

## SURGEONS AND PHYSICIANS

|                      |                         |                       |
|----------------------|-------------------------|-----------------------|
| Beardstown, Ill.     | DR. B. A. DeSULIS       | Surgeon and Examiner. |
| Beardstown, Ill.     | DR. R. D. BURLEY        | Surgeon.              |
| Brookfield, Mo.      | DR. R. W. BOHNSACK      | Surgeon and Examiner. |
| Buda, Ill.           | DR. A. G. EVERHART      | 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.              |
| Bushnell, Ill.       | DR. R. L. FRANCK        | Surgeon.              |
| Bushnell, Ill.       | DR. B. ROAN             | Surgeon.              |
| Cameron, Mo.         | DR. I. D. KIMES         | Surgeon.              |
| Canton, Ill.         | DR. E. P. COLEMAN       | Surgeon and Examiner. |
| Canton, Ill.         | DR. E. F. BAKER         | Surgeon and Examiner. |
| Centerville, Ia.     | DR. E. F. RITTER        | Surgeon and Examiner. |
| Centralia, Ill.      | DR. H. D. GILLETTE      | Surgeon and Examiner. |
| Centralia, Ill.      | DR. M. K. HIRSHFELDER   | Eye Specialist.       |
| Centralia, Ill.      | DR. E. F. STEPHENS      | Surgeon and Examiner. |
| Chillicothe, Mo.     | DR. V. D. VANDIVER      | Surgeon.              |
| Christopher, Ill.    | DR. L. L. LOVE          | Surgeon and Examiner. |
| East Alton, Ill.     | DR. L. D. ARCHER        | Surgeon.              |
| E. St. Louis, Ill.   | DR. A. F. HRASKY        | Surgeon and Examiner. |
| Ft. Madison, Ia.     | DR. HAROLD T. WERNER    | Surgeon and Examiner. |
| Galesburg, Ill.      | DR. R. L. CANNON        | Eye Specialist.       |
| Galesburg, Ill.      | DR. B. W. COAN          | Surgeon and Examiner. |
| Galesburg, Ill.      | DR. S. M. HANAUER       | Surgeon.              |
| Galesburg, Ill.      | DR. G. K. SMART         | Eye Specialist.       |
| Girard, Ill.         | DR. H. A. FINNEY        | Surgeon.              |
| Hannibal, Mo.        | DR. G. A. HORNBACH      | Eye Specialist.       |
| Hannibal, Mo.        | DR. B. L. MURPHY        | Surgeon and Examiner. |
| Jacksonville, Ill.   | DR. F. A. NORRIS        | Surgeon.              |
| Jacksonville, Ill.   | DR. A. G. SCHULTZ       | Eye Specialist.       |
| Kansas City, Mo.     | DR. E. K. ROBINSON      | Surgeon.              |
| Kansas City, Mo.     | DR. J. R. RUFÉ          | Eye Specialist.       |
| Keokuk, Ia.          | DR. B. D. VAN WERDEN    | Surgeon and Examiner. |
| Kirksville, Mo.      | DR. P. E. HILTON        | Surgeon and Examiner. |
| Litchfield, Ill.     | DR. C. H. SIHLER        | Surgeon.              |
| Louisiana, Mo.       | DR. CHARLES H. LEWELLEN | Surgeon.              |
| Macomb, Ill.         | DR. J. H. HERMETET      | Surgeon.              |
| Macomb, Ill.         | DR. W. W. HOLLAND       | Surgeon and Examiner. |
| Macon, Mo.           | DR. HOWARD MILLER       | Surgeon.              |
| Metropolis, Ill.     | DR. S. P. WARD          | Surgeon and Examiner. |
| Mexico, Mo.          | DR. D. M. ROUSE         | Eye Specialist.       |
| Mexico, Mo.          | DR. H. F. O'BRIEN       | Surgeon.              |
| North Kansas City    | DR. I. C. FOWLER        | Surgeon.              |
| North Kansas City    | DR. D. F. WERNER        | Surgeon and Examiner. |
| Paducah, Ky.         | DR. B. A. WASHBURN      | Surgeon and Examiner. |
| Peoria, Ill.         | DR. H. F. DILLER        | Surgeon and Examiner. |
| Quincy, Ill.         | DR. J. L. ROUNER        | Surgeon and Examiner. |
| Quincy, Ill.         | DR. W. STEVENSON, Jr.   | Eye Specialist.       |
| Richmond, Mo.        | DR. FRANKLIN A. CROZIER | Surgeon.              |
| Rushville, Ill.      | DR. C. K. CAREY         | Surgeon.              |
| St. Charles, Mo.     | DR. B. L. NEUBEISER     | Surgeon.              |
| St. Joseph, Mo.      | DR. 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. R. S. MINTON        | 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.              |
| St. Louis, Mo.       | DR. C. R. MILSTER       | Eye Specialist.       |
| St. Louis, Mo.       | DR. W. H. LEWIN         | Eye Specialist.       |
| Shelbina, Mo.        | DR. C. A. LICHTY        | Surgeon.              |
| Troy, Mo.            | DR. J. C. CREECH        | Surgeon.              |
| Virden, Ill.         | DR. F. E. ANSPAUGH      | Surgeon.              |
| Wellsville, Mo.      | DR. S. J. BYLAND        | Surgeon.              |
| West Frankfort, Ill. | DR. C. H. WILLIAMS      | 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 case 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 the 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. H. W. HAMMATT  
Chief Medical Officer,  
Chicago, Illinois.

# Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

## TIME TABLE

OF THE

## HANNIBAL DIVISION

No.

# 5

EFFECTIVE AT 12:01 A. M.

CENTRAL STANDARD TIME

SUNDAY, APRIL 26, 1964

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.

# Galesburg and West Quincy—Subdivision—Main Line

HANNIBAL DIVISION

TIME TABLE No. 5

EFFECTIVE APRIL 26, 1964

| WESTWARD      |               |                 |                 |                 | Signs                   | Mile Post Location | STATIONS                               | Capacity of        |              | EASTWARD        |                 |                 |               |               |
|---------------|---------------|-----------------|-----------------|-----------------|-------------------------|--------------------|--|--------------------|--------------|-----------------|-----------------|-----------------|---------------|---------------|
| SECOND CLASS  |               | FIRST CLASS     |                 |                 |                         |                    |  | Controlled Sidings | Other Tracks | FIRST CLASS     |                 | SECOND CLASS    |               |               |
| Daily Freight | Daily Freight | Daily Passenger | Daily Passenger | Daily Passenger |                         |                    |  |                    |              | Daily Passenger | Daily Passenger | Daily Passenger | Daily Freight | Daily Freight |
| 73            | 63            | 35              | 55              |                 |                         |                    |  |                    | 56           | 36              | 62              | 66              |               |               |
|               |               | P. M.           | A. M.           |                 | B.C.K.O.R.<br>T.W.Y.Yd. | 162.42             | GALESBURG (Interlocked) ..             |                    | A. M.        | P. M.           |                 |                 | P. M.         | P. M.         |
| L 6.00        | L 5.00        | L 2.00          | L 12.55         | L 2.06          | Z.                      | 166.24             | ..... WATERMAN .....                   |                    | A 4.20       | A 5.40          |                 |                 | A 7.45        | A 9.30        |
|               |               |                 |                 |                 | Y.F.                    | 172.30             | ..... ABINGDON .....                   | 214                |              |                 |                 |                 |               |               |
|               |               |                 |                 |                 | Z.F.                    | 182.77             | ..... AVON .....                       | 184                |              |                 |                 |                 |               |               |
|               |               |                 |                 |                 | F.                      | 191.40             | ..... BUSHNELL .....                   |                    | f 3.37       | f 5.10          |                 |                 | L 7.00        | L 8.30        |
| A 6.45        | A 5.45        | f 2.25          | s 1.20          | f 2.25          | Z.                      | 202.28             | ..... T.P.&W. Crossing (Inter'l'kd) .. |                    | f 3.37       | f 5.10          |                 |                 | L 7.00        | L 8.30        |
| L 6.00        | L 5.00        | s 2.40          | s 1.40          | s 2.40          | B.F.K.O.                | 209.29             | ..... MACOMB .....                     | 130                | s 3.25       | s 5.00          |                 |                 | P. M.         | P. M.         |
|               |               |                 |                 |                 | F.Z.                    | 211.69             | ..... COLCHESTER .....                 | 128                |              |                 |                 |                 |               |               |
|               |               |                 |                 |                 | F.                      | 217.44             | ..... TENNESSEE .....                  |                    |              |                 |                 |                 |               |               |
|               |               |                 |                 |                 | F.                      | 221.86             | ..... COLMAR .....                     |                    |              |                 |                 |                 |               |               |
|               |               |                 |                 |                 | F.                      | 225.91             | ..... PLYMOUTH .....                   |                    |              |                 |                 |                 |               |               |
|               |               | f 2.58          | f 2.00          | f 2.58          | F.                      | 235.19             | ..... AUGUSTA .....                    | 132                | f 2.55       | s 4.30          |                 |                 |               |               |
|               |               | c 3.05          |                 | c 3.05          | F.Z.                    | 240.91             | ..... Wabash Crossing (Inter'l'kd) ..  |                    |              |                 |                 |                 |               |               |
|               |               |                 |                 |                 | F.                      | 245.94             | ..... GOLDEN .....                     | 122                |              | c 4.22          |                 |                 |               |               |
|               |               |                 |                 |                 | F.                      | 248.16             | ..... CAMP POINT .....                 | 140                |              |                 |                 |                 |               |               |
|               |               |                 |                 |                 | F.Z.                    | 254.25             | ..... COATSBURG .....                  | 23                 |              |                 |                 |                 |               |               |
|               |               |                 |                 |                 | F.                      | 258.80             | ..... PALOMA .....                     |                    |              |                 |                 |                 |               |               |
|               |               | A 3.35          | A 2.50          | A 3.35          | R.K.W.B.<br>Y.O.Z.C.    | 136.90             | ..... EWBANKS .....                    | 130                |              |                 |                 |                 |               |               |
|               |               | P. M.           | A. M.           | P. M.           |                         |                    | ..... 24th Street Switch .....         |                    |              |                 |                 |                 |               |               |
|               |               |                 |                 |                 |                         |                    | ..... WEST QUINCY .....                | 14                 | L 2.20       | L 3.55          |                 |                 |               |               |
|               |               |                 |                 |                 |                         |                    | ..... SCHEDULE TIME .....              |                    | 2:10         | 1:45            |                 |                 | 0:45          | 1:00          |
| 0:45          | 0:45          | 1:35            | 1:55            | 0:45            |                         |                    | ..... AVERAGE MILES PER HOUR .....     |                    | 46.6         | 57.6            |                 |                 | 33.5          | 25.2          |

**CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN GALESBURG AND WEST QUINCY.**

Two main tracks between M. P. 188.92 and M. P. 192.44.  
 Controlled Sidings:  
 Abingdon, Avon, Macomb, Colchester, Augusta, Golden, Camp Point, Ewbanks and Passenger Siding West Quincy.  
 Dual controlled switches:  
 West end Waterman M. P. 166.67.  
 Both ends of sidings Abingdon, Avon, Ewbanks, and passenger siding West Quincy.  
 End of two main tracks M.P. 188.92.  
 Both crossovers M.P. 192.45.  
 East end of sidings Macomb, Colchester, Augusta, and Camp Point.  
 West end of siding Golden.  
 Wabash Jct. switch Golden.  
 Jct. Switches M.P. 260.95 and 261.43.  
 Crossovers M.P. 137.15, 137.10, and 137.00.  
 East end freight track No. 2 West Quincy.

