving on subdivision No. 2. Western Division trains must secure clearance before leaving Iles.

Regular trains may assume schedule and extra trains may leave Godfrey, Murrayville, P&N Jct. and Fulton without clearance.

Rule 221 of Rules for the Government of the Operating Department, is modified as follows as it applies to train-order offices on all subdivisions of the Western Division:

"Unless otherwise provided, a fixed signal must be used at each train-order office, which shall indicate 'stop' where there is an operator on duty, except when changed to 'proceed' to allow a train to pass when there are no train orders for any train in that direction. After having been cleared for a train, the signal must be restored to indicate 'stop' after the rear of the train has passed 300 feet beyond it.

"When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, the operator must not clear the signal until the orders have been delivered or annulled. While 'stop' is indicated, trains must not leave without a clearance."

2. SUPERIORITY OF TRAINS

Eastward trains are superior to trains of the same class in the opposite direction.

3. JOINT OR SPECIAL USE OF TRACKS

Unless otherwise instructed, passenger trains will operate to and from Union Station; and freight trains will operate to and from GM&O 12th St. Yard at Kansas City.

Between Rock Creek Jct. and Union Station trains will be governed by rules of the KCT Ry. Trains will use KCT Ry. tracks between Rock Creek Jct. and Bridge Jct. and between St. Louis Avenue Tower and 12th St. Yard, and CB&Q tracks between Bridge Jct. and St. Louis Avenue Tower, and will be governed by the rules of those companies.

5. No. 3 track switch at Francis will be known and used as the west switch of the siding.

If necessary for eastbound trains to enter Burlington connection through crossover at Francis, such movements must be properly protected.

6. REGISTER STATIONS

Bloomington,	Roodhouse	Kansas City,
Target Shanty		
and Yard Office	Slater	Train Dispatcher's
Iles		Office

CB&Q second class trains operating through Slater will register by ticket, except when signals are carried.

7. YARDS

Bloomington	Louisiana
Jacksonville	Mexico
Roodhouse	Slater
Iles	Rock Creek Jct.—Kansas City
Godfrey	

8. CB&Q extra trains between Rock Creek Jct. and Francis will display suitable white lights ONLY. The display of white flags as prescribed by Rule 21 will not be required.

9. RAILROAD CROSSINGS

Interlocked:	MAXIMUM SPEED	
	Passenger	Freight
IC, Delavan	20	20
IC, Mason City	20	20
B&O, Ashland	20	20
Wabash, Jacksonville	20	20
CB&Q, Jacksonville	20	20
Wabash, Iles	30	20
CB&Q, Whitehall	20	20
CB&Q, West Roodhouse	20	20
CB&Q, Louisiana	15	15
Wabash, Mexico	10	10
Wabash, Clark	20	20
AT&SF, Rock Creek Jct.	25	20
MP, Rock Creek Jct.	25	20

Not Interlocked:

Color Position Light } NKP, Bloomington
Semaphore } NYC, Bloomington

Grade: } KCS, (Gillis St.) Kansas City
} KCS, MP, (Big Blue), Kansas City

Gates:

PRR, Minier	15	15
GM&O, Carrollton	15	15
MK&T, Higbee	15	15

Drawbridges Interlocked:

Illinois River, Pearl	10	10
Mississippi River, Louisiana	10	10

By night, when the light in an absolute interlocking signal of the semaphore type is absent, trains or engines must stop before accepting the day proceed indication of the signal as provided in Rules 27 and 294.

Inoperative approach signals are in use at the following interlockings, displaying approach indication.

Mason City, Ashland, Jacksonville, Wabash R.R. crossing-westward, West Roodhouse, Pearl, Clark, and White Hall.

Trains must approach absolute signal prepared to stop and reduce speed to not exceed 20 miles per hour within interlocking limits.

At Louisiana, absolute signals governing main track routes are semi-automatic and act as block signals as well as governing routes through interlocking. The absolute signals at this interlocking are equipped with restricting signals.

Trains receiving this signal must understand that the route through the interlocking is set, but does not indicate block is clear, nor provide automatic block protection. Trains receiving a restricting indication, may pass the absolute signal without stopping at restricted speed not exceeding 15 miles per hour to the next signal in advance, prepared to stop short of train, engine, obstruction or switch not properly lined and to look out for broken rail.

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

The railroad crossings at Higbee, Minier and Carrollton are protected by hand-operated gates. The normal position of these gates will be clear for G. M. & O. trains. The gate at Higbee is operated by M. K. & T. Trainmen, the gate at Minier is operated by Pennsylvania trainmen, and the gate at Carrollton is operated by G. M. & O. trainmen. The crossing gate masts are equipped with lights showing red for "STOP" and yellow for "PROCEED WITH CAUTION." Trains must approach these crossings with caution, prepared to stop, and not proceed until the crossing gate and crossing are seen or known to be clear. Wire report must be made to the Chief Dispatcher when any improper condition of crossing gate equipment is observed.

SPECIAL INSTRUCTIONS—Continued

Extract from Missouri State Laws

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

HIGHWAY CROSSINGS

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

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

17. BUSINESS TRACKS NOT SHOWN AS STATIONS ON FACE OF TIME TABLE

Station No.	Name	Mile Post	Car Capacity	Opens
7274	Pike, Ill.	273.80	15	East
7277	Stark Bros. Nursery.....	277.30	22	East
7288	Booth	287.90	65	Double
7306	Walsh Brick Co.....	305.85	20	East
7339	Alva	338.86	4	East
7344	Vertagreen, Mo.	343.50	16	East
7346	Larrabee, Mo.	345.60	2	East
7398	Norton, Mo.	398.10	24	East
7450	Leroy	449.60	18	East
7477	Highland	477.10	35	East
South Branch				
7606	Ortiz	6.21	16	South
7614	Auxvasse Quarry Co.....	14.02	26	North
7621	Mexico Refractories Co.....	21.20	6	North
7623	Otto	22.60	7	South
Jacksonville Line				
7128	McGrath	128.30	30	East
7190	Hilltop	190.6	2	East
7210	Strawn's Crossing.....	210.00	7	East

18. AUTHORIZED DIESEL OPERATION

All classes of GM&O diesel-electric engines may be operated over all subdivisions of Western Division, except:

Between Bloomington and Kansas City the operation is limited to 4 units; and between Mexico and Fulton is limited to 2 units except between Quincy Junction to Louisiana, (over Mississippi River Bridge), not more than two units 280-281, and not more than three units 270-272 and 290-292.

19. BLOCK SYSTEMS

DEFINITIONS:

MEDIUM SPEED.—A speed not exceeding 30 miles per hour.

SLOW SPEED.—A speed not exceeding 15 miles per hour.

RESTRICTED SPEED.—Proceed, not exceeding 15 miles per hour, prepared to stop short of train, engine, obstruction, or switch not properly lined and to look out for broken rail.

WITH CAUTION.—To run at reduced speed, according to conditions, prepared to stop short of train, engine, obstruction, or before reaching a stop signal.

MANUAL BLOCK SYSTEM.—A series of consecutive blocks, governed by block signals operated manually, upon information by telegraph, telephone or other means of communication.

BLOCK STATION.—A place from which block signals are operated.

INTERMEDIATE SIDING.—A siding or sidings between two open block stations.

AUTOMATIC BLOCK SYSTEM is in effect between Rock Creek Jct. and Clark, and between Roodhouse and Murrayville.

Rule 509(a) of Rules for the Government of the Operating Department is modified as follows between Rock Creek Jct. and Clark, and between Roodhouse and Murrayville:

"When a train or engine is stopped by a 'stop and proceed' signal it may:

"On single track, proceed when a 'proceed' indication is displayed. If a 'proceed' indication is not displayed, the train or engine, after waiting 5 minutes, may proceed at restricted speed, not exceeding 15 miles per hour, through the block, prepared to stop short of train, engine, obstruction, or switch not properly lined and to look out for broken rail.

"When a train or engine is stopped by a 'stop and proceed' signal, and it is definitely known that a train is preceding it through the block, the train or engine may proceed at once at restricted speed, not exceeding 15 miles per hour, through the block, prepared to stop short of the preceding train."

The automatic signals between Godfrey and Roodhouse, Bloomington and Murrayville, and Roodhouse and Clark, are for curve and station protection. When automatic signal displays "stop" indication, trains or engines, after stopping, may proceed at once through the block, at restricted speed, not exceeding 15 miles per hour.