**SPRING SWITCHES:**  
 West end of sidings Macomb, Colchester, Augusta, and Camp Point; and East end of siding Golden.

Interlocked crossings at Bushnell and Golden remotely controlled by dispatcher Hannibal; rules 525, 526 and 663 in effect. TP&W crossing over CB&Q yard track at Bushnell interlocked and remotely controlled by dispatcher Hannibal; rule 663 in effect.

Hand operated switch at Augusta, serving Dennis Chicken Products Co., not equipped with electric switch lock; Rule 533 in effect.

**FAILED EQUIPMENT SIGNALS:** (Rule 402 in effect):  
 For eastward movements, located at M.P. 262.95, 262.80, 262.60 and 262.10.  
 For westward movements, located at M.P. 259.50.

Between Golden and Jct. Switch M.P. 260.95, trains of the Wabash R. R. will operate and be governed by the Rules of the C. B. & Q. R. R. Employees of these trains must have a copy of the Book of Rules of the Operating Department and Current Timetable of the C. B. & Q. R. R. when on duty.

No train order signal Galesburg and West Quincy, Conductors and Enginemen must have Clearance Form A.  
 Conductors and Enginemen of trains from Quincy and East Hannibal Sub-division will not require Clearance Form A at Jct. Switches M. P. 260.95 and 261.43.

Conductors and Enginemen of trains from Bushnell and East Alton Sub-division will not require Clearance Form A at Bushnell.

Rule 908 in effect on south wye track Waterman.  
 One long and three short blasts of interlocking horn at Seminary Street interlocking Galesburg is signal for train, yard or Enginemen to come to telephone.

**OFFICES OPEN:** Galesburg and West Quincy continuous.

**Other Tracks:**  
 Saluda..... M.P. 167.86..... Capacity 4 cars switch east end.  
 St. Augustine..... M.P. 178.34..... Capacity 12 cars switch east end.  
 Prairie City..... M.P. 185.54..... Capacity 31 cars switch east end.  
 Bardolph..... M.P. 195.95..... Capacity 27 cars.  
 Rileyville..... M.P. 216.50..... Capacity 20 cars.  
 LaPrairie..... M.P. 232.30..... Capacity 14 cars.  
 Fowler..... M.P. 251.64..... Capacity 21 cars.  
 Power Spur..... M.P. 257.24..... Capacity 2 cars switch east end.  
 Riverside Coal Co..... M.P. 260.04..... Capacity 6 cars switch west end.  
 Old Soldiers Home..... M.P. 260.34..... Capacity 6 cars switch east end.

No. 35 will stop at Golden to discharge revenue passengers from Galesburg or beyond, and to receive revenue passengers for Brookfield or beyond when notified at Macomb.

No. 36 will stop at Golden to discharge revenue passengers from Brookfield or beyond, and to receive revenue passengers for Galesburg or beyond when notified at West Quincy.

No. 36 must not exceed 50 M.P.H. when picking up mail at Abingdon.

**FOR INFORMATION ONLY**

| 77     | 67     | 61     |             |  |  | 70     | 96     | 74     |
|--------|--------|--------|-------------|--|--|--------|--------|--------|
| P.M.   | P.M.   | A.M.   |             |  |  | A.M.   | A.M.   | P.M.   |
| L11.05 | L 4.30 | L 7.30 | Willis Yard |  |  | A 6.00 | A 7.30 | A 7.00 |
| A 1.05 | A 6.55 | A12.01 | West Quincy |  |  | L 2.50 | L 3.45 | L 3.45 |
| A.M.   | P.M.   | P.M.   |             |  |  | A.M.   | A.M.   | P.M.   |

# West Quincy and Kansas City—Subdivison—Main Line

HANNIBAL DIVISION

TIME TABLE No. 5

EFFECTIVE APRIL 26, 1964

| WESTWARD        |                 |                 |                  |                  | Signs                       | Mile Post Location | STATIONS                                 | CAPACITY OF |              | EASTWARD         |                      |                           |                 |               |                 |
|-----------------|-----------------|-----------------|------------------|------------------|-----------------------------|--------------------|--|-------------|--------------|------------------|----------------------|---------------------------|-----------------|---------------|-----------------|
| SECOND CLASS    |                 |                 | FIRST CLASS      |                  |                             |                    |  | Stidings    | Other Tracks | FIRST CLASS      |                      |                           | SECOND CLASS    |               |                 |
| Daily Freight   | Daily Freight   | Daily Freight   | Daily Passenger  | Daily Passenger  |                             |                    |  |             |              | Daily Passenger  | Daily Wab. Passenger | Daily Passenger           | Daily Freight   | Daily Freight | Daily Freight   |
| 67              | 71              | 77              | 35               | 55               | 36                          | 212                | 56                                       | 74          | 68           | 70               |                      |                           |                 |               |                 |
| P. M.<br>L 7.15 |                 | A. M.<br>L 1.10 | P. M.<br>L 3.45  | A. M.<br>L 3.10  | B.C.K.R.<br>O.Y.Z.W.        | 2.8                | WEST QUINCY                              | 14          | Yard         | A P. M.<br>3.45  |                      | A. M.<br>A 2.00           | P. M.<br>A 3.30 |               | A. M.<br>A 2.00 |
|                 | A. M.<br>L 4.20 |                 |                  |                  | F.                          | 5.7                | MARK                                     |             |              |                  |                      |                           |                 |               | P. M.<br>A 3.35 |
|                 |                 |                 |                  | c 3.25           | F.                          | 7.1                | NORTH RIVER                              |             | 48           |                  |                      |                           |                 |               |                 |
|                 |                 |                 |                  |                  | F.                          | 14.5               | PALMYRA                                  | 136         | 64           |                  |                      | c 1.42                    |                 |               |                 |
|                 |                 |                 |                  |                  | F.                          | 23.7               | ELY                                      | 133         | 19           |                  |                      |                           |                 |               |                 |
|                 |                 |                 | s 4.12           | c 3.37           | F.                          | 30.1               | MONROE CITY                              |             | 52           | s 3.13           |                      | c 1.30                    |                 |               |                 |
|                 |                 |                 |                  |                  | F.                          | 32.8               | CARD                                     | 129         |              |                  |                      |                           |                 |               |                 |
|                 |                 |                 |                  |                  | F.                          | 41.7               | LAKENAN                                  | 132         | 6            |                  |                      |                           |                 |               |                 |
|                 |                 |                 | s 4.30           | f 3.53           | F.                          | 46.7               | SHELBINA                                 |             | 72           | s 2.56           |                      | f 1.15                    |                 |               |                 |
|                 |                 |                 |                  |                  | F.                          | 52.7               | LENTNER                                  | 136         |              |                  |                      |                           |                 |               |                 |
|                 |                 |                 |                  | c 4.04           | F.                          | 59.0               | CLARENCE                                 |             | 76           |                  |                      | c 1.05                    |                 |               |                 |
|                 |                 |                 |                  |                  | F.                          | 62.9               | ANABEL                                   | 146         | 3            |                  |                      |                           |                 |               |                 |
| 8.45            | 5.35            | 2.30            | s 4.55           | s 4.20           | R. Z.                       | 70.4               | MAGON                                    | 134         | 75           | s 2.35           |                      | s 12.55                   | 1.45            | 2.20          | 10.45           |
| 8.50            | 5.40            | 2.35            | 4.59             | 4.24             | F.Y.                        | 75.4               | BEVIER                                   | 83          | 232          | 2.28             |                      | 12.41                     | 1.40            | 2.15          | 10.40           |
| 8.55            | 5.45            | 2.40            | 5.02             | 4.27             |                             | 78.9               | CALLAO                                   | 112         | 12           | 2.25             |                      | 12.38                     | 1.35            | 2.10          | 10.35           |
| 9.05            | 5.55            | 2.50            | 5.09             | 4.34             |                             | 86.0               | NEW CAMBRIA                              | 71          | 13           | 2.18             |                      | 12.31                     | 1.26            | 2.00          | 10.26           |
| 9.15            | 6.05            | 3.00            | 5.17             | f 4.42           |                             | 93.9               | BUCKLIN                                  | 88          | 13           | 2.10             |                      | f 12.23                   | 1.16            | 1.50          | 10.16           |
| 9.25            | 6.15            | 3.10            | 5.23             | 4.48             | F.                          | 99.8               | ST. CATHERINE                            | 57          | 12           | 2.04             |                      | 12.17                     | 1.07            | 1.41          | 10.07           |
| 9.35<br>9.45    | A 6.30<br>A. M. | 3.25<br>3.30    | s 5.27<br>s 5.30 | s 4.52<br>s 5.00 | B.C.K.<br>O.R.T.<br>Yd.Z.W. | 104.1              | BROOKFIELD                               |             | Yard         | s 2.00<br>s 1.57 |                      | 12.13<br>s 12.05<br>A. M. | 1.00<br>P. M.   | 1.35<br>P. M. | 10.00<br>9.40   |
|                 |                 |                 |                  |                  | F.                          | 106.85             | NEEDLES                                  |             |              |                  |                      |                           |                 |               |                 |
|                 |                 |                 | 5.42             | 5.12             | F.                          | 118.10             | SUMNER<br>Wabash Crossing (Auto.-Inter.) | 134         | 26           | 1.42             |                      |                           |                 |               |                 |
|                 |                 |                 |                  |                  | F.                          | 130.16             | HAMM                                     | 134         |              |                  |                      |                           |                 |               |                 |
|                 |                 |                 | 5.55             | 5.25             | F.                          | 135.21             | COTTER                                   |             | 38           | 1.29             |                      |                           |                 |               |                 |
|                 |                 |                 |                  |                  | F.                          | 141.86             | AALBERG                                  | 132         | 13           |                  |                      |                           |                 |               |                 |
|                 |                 |                 | 6.08             | 5.38             | F.                          | 153.53             | PERSONS                                  | 133         | 13           | 1.16             |                      |                           |                 |               |                 |
|                 |                 |                 |                  |                  | F.                          | 166.31             | THIEHOFF                                 | 134         | 13           |                  |                      |                           |                 |               |                 |
|                 |                 |                 | 6.27             | 5.57             | F.                          | 177.80             | MAXWELL                                  | 131         | 13           | 12.59            |                      | 11.04                     |                 |               |                 |

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

|                  |  |                 |      |      |      |        |                    |    |      |       |                 |       |                  |  |                 |
|------------------|--|-----------------|------|------|------|--------|--------------------|----|------|-------|-----------------|-------|------------------|--|-----------------|
|                  |  |                 | 6.44 | 6.14 |      | 216.20 | BIRMINGHAM (Inter) | 37 | 6    | 12.44 | P. M.<br>A 4.12 | 10.49 |                  |  |                 |
|                  |  |                 |      |      |      | 221.55 | BLOCK 222 (Inter)  |    |      |       |                 |       |                  |  |                 |
| A 12.10<br>A. M. |  | A 5.40<br>A. M. |      |      | F.   | 224.00 | BLOCK 224 (Inter)  |    | Yard |       |                 |       | L 10.30<br>A. M. |  | L 7.30<br>P. M. |
|                  |  |                 | 7.00 | 6.30 | Z.K. | 224.45 | USTICK (Inter)     |    | Yard |       |                 |       |                  |  |                 |
|                  |  |                 |      |      | F.   | 225.48 | FIFTH STREET       |    | Yard | 12.30 |                 | 10.35 |                  |  |                 |

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

|              |              |              |                 |                 |                             |        |                  |  |  |                  |                 |                  |              |              |              |
|--------------|--------------|--------------|-----------------|-----------------|-----------------------------|--------|------------------|--|--|------------------|-----------------|------------------|--------------|--------------|--------------|
|              |              |              | A 7.30<br>P. M. | A 7.00<br>A. M. | B.C.K.<br>O.R.T.<br>Y.Yd.W. | 228.20 | KANSAS CITY      |  |  | L 12.20<br>P. M. | L 3.55<br>P. M. | L 10.25<br>P. M. |              |              |              |
| 4:55<br>40.4 | 2:10<br>44.8 | 4:30<br>44.1 | 3:45<br>54.1    | 3:50<br>52.9    |                             |        | SCHEDULE TIME    |  |  | 3:26<br>59.4     | 0:17<br>42.4    | 3:35<br>58.6     | 5:00<br>39.6 | 2:00<br>46.5 | 8:30<br>30.5 |
|              |              |              |                 |                 |                             |        | AVERAGE M. P. H. |  |  |                  |                 |                  |              |              |              |

FOOTNOTES ON PAGE 4

# West Quincy and Kansas City—Subdivision—Footnotes

**HANNIBAL DIVISION**

**TIME TABLE No. 5**

**EFFECTIVE APRIL 26, 1964**

**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 AND ON WYE TRACK BETWEEN NORTH RIVER AND FALK; BETWEEN BROOKFIELD AND MAXWELL.**

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

### 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. Automatic Block System Rules 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 high-way crossing signals or gates falling, accident and personal injuries, must also be reported to Wabash Superintendent and Wabash Chief Dispatcher at Moberly.

**Controlled sidings:** Passenger siding West Quincy, Palmyra, Ely, Card, Lakenan, Lentner, Anabel, Macon, between Brookfield and Needles, and at Sumner, Hamm, Aalberg, Persons, Thiehoff and Maxwell.

#### DUAL CONTROLLED SWITCHES:

Both ends of passenger siding West Quincy, sidings Palmyra, Macon, Sumner, Hamm, Aalberg, Persons, Thiehoff and Maxwell.  
Main track switch west end West Quincy Yard.  
Jct. switch Mark.

Crossover M.P. 6.72.

End of two main tracks M.P. 8.60.

East end of sidings Ely, Card, Lakenan, Lentner and Anabel.

Brookfield: East Switch, Main Track switch west end No. 1 track and crossover east end of controlled siding.

Needles: Crossover M.P. 106.82, Jct. Switch M.P. 106.85 and west switch of controlled siding.

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; Rule 533 in effect.

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.

No Train Order Signal West Quincy, Brookfield, Murray and Kansas City. Conductors and Enginemen must have Clearance Form A.

Conductors and Enginemen of trains from North Market to Burlington Subdivision will not require Clearance Form A at North River. Clearance Form A received at Hannibal will confer authority on the West Quincy and Kansas City Subdivision.

Automatic highway crossing gates at main street Ely. If necessary for westward trains to proceed on Form F from siding, movement over crossing must be made in accordance with Rule 103.

Automatic Interlocking Wabash crossing, Sumner, Rules 525, 526 and 672 in effect.

Trains may register by ticket at Macon.

No. 36 and No. 56 may register by ticket at Brookfield.

No. 55 and No. 56 will stop at Palmyra, Monroe City, and Clarence to discharge passengers, and to receive revenue passengers when notified in advance.

#### OTHER TRACKS:

|                              |             |                  |                                     |
|------------------------------|-------------|------------------|-------------------------------------|
| Hunnell                      | M.P. 36.8   | Capacity 19 Cars |                                     |
| Miller Spur                  | M.P. 114.72 | Capacity 13 Cars | Switch east end.                    |
| Hale                         | M.P. 124.54 | Capacity 27 Cars |                                     |
| Tina                         | M.P. 131.58 | Capacity 25 Cars |                                     |
| Precote Spur                 | M.P. 217.80 | Capacity 24 Cars | Switch west end off westward track. |
| Randolph                     | M.P. 218.80 | Capacity Yard    |                                     |
| K. C. Terminal Elevator Spur | M.P. 219.19 | Capacity 14 Cars | Switch east end off westward track. |
| Chouteau Elevator            | M.P. 220.20 | Capacity 25 Cars | Switches off westward track.        |

#### Offices open daily, continuous:

|             |            |             |
|-------------|------------|-------------|
| West Quincy | Birmingham | Ustiek      |
| Macon       | Block 222  | Kansas City |
| Brookfield  |            |             |

#### Offices open Monday through Friday; Closed Saturday and Sunday:

|             |                         |
|-------------|-------------------------|
| Callao      | 10:00 a.m. to 4:45 p.m. |
| New Cambria | 7:40 a.m. to 10:30 a.m. |
| Bucklin     | 12:15 p.m. to 4:15 p.m. |

## Quincy and East Hannibal—Subdivision—Branch Line

| SOUTHWARD             |            | Signs  | Mile Post Location    | STATIONS | Capacity of other Tracks | NORTHWARD             |  |
|-----------------------|------------|--------|-----------------------|----------|--------------------------|-----------------------|--|
| SECOND CLASS          |            |        |                       |          |                          | SECOND CLASS          |  |
| Daily Ex. Sunday Frt. |            |        |                       |          |                          | Daily Ex. Sunday Frt. |  |
| 91                    |            |        |                       |          |                          | 92                    |  |
| A. M. L 7:45          | F.R. Y.Yd. | 262.34 | ..... QUINCY .....    | Yard     | P. M. A 12:50            |                       |  |
| 7:55                  | Yd.        | 263.68 | ... WABASH JCT. ....  | Yard     | 12:40                    |                       |  |
| s 8:05                |            | 269.44 | ... MARBLEHEAD ...    | 11       | s 12:20                  |                       |  |
| A 8:50                | Y.Yd. R.   | 280.00 | ... EAST HANNIBAL ... |          | P. M. L 1:30             |                       |  |
| 1:05                  |            |        | SCHEDULE TIME AVER-   |          | A. M.                    |                       |  |
| 16.3                  |            |        | AGE MILES PER HOUR.   |          | 1:20                     |                       |  |
|                       |            |        |                       |          | 13.3                     |                       |  |

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

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

Rule 907 in effect.

Conductors and Enginemen of Southward trains must receive Clearance Form A at West Quincy, except Wabash trains from Golden will receive Clearance Form A at Golden.

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

#### OFFICES OPEN DAILY:

East Hannibal..... Continuous.

Train and switch movements must come to a full stop and be protected by flagman before crossing Delaware Street, Quincy.

Flagman must stand on up hill side while train is crossing the street.

When cars are being shoved over Broadway Street crossing at Quincy ahead of engine, or switching is being performed, a member of crew must be on the ground at crossing to protect movement. Cars or equipment must not be left standing within 100 ft. on either side of Broadway Street crossing.

C. B. & Q. trains will use Wabash tracks between Bridge and Hull and are governed by rules and timetable of Wabash R. R.

Between Quincy and East Hannibal, trains of the Wabash R. R. will operate and be governed by the Rules of the C. B. & Q. R. R. Employees of these trains must have a copy of the Book of Rules of the Operating Department and Current Timetable of the C. B. & Q. R. R. Co. when on duty.

| Speed Restrictions   | All Trains M. P. H. |
|--|---------------------|
| <b>QUINCY AND EAST HANNIBAL—SUBDIVISION</b>                                |                     |
| Maximum speed  | 20                  |
| Approaching Broadway Street crossing, Quincy                               | 5                   |
| Over Bridge 269.58   | 10                  |
| Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series. | 15                  |





# Burlington to North Market Subdivision—Southward—Main Line

**HANNIBAL DIVISION** TIME TABLE No. 5 EFFECTIVE APRIL 26, 1964

| FIRST CLASS     |  | Office Open<br>Saturday and<br>Sunday | Mile Post Location | STATIONS        | CAPACITY OF |              | SECOND CLASS  |                        |                        |               |               |           |  |  |  |  |  |  |
|-----------------|--|---------------------------------------|--------------------|-----------------|-------------|--------------|---------------|------------------------|------------------------|---------------|---------------|-----------|--|--|--|--|--|--|
| Daily Passenger |  |                                       |                    |                 | Sidings     | Other Tracks | Daily Freight | Daily M. K. T. Freight | Daily Ex. Mon. Freight | Daily Freight | Daily Freight |           |  |  |  |  |  |  |
| <b>8</b>        |  |                                       |                    |                 |             |              |               | <b>80</b>              | <b>52</b>              | <b>60</b>     | <b>68</b>     | <b>82</b> |  |  |  |  |  |  |
| A. M.<br>A 7.30 |  | Continuous.                           |                    | ST. LOUIS U. S. |             |              |               |                        |                        |               |               |           |  |  |  |  |  |  |