END OF TRACK CIRCUIT SIGN. A sign reading "ETC" vertically, denotes a point beyond which a train does not cause an automatic block signal to display its most restrictive indication.

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

MANUAL BLOCK SYSTEM is in effect between Clark and Roodhouse.

The following rules govern the operation of manual block system, in effect between Clark and Roodhouse:

305. Block signals govern the use of the blocks, but, unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

305(a). Fixed train-order signals will also be used as manual block signals, and the rules applying to manual block signals must be observed.

Aspects may be shown by the position of semaphore arms or color of lights, or by both. Semaphore arm that governs is displayed to the right of the signal mast as seen from an approaching train.

306. Block stations will be designated in the time-table or by special instructions.

When a block station is open at an irregular hour, trains must be notified when possible by train order. Until all trains have passed which have not been notified by train order that the block station is open, the operator must use hand signals, in addition to block signals, to give the required indications.

307. A train having entered a block on other than a proceed indication, must not accept a proceed indication at an intermediate block station which was closed when such train entered the block, without receiving clearance. Operator must receive instructions from train dispatcher as to whether a proceed indication or permissive card is to be given.

308. Permissive card, authorized by the train dispatcher and designated by letter instead of by number, will be used to permit a train to follow a train other than a passenger train into a block. Both engineman and conductor will receive a copy with clearance, and train will proceed through the block prepared to stop short of train ahead. This will not relieve the preceding train of protecting as prescribed by Rule 99.

OPERATORS

311. Signals must be kept in the position displaying the most restrictive indication, except when displayed for an immediate movement, or during the hours when the block station is authorized to be closed.

312. Signals must be operated carefully and only by those charged with that duty. If signal fails to work properly, its operation must be discontinued and the signal secured so as to display its most restrictive indication until repaired.

SPECIAL INSTRUCTIONS—Continued

Operators must not make alterations or additions to the apparatus.

313. Operators must observe as far as practicable, whether the indications of the signals correspond with the position of the levers.

315. A block record in the prescribed form must be kept at each block station.

317. To admit a train to a block, operator must examine block record and if block in advance is clear of opposing trains and preceding passenger trains, request operator at block station in advance to "Block for No....." If it is proper for the train to be admitted, the operator in advance will reply "OK, blocking for No." Operator requesting the block will then display the proper signal indication. Operators must promptly enter on block record the time block is given or received.

A train must not be admitted to a block which is occupied by an opposing train or by a passenger train except as provided in Rules 317(b), 317(c) 317(d) and 333, or by having flagman precede them. A train may be permitted to follow a train other than a passenger train into a block under a permissive card, provided 10 minutes have elapsed since the last preceding train.

317(a). To admit an approaching train to a clear block, when there are no train orders for any train in that direction the operator must change the block signal from stop to proceed indication. The signal must remain in proceed position until the train has passed 300 feet beyond it.

To permit a train to pass a block signal which for any reason cannot be changed from stop to proceed indication, clearance, properly endorsed, will be used.

317(b). Opposing trains may be admitted to a block with train order, establishing a meet at an intermediate siding within the block.

To admit a train to a block to meet an opposing train, operator must examine the block record, and if the block is clear of all except the train or trains to be met, request operator at block station in advance to "Block for No. except....." The operator receiving this request, if there is no train in the block except the train or trains to be met will reply "OK, blocking for No. except....."

The train order establishing the meet must be addressed to the trains involved and to both block operators concerned, who must deliver clearance, properly endorsed, to each train affected.

317(c). To admit a train awaiting the arrival of an opposing train to a block, operator must examine block record, and if the block is clear of all except the expected train, request operator at block station in advance to "Block for No..... except". The operator receiving this request, if there is no train in the block, other than the expected train, will reply "OK, blocking for No..... except....."

Train will then be given clearance properly endorsed, but may not leave until the designated train has arrived.

317(d). When a train has left a block station expecting to clear an opposing superior train before such train is due to enter the block, and fails to do so, and there are one or more intermediate sidings within the block, the train dispatcher may authorize the superior train to enter the occupied block by a train order addressed to the operator and the train in the following form: "..... left..... at..... and has not reported clear. Proceed with caution."

319. When a train enters a block, the operator must give the train number and time to the next block station in advance. When the rear of the train has passed 300 feet beyond the block signal, he must give the record of the train to the next block station in the rear. This information must immediately be entered on the block records.

320. As far as practicable, operators must not ask for the block until they have received a report of the train from the next block station in the rear.

321. Operators must, as far as practicable, observe all passing trains and note whether they are complete and in order. Should a train without markers pass a block station, the operator must notify the operator at the next block station in each direction, and must not report that train clear of the block, nor clear the signal for the block in the rear, until he has ascertained that the train is complete.

322. Should a train pass a block station with any indication of conditions endangering the train, or a train on

another track, the operator must immediately notify the operator at the next block station in advance, and each must display Stop-indications to all trains that may be affected, and must not permit any train to proceed until it is known that the track is not obstructed.

325. An operator informed of any obstruction in a block must immediately notify the operator at the other end of the block and each must display Stop-indications to all trains that may be affected until it is known that the track is unobstructed.

326. When a train or engine clears the main track, the operator must know it is clear of the block before giving block for another movement or displaying proceed indication for that block.

The operator must obtain control of the block before permitting a train or engine to re-enter the block.

328. When coupled trains are separated as prescribed by Rule 364, the operator must regard each portion as an independent train.

329. If necessary to stop a train for which a proceed indication has been displayed and accepted, the operator must give hand signals in addition to displaying Stop-indication.

333. When from any cause an operator is unable to communicate with the next block station in advance, or with the train dispatcher, he must stop all trains approaching in that direction. Should no cause for detaining a train be known, it may then be permitted to proceed with clearance properly endorsed, provided 10 minutes have elapsed since the passage of the last preceding train. If no report has been received of preceding train or trains having cleared the block, he must issue permissive card in addition.

334. Hand signals must not be used when the proper indication can be displayed by the block signals, except as prescribed by Rules 306 and 329. When hand signals are necessary they must be given from such a place and in such a way that there can be no misunderstanding on the part of engine-men and trainmen as to the signals, or as to the train or engine for which they are intended.

339. If Stop-indication is disregarded, the fact must be reported to the next block station in advance and then to the train dispatcher.

340. To open a block station, the operator must restore block signals to "stop" position, notify the next block station in each direction, and record the trains that are in the extended block.

When trains which were in the extended block when the block station was opened and which had passed his block station before it was opened, clear the block in advance he must repeat the record to the block station in the rear.

341. A block station must not be closed without permission of the train dispatcher, except when means of communication fail.

342. Unless otherwise provided, a block station must not be closed until the block in each direction is clear of all trains.

To close a block station, the operator must notify the next block station in each direction and when he receives the acknowledgment enter it on the block record with the time it is received from each block station. The block signals must then be secured in "proceed" position, all lights, including train-order signal, extinguished, and the block wires, and, when necessary, other circuits arranged to work through the closed block station.

ENGINE AND TRAIN CREWS

362. Trains must not pass a Stop-indication without receiving a clearance properly endorsed, except that, if its right or schedule permits, a train may pass a Stop-indication to do station work clearing the switch at which an opposing train may enter the siding.

363. Trains must not proceed on hand signals as against block signals.

364. Unless otherwise directed, when two or more trains have been coupled and so move past any block station, they must be separated only at a block station and the operator notified.

365. Except when meeting or passing at an intermediate siding as provided, the conductor or engineman must report "clear" to the operator when a train or engine clears the

SPECIAL INSTRUCTIONS—Continued

main track, unless the switch involved is controlled by the operator. A train or engine must not enter a block or foul the main track without permission of the operator, except as provided in Rules 362, 365(a), and 365(b).

A train or engine having passed beyond the limits of a block must not back into that block without permission of the operator.

365(a). When a train clears the block at an intermediate siding as provided in Rule 317(d), the train will, when communication is available, report clear to the operator at block station in advance, so that the superior train may be admitted to the block without train order.

365(b). Trains must not go to an intermediate siding within a block to meet or be passed by a train or trains without a train order, and in addition will receive clearance at the nearest open block station reading: "Block signal is at 'stop' for train..... and train..... to meet (or pass) as per order No.....".