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

| Time         | Office   | Mile Post | Station   | Capacity | Class | Time          | Class        | Time         | Class        | Time         | Class      |
|--------------|--|-----------|---|----------|-------|---------------|--------------|--------------|--------------|--------------|------------|
| 7.08         | No Office.                                       | 3.9       | NORTH MARKET (Interlocked)                            |          |       |               |              |              |              |              |            |
|              | 6:00 a.m. to 2:00 p.m.<br>7:00 p.m. to 3:00 a.m. | 7.2       | NORTH ST. LOUIS                                       |          | Yard  |               |              |              |              | P. M.        |            |
| 7.04         | No Office.                                       | 9.4       | BADEN   |          |       |               | A. M.        |              |              | A 8.30       |            |
|              | No Office.                                       | 14.9      | SPANISH LAKE  | 169      | 11    |               | A 4.00       |              |              |              |            |
| c 6.48       | See Footnote.                                    | 20.4      | WEST ALTON  | 200      | Yard  | A 5.00        |              | A 4.15       | P. M.        | A 7.05       | 7.25       |
|              | No Office.                                       | 26.9      | MACHENS   | 187      |       |               | L 2.30       |              |              |              |            |
|              | No Office.                                       | 33.5      | ORCHARD FARM  |          | 37    |               | A. M.        |              |              |              |            |
|              | No Office.                                       | 36.9      | SEEBURGER   | 133      | 7     |               |              |              |              |              |            |
|              | No Office.                                       | 44.4      | GIBBS   | 133      |       |               |              |              |              |              |            |
| c 6.20       | See Footnote.                                    | 51.6      | OLD MONROE  | 130      | Yard  | 4.10          |              | L 3.25       |              | 6.15         | 15<br>6.45 |
| c 6.14       | No Office.                                       | 56.2      | WINFIELD  |          | 23    |               |              | A. M.        |              |              |            |
| s 6.02       | Closed.  | 68.2      | ELSBERRY  | 69       | 43    | 3.46          |              |              |              | 5.49         | 6.20       |
|              | See Footnote.                                    | 75.3      | ANNADA  |          | 9     |               |              |              |              |              |            |
| c 5.44       | See Footnote.                                    | 84.0      | CLARKSVILLE   | 56       | 35    | 3.26          |              |              |              | 5.28         | 6.05       |
|              | Continuous.                                      | 93.5      | G. M. & O. TOWER<br>G. M. & O. Crossing (Interlocked) |          |       |               |              |              |              |              |            |
| s 5.32       | No Office.                                       | 94.1      | LOUISIANA   | 100      | Yard  | 3.12          |              |              |              | 5.15         | 5.45       |
| 5.13         | No Office.                                       | 104.3     | ASHBURN   | 60       | 16    | 2.56          |              |              |              | 5.05         | 5.30       |
| 5.02         | No Office.                                       | 113.5     | SAVERTON  | 72       | 4     | 2.40          |              |              |              | 4.50         | 5.15       |
| 4.57         | No Office.                                       | 116.6     | ILASCO  |          | Yard  | 2.32          |              |              |              | 4.47         | 5.07       |
| s 4.50       | Continuous.                                      | 119.7     | HANNIBAL  |          | Yard  | 2.25          |              |              |              | 4.40         | 5.00       |
| 4.35         | No Office.                                       | 120.8     | WABASH CROSSING (Interlocked)                         |          |       | A. M.         |              |              |              | 4.05         | 1.00       |
|              | No Office.                                       | 131.5     | FALK  | 146      |       |               |              |              |              | L 3.35       |            |
|              | No Office.                                       | 134.1     | MARK  |          |       |               |              |              |              | P. M.        |            |
| s 4.15       | Continuous.                                      | 136.9     | WEST QUINCY   | 14       | Yard  | 9.50          |              |              |              | L 12.15      | P. M.      |
| 3.53         | No Office.                                       | 149.0     | GRIFFITH  |          | 64    | 9.08          |              |              |              |              |            |
| 3.42         | Closed.  | 150.1     | LA GRANGE   | 57       | 43    | 15<br>9.05    |              |              |              |              |            |
| s 3.40       | Closed.  | 156.2     | CANTON  | 69       | 52    | 8.42          |              |              |              |              |            |
| 3.31         | No Office.                                       | 161.5     | FENWAY  | 59       | 2     | 8.32          |              |              |              |              |            |
| 3.24         | No Office.                                       | 166.6     | GREGORY   | 59       | 11    | 8.22          |              |              |              |              |            |
| 3.18         | Closed.  | 172.6     | ALEXANDRIA  |          | 28    | 8.10          |              |              |              |              |            |
| s 3.03       | 8:00 a.m. to 4:00 p.m.<br>8:00 p.m. to 4:00 a.m. | 177.9     | KEOKUK<br>T. P. & W. Jct.                             |          | Yard  | 8.00          |              |              |              |              |            |
| 2.45         | No Office.                                       | 183.3     | SANDUSKY  | 57       | 2     | 7.19          |              |              |              |              |            |
| 2.38         | Closed.  | 189.3     | MONTROSE  | 70       | 31    | 7.08          |              |              |              |              |            |
| 2.30         | No Office.                                       | 195.6     | VIELE   | 61       | 13    | 6.57          |              |              |              |              |            |
| s 2.20       | Closed.  | 202.0     | FT. MADISON   | 95       | Yard  | 6.45          |              |              |              |              |            |
| 1.54         | Closed.  | 209.9     | WEVER   | 67       | 35    | 6.25          |              |              |              |              |            |
| 1.48         | No Office.                                       | 213.9     | SPRING GROVE  | 60       | 15    | 6.17          |              |              |              |              |            |
| L 1.40       | Continuous.                                      | 220.9     | BURLINGTON  |          | Yard  | L 6.00        |              |              |              |              |            |
|              |  |           |   |          |       | P. M.         |              |              |              |              |            |
| 5:50<br>36.8 |  |           | SCHEDULE TIME<br>AVERAGE M. P. H.                     |          |       | 11:00<br>18.2 | 1:30<br>11.7 | 0:50<br>37.4 | 3:30<br>31.7 | 8:15<br>16.1 |            |

# North Market and Burlington—Subdivision—Footnotes

HANNIBAL DIVISION

TIME TABLE No. 5

EFFECTIVE APRIL 26, 1964

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

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN NORTH MARKET INTERLOCKING AND NORTH SWITCH OF SIDING, OLD MONROE; BETWEEN M.P. 119.86, HANNIBAL AND M.P. 141.91, WEST QUINCY; AND BETWEEN M.P. 220.02 AND BURLINGTON.

Automatic block system in effect between north switch of siding Old Monroe and Hannibal.

Manual Block System; Rule 318(B) in effect between M.P. 141.91, West Quincy and M.P. 220.02.

**CONTROLLED SIDINGS:**

Spanish Lake, West Alton, Machens, Seeburger, Gibbs, Old Monroe, Falk and Passenger Siding, West Quincy.

**DUAL CONTROLLED SWITCHES:**

North St. Louis M. P. 8.19. Baden M. P. 9.46.  
 Both ends of sidings Spanish Lake, West Alton, Machens, Seeburger and Gibbs; North end of siding Old Monroe.  
 South end Ft. Bellefontaine M. P. 17.31.  
 West Alton, Connection to M&I&B. Machens, MKT connection  
 Union Electric Power Plant track, M. P. 25.14.  
 Old Monroe; crossover between main track and siding M. P. 51.80.  
 South end No. 4 track; Jct. switch.  
 M. P. 119.95. Both ends of siding and crossover Falk.  
 Jct. Switch Mark. Main track switch south end of West Quincy yard.  
 Both ends passenger siding West Quincy.  
 North end freight track No. 2 West Quincy.  
 Crossovers M. P. 137.00, 137.10, and 137.15.

**SPRING SWITCHES:**

North End Siding, Louisiana, and South End West Track, Ilasco.

**FAILED EQUIPMENT SIGNALS: (Rule 402 in effect):**

For Southward movements, located at M.P. 20.56.  
 For Northward movements, located at M.P. 17.29.

Hand operated switches at Bissell, Industry tracks M.P. 13.05, 13.10, 13.20, House track Spanish Lake, Mungers, and Small not equipped with electric switch locks; Rule 633 in effect.

MK&T connection switch M. P. 8.00 North St. Louis must be left lined for inbound lead.

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

Rule 908 in effect on all tracks of Union Electric Power Plant near M. P. 25.14.  
 Rule 528 in effect on No. 4 track, Old Monroe.

At Hannibal on Depot Track No. 1 Wabash Railroad crossing Auto Interlocked. Trains departing from Hannibal passenger station must press release button before departing. Rule 672 in effect.

**AT HANNIBAL: TRAINS HAVE NO TIME TABLE SUPERIORITY BETWEEN M.P. 119.10 AND BEGIN C.T.C. AND BETWEEN M.P. 0.04 WEST OF SOUTH MAIN STREET AND M.P. 119.87. ALL TRAINS AND ENGINES MUST MOVE AT REDUCED SPEED BETWEEN THESE POINTS.**

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

Cars exceeding 220,000 lbs. gross weight must not be handled on or over Bridge 119.63-A in the Hannibal Yard.

No train order signal St. Louis U. S. Conductors and Enginemen must receive Clearance Form A.

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

No train order signal at North St. Louis. Conductors and Enginemen of Northward trains only must receive Clearance Form A when operator on duty.

Between Baden and Machens, trains of the M. K. T. R. R. will operate and be governed by the Rules of the C. B. & Q. R. R., Employees of these trains must have a copy of the Book of Rules of the Operating Department and Current Timetable of the C. B. & Q. R. R. when on duty.

Northward MKT trains must receive Clearance Form A at MKT office Baden.

Southward MKT trains must receive Clearance Form A at MKT office Franklin.

No train order signal at bridge operators' office, Alton. CB&Q trains must have Clearance Form "A" at bridge operators' office, Alton, from Illinois Terminal dispatcher for movement between Alton and North Wood River.

Clearance Form A issued at Hannibal, Francis, or North St. Louis to trains originating at East St. Louis will confer authority at West Alton on the North Market to Burlington Subdivision or the Burlington to North Market Subdivision.