After passage of a following train at an intermediate siding, the train so passed must wait 10 minutes, and may then proceed on its right or schedule, prepared to stop short of train ahead; except when communication is available with the block station in advance, it must not follow a passenger train until such train is reported clear of the block.

365(c). When a train receives clearance endorsed as provided in Rule 317(c), it must not leave that station until the designated train has arrived.

370. When there is an obstruction between block stations, notice must be given to the nearest operator.

371. When a train is stopped by a block signal the conductor or engineman must immediately ascertain the cause.

372. Conductors must report to the chief train dispatcher any unusual detention at block stations.

373. A block station must not be considered closed except as designated in the time-table, or by special instructions or train order.

374. When a block extends into or through yard limits, trains or engines are not relieved of the duty of observing Rule 93.

Train order, Form S-E, example (1), may be used to admit opposing trains except passenger trains, to a block under Rules 317(b) and 365(b).

21. SPACING TRAINS

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

It will be permissible to move eastward freight trains from Bowling Green on permissive card, Form 170, after the preceding train has cleared the block at Vera, which will be indicated by the indicator located in the telegraph office at Bowling Green, except it will not be permissible to move any train on permissive card between Bowling Green and Louisiana where such block is occupied by a passenger train.

In extreme emergencies account of accidents or unusual delays and it is necessary to move eastward trains out of Bowling Green before the preceding passenger train has cleared the block at Louisiana such moves must be protected by having a Flagman precede them.

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

When trains meet at Vera, westward trains holding the main track should stand to clear the fouling point to avoid

setting indicator at Bowling Green at **STOP**, as well as holding Block 46, and must not open the siding switch until the eastward train is in sight.

On the following subdivisions:

Iles to Murrayville
Bloomington to Murrayville
Roodhouse to Godfrey
Mexico to Fulton

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

22. SPRING SWITCHES

Spring switch is in use at west switch of crossover west end of Roodhouse yard, and at west end of Vera siding.

When necessary to operate spring switch by hand while engine or cars are holding switch points open, extreme care must be used in operating switch stand to avoid injury.

24. AIR BRAKES, HAND BRAKES, TESTING, ETC.

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

(b) At points where engine crew or train crew is changed, only, without the locomotive being detached from the train or any change in the make up of the train, the inbound engineer on arrival at the terminal, and after making stop of his train, will make a 30 pound service reduction of the brakes, leaving the brakes set; the flagman will then move from the rear end of the train to the head end of the train to note if brakes are applied, and if found applied on arrival at the locomotive he will request the outbound engineer to release the brakes and then return to the rear of the train inspecting brakes on each car, and if all brakes are released he will give signal to the head end so indicating, which will constitute a terminal test of the brakes.