No train order signal at West Alton. Conductors and Enginemen of Northward trains only must receive Clearance Form A when operator on duty.

Conductors and Enginemen of Southward trains from Old Monroe and Francis Subdivision will not require Clearance Form A at Old Monroe.

Conductors and Enginemen of trains from West Quincy and Kansas City Subdivision will not require Clearance Form A at Falk. Clearance Form A received at Brookfield will confer authority on the Burlington to North Market Subdivision.

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

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

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

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

At Ft. Madison, train No. 15 and No. 8 will register when instructed by train dispatcher to do so.

At Keokuk: Trains may register by Register Ticket when operator on duty, and will register only when instructed to do so by dispatcher when office is closed.

North wye Switch West Quincy M.P. 137.73 Equals M.P. 141.84.

At Canton, overhead wires on scale track will not clear man on top of car.

**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.**

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

Main track between West Alton and Alton is within yard Limits. Rule 908 in effect. Trains or engines moving from Alton to West Alton must not pass northward interlocking signal located 180 feet south of end of Mississippi River Bridge, Alton, until that signal displays an aspect permitting it to proceed.

Trains or engines moving from West Alton to Alton must not occupy that section of track between these points until southward signal, M.P. 20.56, at West Alton displays an aspect permitting to proceed or permission has been obtained to use the electric switch lock per Rule 539 on south end of wye switch. Trains and engines entering at "shoo-fly" switch between West Alton and Alton must have permission from dispatcher before fouling that section of track.

All movements with engine or cars over Highway 79, between Cosgrove and Hercules Powder Co. 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.

At North St. Louis and Carr Street trains originating and terminating will register.

No. 8 Stop at Clarksville daily except Sunday and stop on flag Sunday.

No. 8 will stop at Winfield and Old Monroe to discharge revenue passengers and to receive revenue passengers when notified in advance.

No. 8 Stop at West Alton to discharge passengers.

No. 15 will stop at Old Monroe daily except Saturday, Sunday, and Holidays to handle cream and express.

No. 15 will stop at LaGrange and Montrose to discharge revenue passengers and to receive revenue passengers when notified in advance.

**OFFICES OPEN:**

|             |                            |                         |
|-------------|----------------------------|-------------------------|
| West Alton  | — Monday through Friday    | 10:00 p.m. to 6:00 a.m. |
|             |                            | 7:15 a.m. to 12:30 p.m. |
|             | Saturday and Sunday        | 10:00 p.m. to 6:00 a.m. |
| Old Monroe  | — Monday through Friday    | 6:00 a.m. to 10:30 a.m. |
|             |                            | 12:01 p.m. to 3:00 p.m. |
|             | Saturday and Sunday        | Closed.                 |
| Annada      | — Tuesday through Saturday | 11:30 a.m. to 5:00 p.m. |
|             | Sunday and Monday          | Closed.                 |
| Clarksville | — Tuesday through Saturday | 8:15 a.m. to 11:15 a.m. |
|             | Sunday and Monday          | Closed.                 |

|               |                            |             |                  |
|---------------|----------------------------|-------------|------------------|
| Other Tracks: | Prospect Hill              | M.P. 10.4   | Capacity 96 cars |
|               | Bissell                    | M.P. 11.34  | Capacity 8 cars  |
|               | Industry Track             | M.P. 13.05  | Capacity 5 cars  |
|               | Industry Track             | M.P. 13.10  | Capacity 13 cars |
|               | Industry Track             | M.P. 13.20  | Capacity 6 cars  |
|               | Ft. Bellefontaine          | M.P. 18.3   | Capacity 32 cars |
|               | Union Electric Power Plant |             |                  |
|               | Track                      | M.P. 25.14  |                  |
|               | Blase                      | M.P. 35.13  | Capacity 8 cars  |
|               | Dameron                    | M.P. 71.9   | Capacity 8 cars  |
|               | Kissenger                  | M.P. 78.6   | Capacity 10 cars |
|               | Cosgrove                   | M.P. 93.0   |                  |
|               | Reading                    | M.P. 99.8   | Capacity 18 cars |
|               | Mungers                    | M.P. 123.96 | Capacity 4 cars  |
|               | Helton                     | M.P. 125.5  | Capacity 51 cars |
|               | Small                      | M.P. 126.50 | Capacity 4 cars  |
|               | South River                | M.P. 129.95 |                  |
|               | Horn Sand Spur             | M.P. 197.65 | Capacity 28 cars |



# Old Monroe and Francis — Subdivision — Branch Line

HANNIBAL DIVISION

TIME TABLE No. 5

EFFECTIVE APRIL 26, 1964

| WESTWARD<br>SECOND CLASS    | Signs        | Mile Post Location | STATIONS                                | Capacity of |              | EASTWARD<br>SECOND CLASS    |
|-----------------------------|--------------|--------------------|---|-------------|--------------|-----------------------------|
|                             |              |                    |   | Sidings     | Other Tracks |                             |
| Daily Ex. Sun.<br><b>65</b> |              |                    |   |             |              | Daily Ex. Mon.<br><b>60</b> |
| A.M.<br>L 6:45              | K.R.Y.B. Yd. | 51.6               | ..... OLD MONROE .....                  |             | 53           | A.M.<br>A 3:25              |
| 7:04                        |              | 61.3               | ..... <sup>9.7</sup> MOSCOW .....       |             | 58           | 3:09                        |
| 7:11                        | F.           | 65.5               | ..... <sup>4.2</sup> SOUTH TROY .....   |             | 18           | 3:02                        |
| 7:24                        |              | 72.9               | ..... <sup>7.4</sup> HAWK POINT .....   |             | 21           | 2:51                        |
| 7:34                        | F.           | 78.7               | ..... <sup>5.8</sup> NEW TRUXTON .....  |             | 6            | 2:43                        |
| 7:45                        | F.           | 85.2               | ..... <sup>6.5</sup> LIEGE .....        |             | 30           | 2:33                        |
| 8:05                        | W.           | 98.2               | ..... <sup>13.0</sup> WELLSVILLE .....  | 23          | 10           | 2:15                        |
| A 9:05<br>A.M.              | R.Yd.        | 114.6              | ..... <sup>16.4</sup> FRANCIS .....     | No. 1<br>8  | Yard         | L 1:50<br>A.M.              |
| 2:20<br>27.0                |              |                    | SCHEDULE TIME<br>AVERAGE MILES PER HOUR |             |              | 1:35<br>39.7                |

### DUAL CONTROLLED SWITCHES:

Old Monroe:  
South end No. 4 track.  
Jct. switch.

A train may be permitted to follow a freight train carrying passengers, caretakers, 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 receive Clearance Form A when operator on duty.

### OFFICES OPEN:

Old Monroe, Monday through Friday . . . 6:00 a.m. to 10:30 a.m.  
12:00 p.m. to 3:00 p.m.  
Moscow, Monday through Friday . . . 7:30 a.m. to 4:30 p.m.  
Hawk Point, Monday through Friday . . . 8:00 a.m. to 5:00 p.m.  
Wellsville, Monday through Friday . . . 7:30 a.m. to 8:30 a.m.  
11:10 a.m. to 4:30 p.m.  
Francis, Monday through Friday . . . 12:00 Mid to 4:00 p.m.  
Saturday and Sunday . . . 12:00 Mid to 8:00 a.m.  
Old Monroe, Moscow, Hawk Point, Wellsville Closed Saturday and Sunday.

### OTHER TRACKS:

Ethlyn . . . . . M.P. 56.2 Capacity 14 cars switch east end.  
Buell . . . . . M.P. 90.6 Capacity 9 cars switch west end.  
Martinsburg . . . M.P. 103.2 Capacity 26 cars switch east end.

Overhead wires on loading dock at Wellsville Brick Plant will not clear man on top of cars.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
CENTRALIZED TRAFFIC CONTROL IN EFFECT AT OLD MONROE BETWEEN JCT. SWITCH AND M.P. 51.75.  
Manual Block System; Rule 318 (B) in effect between M.P. 51.75, Old Monroe and Francis.  
Rule 528 in effect on No. 4 track, Old Monroe.

## West Quincy and Kirksville Subdivision — Branch Line

| Office Open Week Days Except Saturday | Signs            | WESTWARD<br>Mile Post Location | STATIONS                               | Capacity of Other Tracks |      | EASTWARD |
|---------------------------------------|------------------|--------------------------------|--|--------------------------|------|----------|
|                                       |                  |                                |  | Trucks                   | Yard |          |
| Continuous.                           | B.C.K.R. Y.Yd.Z. | 1.9                            | ..... WEST QUINCY .....                | Yard                     |      |          |
| No Office.                            |                  | 6.5                            | ..... <sup>4.6</sup> TAYLOR .....      | 13                       |      |          |
| 7:30 a.m. to 4:30 p.m.                |                  | 18.1                           | ..... <sup>11.6</sup> EWING .....      | 10                       |      |          |
| 7:30 a.m. to 4:30 p.m.                |                  | 26.1                           | ..... <sup>8.0</sup> LEWISTOWN .....   | 17                       |      |          |
| 7:30 a.m. to 4:30 p.m.                |                  | 31.8                           | ..... <sup>5.7</sup> LA BELLE .....    | 43                       |      |          |
| No Office.                            |                  | 37.2                           | ..... <sup>5.4</sup> KNOX .....        | 18                       |      |          |
| 7:30 a.m. to 4:30 p.m.                |                  | 46.6                           | ..... <sup>9.4</sup> EDINA .....       | 68                       |      |          |
| No Office.                            |                  | 53.4                           | ..... <sup>6.8</sup> HURDLAND .....    | 28                       |      |          |
| 8:00 a.m. to 5:00 p.m.                | Y.               | 69.3                           | ..... <sup>15.9</sup> KIRKSVILLE ..... | Yard                     |      |          |
|                                       |                  |                                | Wabash Crossing (Grade)                |                          |      |          |

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.

Use of wye at Kirksville involves use of Wabash main track. Before turning engines or cars permission must be obtained from Wabash Dispatcher.  
Track car operator's lineup will not be issued to cover mixed local which will not leave West Quincy before 6:00 A.M. on Monday, Tuesday, Wednesday, Thursday, and Friday for Kirksville and return.

No train order signal West Quincy and Kirksville. Conductors and Enginemen must have Clearance Form A when operator on duty.  
Offices open Saturday and Sunday: West Quincy continuous. All other offices closed.

### OTHER TRACKS:

Maywood . . . . . M.P. 10.8 Capacity 11 cars  
Durham . . . . . M.P. 14.8 Capacity 3 cars Switch west end.  
Mo. Gravel Co. Spur. M.P. 17.23 Capacity 24 cars Switch east end.  
Brashear . . . . . M.P. 57.6 Capacity 17 cars Switch east end.

## Viele and Bloomfield—Subdivision

| WESTWARD<br>SECOND CLASS         | Office Open Except Saturday and Sunday | Signs | Mile Post Location | STATIONS   | Capacity of Other Tracks | EASTWARD<br>SECOND CLASS         |
|----------------------------------|--|-------|--------------------|--|--------------------------|----------------------------------|
|                                  |  |       |                    |  |                          |                                  |
| <b>77</b>                        |  |       |                    |  |                          | <b>78</b>                        |
| A.M.<br>L 8:40                   | No Office.                             |       | 25.3               | ..... VIELE .....  | 16                       | P.M.<br>A 2:10                   |
| s 9:05                           | 8:00 a.m. to 5:00 p.m.                 |       | 33.0               | ..... <sup>7.7</sup> DONNELSON .....   | 49                       | s 1:51                           |
| s 9:30                           | 8:00 a.m. to 5:00 p.m.                 |       | 43.7               | ..... <sup>10.7</sup> C. R. I. & P. Crossing (Grade)<br>..... <sup>11.4</sup> FARMINGTON ..... | 21                       | s 1:30                           |
| s10:00                           | No Office.                             |       | 55.1               | ..... <sup>8.2</sup> MT. STERLING .....  | 19                       | s12:58                           |
| s10:20                           | No Office.                             |       | 63.3               | ..... <sup>5.4</sup> CANTRIL .....   | 20                       | s12:40                           |
| s10:35                           | No Office.                             |       | 68.7               | ..... <sup>6.4</sup> MILTON .....  | 19                       | s12:25                           |
| s10:50                           | No Office.                             |       | 75.1               | ..... <sup>6.0</sup> PULASKI .....   | 19                       | s12:09<br>-P.M.-                 |
| f11:05                           | No Office.                             |       | 81.1               | ..... <sup>3.1</sup> STEUBEN .....   | 6                        | f11:53                           |
| A11:15<br>-A.M.-<br>2:35<br>22.8 | No Office.                             | R.Y.  | 84.2               | ..... BLOOMFIELD .....   | Yard                     | L11:45<br>-A.M.-<br>2:25<br>24.4 |
|                                  |  |       |                    | SCHEDULE TIME<br>AVERAGE M. P. H. . . . .  |                          |                                  |

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

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

Rule 907 in effect.  
Clearance Form A not required at Viele or Bloomfield.

### STUB TRACKS—

Stub Track (M.P. 47.38) 14 Cars. Switch east end.  
Pulaski . . . . . Switch west end.  
Steuben . . . . . Switch east end.  
Bloomfield Wye located at M.P. 81.90.

Track car operator's lineup will not be issued to cover mixed local which will not leave Viele before 8:40 A.M. on Monday, Tuesday, Wednesday, Thursday, and Friday for Bloomfield and return.

**Illinois Jct. and West Quincy Subdivision**

**SOUTHWARD  
SECOND CLASS**

**BRANCH LINE**

**NORTHWARD  
SECOND CLASS**

| Monday<br>Wednesday<br>and<br>Friday<br>Mixed | Office Open<br>Week Days<br>Except Saturday       | Signs                            | Mile Post<br>Location | STATIONS   | Capacity of other<br>Tracks | Tuesday<br>Thursday<br>and<br>Saturday<br>Mixed |
|---|---|----------------------------------|-----------------------|--|-----------------------------|---|
| <b>98</b>                                     |   |                                  |                       |  |                             | <b>99</b>                                       |
| P. M.   | Continuous.                                       | B.C.K.<br>O.R.T.<br>Yd. W.<br>Z. |                       | ..... BURLINGTON .....                           | Yard                        | P. M.   |
| L 12.15                                       |   |                                  |                       | ..... ILLINOIS JCT. ....                         |                             | A 3.00  |
| 12.25   | No Office.  | F.                               | 0.3                   | ..... CARMAN .....                               | 8                           | 2.50  |
| s 12.40                                       | No Office.  |                                  | 5.0                   | ..... T. P. & W. Crossing<br>(Interlocked) ..... |                             | s 2.05  |
|   |   |                                  | 8.4                   | ..... LOMAX .....                                | 34                          | s 1.55  |
| s 12.55                                       | No Office.  |                                  | 9.3                   | ..... DALLAS CITY .....                          | 24                          | s 1.45  |
| s 1.05  | No Office.  |                                  | 15.0                  | ..... COLUSA .....                               | 23                          | s 1.35  |
| s 1.15  | No Office.  |                                  | 19.7                  | ..... ADRIAN .....                               | 23                          | s 1.25  |
| s 1.25  | No Office.  |                                  | 23.0                  | ..... FERRIS<br>T.P.&W. Crossing (Grade) .....   | 16                          | s 1.15  |
| s 1.35  | No Office.  |                                  | 26.7                  | ..... CARTHAGE .....                             | 48                          | s 12.20   |
| s 2.30  | 8:00 a.m. to 5:00 p.m.                            |                                  | 30.8                  | ..... Wabash Crossing (Grade) .....              |                             |   |
|   |   |                                  | 30.9                  | ..... BASCO .....                                | 17                          | s 12.10   |
| s 2.45  | No Office.  |                                  | 37.7                  | ..... WEST POINT .....                           | 25                          | P. M.<br>s 11.55                                |
| s 2.55  | 8:00 a.m. to 11:59 a.m.                           |                                  | 42.8                  | ..... LORAIN .....                               | 20                          | s 11.45   |
| s 3.10  | No Office.  |                                  | 50.5                  | ..... MENDON .....                               | 23                          | s 11.30   |
| s 3.55  | 8:00 a.m. to 8:30 a.m.<br>10:30 a.m. to 5:00 p.m. |                                  | 56.1                  | ..... URSA .....                                 | 22                          | s 11.20   |
| s 4.05  | 8:00 a.m. to 5:00 p.m.                            |                                  | 61.2                  | ..... ROCK CREEK .....                           | 9                           | f 11.10   |
| s 4.15  | No Office.  |                                  | 64.1                  | ..... QUINCY .....                               | Yard                        | 10.55   |
| 4.30  | No Office.  | F.Y.Yd.                          | 70.2                  | ..... WEST QUINCY .....                          | Yard                        | L 10.45   |
| A 5.00<br>P. M.                               | Continuous.                                       | B.C.O.<br>K.R.<br>Y.Z.           | 136.9                 | ..... SCHEDULE TIME .....                        |                             | 4:15  |
| 4:45<br>15.0                                  |   |                                  |                       | ..... AVERAGE M. P. H. ....                      |                             | 17.2  |

**Alexandria and Centerville Subdivision**

**WESTWARD  
SECOND CLASS**

**BRANCH LINE**

**EASTWARD  
SECOND CLASS**

| Monday<br>Wednesday<br>Friday<br>Mixed | Office Open<br>Except<br>Saturday<br>and<br>Sunday | Signs          | Mile Post<br>Location | STATIONS   | Capacity of other<br>Tracks | Monday<br>Wednesday<br>Friday<br>Mixed |
|--|--|----------------|-----------------------|--|-----------------------------|--|
| <b>95</b>                              |  |                |                       |  |                             | <b>94</b>                              |
| P. M.                                  |  |                |                       | ..... ALEXANDRIA .....                                   |                             | A. M.                                  |
| L 9.50                                 |  | R.             | 5.2                   | ..... WAYLAND .....                                      | 27                          | L 11.30                                |
| s 10.10                                |  |                | 12.4                  | ..... KAHOKA .....                                       | 48                          | s 11.10                                |
| s 10.45                                |  |                | 20.0                  | ..... MEDILL<br>(A.T.&S.F. Crossing (Auto-Inter.) .....  | 17                          | s 10.45                                |
| s 11.00                                |  |                | 23.3                  | ..... GRANGER .....                                      | 6                           | f 9.42                                 |
| f 11.35                                |  |                | 34.4                  | ..... ARBELA .....                                       | 19                          | f 9.35                                 |
| s 11.45                                |  |                | 36.6                  | ..... MEMPHIS .....                                      | 40                          | s 9.10                                 |
| A. M.<br>s 12.35                       |  |                | 45.1                  | ..... DOWNING .....                                      | 20                          | s 8.23                                 |
| s 1.08                                 |  |                | 56.3                  | ..... LANCASTER .....                                    | 30                          | s 7.58                                 |
| s 1.25                                 |  |                | 65.7                  | ..... GLENWOOD JCT. ....                                 | 11                          |  |
|  |  |                | 69.0                  | ..... Wabash Crossing (Grade) .....                      |                             |  |
|  |  |                | 70.9                  | ..... C. R. I. & P. Crossing<br>(Auto-Interlocked) ..... |                             |  |
|  |  |                | 86.3                  | ..... C. R. I. & P. Crossing (Grade) .....               |                             |  |
|  |  |                | 89.6                  | ..... CENTERVILLE .....                                  | Yard                        | L 6.45                                 |
| A 2.30<br>A. M.                        |  | B.K.<br>O.R.T. |                       | ..... SCHEDULE TIME .....                                |                             | 4:45                                   |
| 4:40<br>18.1                           |  |                |                       | ..... AVERAGE M. P. H. ....                              |                             | 17.8                                   |

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

Manual Block System; Rule 318 (B) in effect between Illinois Jct. and Quincy. Rule 907 in effect.

**CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN QUINCY AND WEST QUINCY; ILLINOIS JCT. AND BURLINGTON.**

Trains between Illinois Jct. and Burlington will be governed by Time Table of the Ottumwa Division.

Trains between Quincy and West Quincy will be governed by Time Table of the Galesburg and West Quincy Subdivision.

No. 98 and No. 99 will carry passengers.

No train order signal 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.

Offices open Saturday and Sunday: Burlington and West Quincy continuous. All other offices closed.

**OTHER TRACKS:**

Contractors Spur., M.P. 59.35, Capacity 19 Cars., Switch north end.

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

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

Rule 907 in effect.

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

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

Asheton M. P. 25.0, and Sedan M. P. 82.4 are flag stops for No. 94 and No. 95.

No. 94 and No. 95 will carry passengers.

All offices closed Saturday and Sunday.

MEDILL: Crossing with the AT&SF interlocked remotely controlled by operator at Shopton, Iowa. Rule 663 in effect. If signal fails to clear and communication cannot be established with AT&SF operator, be governed by instructions posted within the CB&Q emergency release box.