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

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

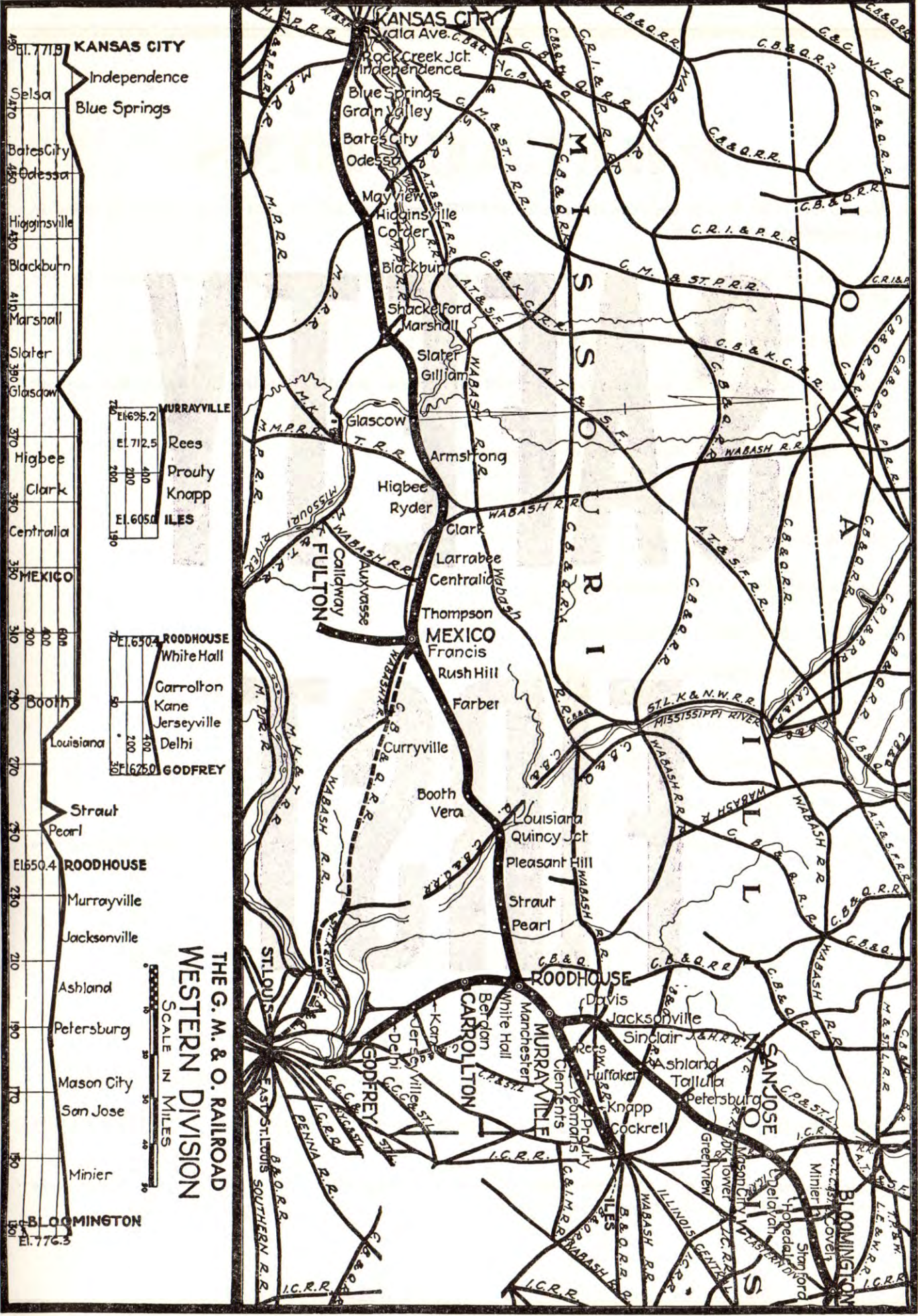
28. ACCIDENTS, ETC.

Employees who witness or have any knowledge whatever of an accident involving members of the public, must not give information of the same to Attorneys, the injured persons, or anyone else except this Company's Officers and Claim Agents, unless legally required. Persons seeking information as to any accident should be referred to the General Claim Agent.