**STUB TRACKS—**

Granger—Switch east end.

No. 94 arrives Keokuk ..... 11:50 A.M.  
No. 95 leaves Keokuk ..... 9:25 P.M.

# Buda and Vermont—Subdivision—Branch Line

HANNIBAL DIVISION

TIME TABLE No. 5

EFFECTIVE APRIL 26, 1964

| SOUTHWARD | Signs | Mile Post Location | STATIONS                               | Capacity of |              | NORTHWARD |
|-----------|-------|--------------------|--|-------------|--------------|-----------|
|           |       |                    |  | Stidings    | Other Tracks |           |
|           |       |                    | ..... BUDA .....                       |             |              |           |
|           |       | 1.60               | C. & N. W. Crossing (Auto. Inter'kd.)  |             |              |           |
|           |       | 1.65               | ..... Jct. Switch C. & N. W. ....      |             |              |           |
|           |       | 3.16               | ..... BURNETT .....                    |             | 12           |           |
|           |       | 7.02               | ..... LOMBARDVILLE .....               |             | 19           |           |
|           |       | 10.25              | ..... BRADFORD .....                   |             | 45           |           |
|           |       | 14.95              | ..... CASTLETON .....                  |             | 24           |           |
| F.Y.Yd.   |       | 17.00              | ..... SHERWOOD .....                   |             | 118          |           |
|           |       | 20.43              | ..... WYOMING .....                    |             | 35           |           |
|           |       | 20.55              | C. R. I. & P. Crossing (Grade)         |             |              |           |
|           |       | 26.27              | ..... DUNCAN .....                     |             | 20           |           |
|           |       | 31.40              | ..... MONICA .....                     |             | 24           |           |
|           |       | 37.79              | A.T. & S.F. Crossing (Auto. Inter'kd.) |             |              |           |
|           |       |                    | ..... BRIMFIELD .....                  |             | 29           |           |
| R.        |       | 44.39              | ..... ELMWOOD .....                    |             | 54           |           |

Mine spur between Lewistown and South Liverpool Dock, Rule 908 in effect.

Track car operator's lineup will not be issued to cover local extra which will not leave Elmwood before 3:00 p.m. Monday, Wednesday and Friday for Sherwood, Bradford or Buda and return.

**OFFICES OPEN MONDAY THROUGH FRIDAY:**

|            |   |
|------------|---|
| Buda       | ..... Continuous.   |
| Elmwood    | ..... 8:00 a.m. to 5:00 p.m.  |
| Yates City | ..... 8:00 a.m. to 4:00 p.m.<br>8:00 p.m. to 4:00 a.m., closed 12:01 a.m. to 4:00 a.m. Monday |
| Farmington | ..... 8:00 a.m. to 5:00 p.m.  |
| Norris     | ..... 8:00 a.m. to 5:00 p.m.  |
| Canton     | ..... 7:00 a.m. to 4:00 p.m.  |
| Lewistown  | ..... 7:00 a.m. to 11:00 p.m.   |
| Vermont    | ..... 8:00 a.m. to 5:00 p.m.  |

**OFFICES OPEN SATURDAY:**

|            |                               |
|------------|-------------------------------|
| Buda       | ..... Continuous.             |
| Yates City | ..... 12:01 a.m. to 4:00 a.m. |

**OFFICES OPEN SUNDAY:**

|      |                   |
|------|-------------------|
| Buda | ..... Continuous. |
|------|-------------------|

**Trains between Yates City and Elmwood are governed by time table of Peoria and Galesburg Subdivision**

|  |                |       |                              |     |      |
|--|----------------|-------|------------------------------|-----|------|
|  | R.Y. Yd.       | 47.23 | ..... 2.84 YATES CITY .....  |     | Yard |
|  |                | 52.37 | ..... 5.14 FARMINGTON .....  |     | 24   |
|  |                | 58.40 | ..... 6.03 NORRIS .....      |     | 9    |
|  | K.Yd. B.       | 63.20 | ..... 4.80 CANTON .....      | 103 | Yard |
|  |                |       | T. P. & W. Crossing (Grade)  |     |      |
|  | Yd.            | 66.10 | ..... 2.90 GORMAN .....      |     | 140  |
|  | Yd.            | 66.78 | ..... 0.69 DUNFERMLINE ..... |     |      |
|  | F. Yd.         | 68.41 | ..... 1.63 ST. DAVID .....   |     | 130  |
|  |                | 72.45 | ..... 4.04 MORGAN .....      |     | 38   |
|  | B.K.C. Y.Yd.R. | 76.53 | ..... 4.08 LEWISTOWN .....   |     | Yard |
|  |                | 87.37 | ..... -10.84 IPAVA .....     |     | 33   |
|  | Y. Yd.         | 94.34 | ..... 6.37 VERMONT .....     |     | 22   |

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

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

Rule 907 in effect between Buda and Elmwood, Lewistown and Vermont.

No train order signal Buda, Yates City, Lewistown and Vermont, Conductors and Enginemen must have Clearance Form A when operator on duty.

MONICA: Crossing with AT&SF Automatic Interlocked. Rule 672 in effect. To clear signal depress push button, and if signal fails to clear, be governed by instructions posted within the CB&Q emergency release box.

Between Jct. Switch C&NW and Sherwood, trains of the C. & N. W. Ry. will operate and be governed by the Rules of the C. B. & Q. R. R., employees of these trains must have a copy of the Book of Rules of the Operating Department and Current Timetable of the C. B. & Q. R. R. when on duty.

Do not occupy highway crossings at Avenue E Route 24 Lewistown, South Main St. Route 24 Lewistown and Route 136 Ipava unless flasher signals are operating or highway traffic has been stopped.

Train and engines in either direction must stop before moving over C&NW Railroad crossing M.P. 1.60 south of Buda. Before movement over crossing in addition to proceed aspect of home signal, protection must be provided.

## SPEED RESTRICTIONS

|  | All Trains<br>M. P. H. |
|--|------------------------|
| <b>BUDA AND VERMONT—SUBDIVISION</b>  |                        |
| Maximum Speed:   |                        |
| Buda and Elmwood   | 25                     |
| C&NW Trains between Jct. switch C&NW crossing and Sherwood                         | 20                     |
| Yates City and Lewistown   | 40                     |
| Lewistown and Vermont  | 35                     |
| Yates City, both legs of wye SD-24 diesel engines, series 500                      | 10                     |
| Over C. & N. W. Interlocking M. P. 1.60  | 15                     |
| Over Hard Road crossing M. P. 22.25  | 5                      |
| Over Hard Road crossing M. P. 38.25  | 5                      |
| Over Hard Road crossing M. P. 42.50  | 10                     |
| Between approach signals which govern approaches to A. T. & S. F. crossing, Monica | 15                     |
| Loaded tank cars and loaded 30 yard air dump cars in 202800-202884 series:         |                        |
| Buda and Elmwood   | 20                     |
| Lewistown and Vermont  | 25                     |
| On curve M. P. 52.80   | 30                     |
| Over T. P. & W. crossing at Canton   | 10                     |
| Between T. P. & W. crossing Canton and Canton passenger station                    | 15                     |
| Between Dunfermline and Buckheart Mines  | 10                     |
| Over North Switch of Lewistown Yard, M. P. 75.60                                   | 20                     |
| Between Lewistown and South Liverpool  | 20                     |
| Over Bridge 81.41  | 10                     |

### Peoria and Galesburg— Subdivision—Main Line

| WESTWARD | Signs           | Mile Post Location | STATIONS |  | Capacity of |              | EASTWARD |
|----------|-----------------|--------------------|----------|--|-------------|--------------|----------|
|          |                 |                    |          |  | Sidings     | Other Tracks |          |
|          | BCKOR<br>T.Yd.  | 51.50              | .....    | <b>PEORIA</b> .....                                  |             |              | Yard     |
|          |                 | 50.10              | .....    | <b>C. &amp; N. W. Crossing (Auto. Interl.)</b> ..... |             |              |          |
|          |                 | 49.50              | .....    | <b>P. R. T. Crossing (Interl'kd)</b> .....           |             |              |          |
|          | F.              | 38.99              | .....    | <b>EDWARDS</b> .....                                 | 70          | 13           |          |
|          | F.              | 31.12              | .....    | <b>OAK HILL</b> .....                                | 67          | 7            |          |
|          |                 | 25.60              | .....    | <b>ELMWOOD</b> .....                                 |             | 51           |          |
|          | R.Y.<br>Yd.     | 22.76              | .....    | <b>YATES CITY</b> .....                              | 78          |              | Yard     |
|          | F.              | 19.14              | .....    | <b>DOUGLAS</b> .....                                 |             | 15           |          |
|          |                 | 15.15              | .....    | <b>MAQUON</b> .....                                  |             | 29           |          |
|          | F.              | 10.25              | .....    | <b>GILSON</b> .....                                  | 114         | 20           |          |
|          |                 | 4.53               | .....    | <b>KNOXVILLE</b> .....                               |             | 38           |          |
|          | BCKOR<br>TWYYdZ |                    | .....    | <b>GALESBURG (Interlocked)</b> .....                 |             |              | Yard     |

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

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

Centralized Traffic Control in effect between Galesburg and M.P. 0.01 Pearl Street.

Spring switch west end of siding, Yates City.

No train order signal Peoria, Yates City and Galesburg. Conductors and Enginemen must have Clearance Form A when operator on duty.

Trains may register by ticket at Yates City. Trains need not register at Yates City when office is closed, unless directed by train dispatcher.

**OFFICES OPEN MONDAY THROUGH FRIDAY:**

Peoria..... 7:00 a.m. to 3:00 p.m.  
 9:00 p.m. to 5:00 a.m. Closed Monday 12:01 a.m. to 5:00 a.m.  
 Elmwood..... 8:00 a.m. to 5:00 p.m.  
 Yates City..... 8:00 a.m. to 4:00 p.m.  
 8:00 p.m. to 4:00 a.m., Closed 12:01 a.m. to 4:00 a.m.  
 Monday  
 Knoxville..... 7:00 a.m. to 4:00 p.m.  
 Galesburg..... Continuous.

**OFFICES OPEN SATURDAY:**

Peoria..... 12:01 a.m. to 5:00 a.m.  
 Yates City..... 12:01 a.m. to 4:00 a.m.  
 Galesburg..... Continuous.

**OFFICES OPEN SUNDAY:**

Galesburg..... Continuous.