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

DIVISION STAFF

<p>R. C. Thomason, Trainmaster.....Slater, Mo.</p> <p>F. R. Miller, Asst. Trainmaster.....Slater, Mo.</p> <p>C. L. Camp, Asst. Trainmaster.....Roodhouse, Ill.</p> <p>J. J. Ireland, Chief Dispatcher.....Kansas City, Mo.</p> <p>T. H. Peters, Night Chief Dispatcher.....Kansas City, Mo.</p> <p>W. R. Branscom, Dispatcher.....Kansas City, Mo.</p> <p>J. V. Brower, Dispatcher.....Kansas City, Mo.</p> <p>G. C. Mattics, Dispatcher.....Kansas City, Mo.</p> <p>A. F. Bergschneider, Dispatcher.....Kansas City, Mo.</p> <p>G. H. Riley, Dispatcher.....Kansas City, Mo.</p> <p>B. W. Griffin, Dispatcher.....Kansas City, Mo.</p> <p>G. Hewlett, Relief Dispatcher.....Kansas City, Mo.</p> <p>C. G. Moore, Relief Dispatcher.....Kansas City, Mo.</p> <p>T. E. Usnick, Relief Dispatcher.....Kansas City, Mo.</p> <p>E. G. Wall, Division Engineer.....Bloomington, Ill.</p> <p>H. R. Kinney, General Master Mechanic.....Bloomington, Ill.</p> <p>E. G. Smith, Road Foreman of Engines.....Roodhouse, Ill.</p> <p>R. L. Ehrhardt, Claim Agent.....Slater, Mo. (Roodhouse to Kansas City and Fulton Branch)</p>	<p>W. R. Barr, Rules Examiner.....Tuscaloosa, Ala.</p> <p>F. E. Wall, Trainmaster.....Bloomington, Ill.</p> <p>F. D. Allman, Asst. Trainmaster.....Bloomington, Ill.</p> <p>J. R. Callans, Asst. Trainmaster.....Joliet, Ill.</p> <p>W. A. Harris, Asst. Trainmaster.....Alton, Ill.</p> <p>H. R. Stockum, Chief Dispatcher.....Bloomington, Ill.</p> <p>L. L. Blakeman, Night Chief Dispatcher.....Bloomington, Ill.</p> <p>J. A. Jones, Dispatcher.....Bloomington, Ill.</p> <p>W. F. Sparrow, Dispatcher.....Bloomington, Ill.</p> <p>W. J. Oney, Jr., Dispatcher.....Bloomington, Ill.</p> <p>J. V. Montague, Dispatcher.....Bloomington, Ill.</p> <p>A. L. Hering, Dispatcher.....Bloomington, Ill.</p> <p>W. K. Dunbar, Relief Dispatcher.....Bloomington, Ill.</p> <p>W. F. Thilking, Relief Dispatcher.....Bloomington, Ill.</p> <p>J. W. Tennill, Road Foreman of Engines.....Roodhouse, Ill.</p> <p>J. L. Batts, Claim Agent.....Bloomington, Ill. (Bloomington to Woodson, inclusive and Roodhouse Yard)</p> <p>G. J. Kunde, Claim Agent.....Springfield, Ill. (Air Line—Godfrey Line)</p> <p>J. P. Elliott, Chf.Yd. Operations.....Okolona, Miss.</p>
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KANSAS CITY
 Independence
 Blue Springs

Selsa
 Bates City
 Odessa
 Higginsville
 Blackburn
 Marshall
 Slater
 Glasgow

EL. 695.2	MURRAYVILLE
EL. 712.5	Rees
400	Prouty
200	Knapp
EL. 605.0	ILES

EL. 630.4	ROODHOUSE
	White Hall
400	Carrollton
200	Kane
	Jerseyville
EL. 625.0	GODFREY
	Delhi

MEXICO
 Booth
 Louisiana
 Straut
 Pearl
 EL. 650.4 **ROODHOUSE**
 Murrayville
 Jacksonville
 Ashland
 Petersburg
 Mason City
 San Jose
 Minier
BLOOMINGTON
 EL. 776.3

THE G. M. & O. RAILROAD
WESTERN DIVISION
 SCALE IN MILES

PRECAUTIONS

Bear in mind that Eternal Vigilance is the price of SAFETY and that SAFETY must have first consideration in the operation of this property.

Rules are the result of past experiences. A wise man does not pit his judgment against them. Observe all rules and be safe.

The time to prevent an accident is before it occurs.

Conductors and engineers! be sure you understand your orders. Read them twice, and check Nos. against clearance.

Don't fail to ring bell or blow whistle at dangerous places.

Don't stand on end of a car without having a secure hold.

Don't sit on brake wheels of cars.

Don't stand close to pole when poling cars.

Don't go between cars to make a coupling.

Don't attempt to adjust couplers on moving cars.

Don't kick drawbars or open them with the feet.

Don't walk on frogs, switches, guard rails or interlocking machinery or connections.

Don't cut air in too abruptly; use sufficient time and avoid sticking brakes.

Avoid coupling to or going against standing engines on or around inspection pit tracks, until assured no one is working on or about them.

When using jacks under rails, place outside if possible.

Loose ties and rails should be kept six feet back from the track to give brakemen sufficient clearance.

Remove motor cars from track when they are not in use.

Stand back at a safe distance when cars pass to avoid being struck by protruding objects.

Agents and operators should note condition of trains as they pass their stations. This denotes efficiency.

Handle telephone receivers, during lightning storm, in such a manner as not to cause contact with any metallic substance.

Employees must not ride on the forward footboard of yard engines on long moves or transfers in yard and are forbidden to ride on pilots of locomotives between stations.

SAFETY

FIRST