**OTHER TRACKS:**

Gateway Milling Co..... M. P. 45.83 Capacity 6 cars. Switch east end.  
 Bushel..... M. P. 45.54 Capacity 11 cars. Switch west end.  
 Gates Rubber Plant..... M. P. 2.00 Capacity yard.  
 Brick Yard Lead..... M. P. 1.66 Capacity yard.

**PEORIA:** When shoving cars over Cedar Street a member of the crew must be on the ground a sufficient length of time before crossing is occupied to safely stop all highway and pedestrian traffic.

Employs are prohibited from occupying the sides of cars on yard tracks Nos. 11, 12, 13 and 14, while cars are in motion on these tracks.

**INFORMATION ONLY**

|              |             |           |             |              |
|--------------|-------------|-----------|-------------|--------------|
| 68           | 70          |           | 75          | 91           |
| L 10:30 p.m. | L 7:00 a.m. | Galesburg | A 4:00 a.m. | A 1:30 p.m.  |
| A 1:00 a.m.  | A 9:15 a.m. | Peoria    | L 1:45 a.m. | L 11:00 a.m. |

### Fairview and Lewistown— Subdivision—Branch Line

| SOUTHWARD | Signs             | Mile Post Location | STATIONS |  | Capacity of other Track | NORTHWARD |
|-----------|-------------------|--------------------|----------|--|-------------------------|-----------|
|           |                   |                    |          |  |                         |           |
|           | Yd. Y.            | 30.09              | .....    | <b>FAIRVIEW</b> .....                        | 48                      |           |
|           |                   |                    | .....    | <b>FIATT</b> .....                           | 19                      |           |
|           | Yd.               | 40.19              | .....    | <b>T. P. &amp; W. Crossing (Grade)</b> ..... |                         |           |
|           |                   |                    | .....    | <b>CUBA</b> .....                            | 17                      |           |
|           | B.K.C.<br>Y.Yd.R. | 49.32              | .....    | <b>LEWISTOWN</b> .....                       | Yard                    |           |

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 Lewistown. Conductors and Enginemen must have Clearance Form A when operator on duty.

Crossing gate at Cuba protecting T. P. & W. crossing, normal position at stop for C. B. & Q. trains, must not be placed at stop against T. P. & W. trains if they are in sight of the crossing. Must be restored to normal position after being used by C. B. & Q. trains.

At Cuba, inside switch on crossover between house track and main track must be lined at all times for elevator track except when actually in use.

**OFFICES OPEN DAILY EXCEPT SATURDAY AND SUNDAY:**

Lewistown... 7:00 a.m. to 11:00 p.m.  
 Closed, Saturday and Sunday.

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

| SPEED RESTRICTIONS   | All Trains<br>M. P. H. |
|--|------------------------|
| <b>FAIRVIEW AND LEWISTOWN—SUBDIVISION</b>  |                        |
| Maximum Speed.....   | 20                     |
| M. P. 30 to Fairview Mine.....   | 10                     |
| 250 ton derrick over Bridge 43.25.....   | 5                      |
| Over Bridges 43.66 and 46.18.....  | 10                     |
| Loaded tank cars and loaded 30 yard air dump cars<br>in 202800-202884 series.....        | 15                     |
| <b>PEORIA AND GALESBURG—SUBDIVISION</b>  |                        |
| Maximum Speed.....   | 40                     |
| Between Knox Street and Chambers Street, Galesburg.....                                  | 10                     |
| Between Chambers and Pine Streets, Galesburg.....  | 15                     |
| On curve M. P. 17.74.....  | 30                     |
| Yates City, both legs of wye SD-24 diesel engines, series<br>500.....                    | 10                     |
| Through crossover and south leg of wye Yates City.....                                   | 15                     |
| Spring switch at west end of siding Yates City:<br>Trailing movement through switch..... | 25                     |
| On curves between M. P. 26.00 and M. P. 33.10.....                                       | 30                     |
| On curves between M. P. 33.10 and M. P. 39.60.....                                       | 35                     |
| P. R. T. crossing interlocked M. P. 49.50.....   | 15                     |
| Between Home Signals C&NW Interlocking MP 60.10,<br>Peoria.....                          | 15                     |
| Between Edmund Street and Burlington Elevator,<br>Peoria.....                            | 10                     |
| Between 150 feet East of Edmund Street and Edmund<br>Street.....                         | 5                      |
| Over Cedar Street Peoria.....  | 5                      |

# Bushnell and East Alton—Subdivision—Main Line

**HANNIBAL DIVISION**

**TIME TABLE No. 5**

**EFFECTIVE APRIL 26, 1964**

| SOUTHWARD        |                  | Offices Open<br>Week Days<br>Except<br>Saturday   | Signs                   | STATIONS   |       | M. P. Location | Capacity<br>of |                 | NORTHWARD       |                  |
|------------------|------------------|---|-------------------------|------------|-------|----------------|----------------|-----------------|-----------------|------------------|
| SECOND CLASS     |                  |   |                         | Z.R.<br>Y. | M. P. |                | Siding         | Other Tracks    | SECOND CLASS    |                  |
| Daily<br>Freight | Daily<br>Freight |   |                         |            |       |                |                |                 | P. M.<br>A      | Daily<br>Freight |
| <b>73</b>        | <b>63</b>        | 8:00 a.m. to 5:00 p.m.                            | Y.                      | .....      | ..... | 160.37         | Yard           | <b>62</b>       | <b>66</b>       |                  |
| A. M.<br>L 6:45  | A. M.<br>L 5:45  | 7:00 a.m. to 8:00 a.m.<br>1:00 p.m. to 4:00 p.m.  | F.                      | .....      | ..... | 151.32         | 158 41         | P. M.<br>A 7:00 | P. M.<br>A 8:30 |                  |
|                  |                  | No Office.  | F.                      | .....      | ..... | 145.87         | 57             | 6:30            | 8:10            |                  |
| 7:15             | 6:15             | 8:00 a.m. to 5:00 p.m.                            | Y.Yd.                   | .....      | ..... | 140.60         | 158 152        | 6:00            | 7:45            |                  |
| 7:30             | 6:30             | No Office.  | F.                      | .....      | ..... | 129.00         | 68             | 5:45            | 7:30            |                  |
| 7:50             | 6:50             | No Office.  | F.                      | .....      | ..... | 119.31         | 148 56         | 5:07            | 6:52            |                  |
| 8:15<br>9:00     | 7:30<br>8:15     | See Footnote.                                     | B.C.K.<br>O.R.T.<br>Yd. | .....      | ..... | 115.94         | Yard           | 5:00<br>4:15    | 6:45<br>5:45    |                  |
| 9:11             | 8:26             | No Office.  | F.                      | .....      | ..... | 110.23         | 193 11         | 3:56            | 5:28            |                  |
| A 9:30<br>A. M.  | 8:45             | No Office.  | F.                      | .....      | ..... | 102.10         | 29 17          | 3:43            | L 5:15<br>P. M. |                  |
|                  | 8:54             | 8:00 a.m. to 5:00 p.m.                            | Y.                      | .....      | ..... | 97.97          | 23 46          | 3:35            |                 |                  |
|                  |                  | No Office.  | F.                      | .....      | ..... | 94.23          | 13             |                 |                 |                  |
|                  | 9:03             | No Office.  | F.                      | .....      | ..... | 92.77          | 11 21          | 3:27            |                 |                  |
|                  | 9:13             | 7:30 a.m. to 4:30 p.m.                            | F.                      | .....      | ..... | 87.73          | 14 43          | 3:17            |                 |                  |
|                  | 9:25             | 7:30 a.m. to 4:30 p.m.                            | F.                      | .....      | ..... | 81.76          | 16 27          | 3:05            |                 |                  |
|                  |                  | 7:30 a.m. to 10:00 a.m.<br>2:45 p.m. to 4:30 p.m. | F.                      | .....      | ..... | 72.70          | 20 50          | 2:44            |                 |                  |
| 9:39             | 9:49             | No Office.  | F.                      | .....      | ..... | 65.45          | 11 14          | 2:24            |                 |                  |
| 9:58             | 10:07            | 6:00 a.m. to 3:00 p.m.                            | F.                      | .....      | ..... | 60.64          | 18 53          | 2:14            |                 |                  |
| 10:18            | 10:38            | 7:00 a.m. to 4:00 p.m.                            | F.                      | .....      | ..... | 55.53          | 15 29          | 2:04            |                 |                  |
|                  | 10:55            | No Office.  | F.Y.                    | .....      | ..... | 47.95          | 16 28          | 1:50            |                 |                  |
|                  | 11:00            | 6:00 a.m. to 10:00 p.m.                           | R.Y.                    | .....      | ..... | 38.61          | 16 26          | 1:35            |                 |                  |
|                  |                  | No Office.  | F.                      | .....      | ..... | 28.28          | 23             | 1:10            |                 |                  |
|                  |                  | No Office.  | F.Y.                    | .....      | ..... | 26.73          |                |                 |                 |                  |
|                  |                  | No Office.  | F.                      | .....      | ..... | 26.63          |                | 1:00<br>P. M.   |                 |                  |

At Adair: track to the right for southward trains is designated as siding. Trains using siding need not move at "Reduced Speed" as specified in Rule 105 and in Time Table Speed Restriction, unless meeting or passing trains or conditions in connection with own train make it necessary. Trains will always use right hand track unless otherwise provided. Trains will always use right hand track to "clear" trains or "take siding" as specified in Rules 86, S-87, S-88, S-89 and 922 and those rules are modified only to that extent. When a train is to pass another train at Adair, train to be passed will always use right hand track unless otherwise provided and train passing will use left hand track on authority of train dispatcher or if communication fails, when preceded by flagman per Rule 99. Work extras will expect other trains to always use right hand track in direction such other trains are running. Rule 17 (First paragraph) in effect at Adair for trains standing in clear on main track. Rule 19 (d) not in effect on siding. Rule 99 in effect on siding.

Brighton—GM&O Railroad crossing, interlocked and remotely controlled by GM&O Operator at Wann. Rule 663 in effect.

Draw Bridge 117.35 over Illinois River, Beardstown, Interlocked.

Hand throw switches located Beardstown M. P. 114.12, normal position for yard. M. P. 114.31 normal position for former southward main track.

No train order signal at Bushnell. Conductors and Enginemen of southward trains must have Clearance Form A when operator on duty.

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

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

No train order signal East Alton. Conductors and Enginemen of northward trains must have Clearance Form A.

Conductors and Enginemen of trains from Concord and CB&Q Jct. Subdivision will not require Clearance Form A at Concord. Clearance Form A received at Centralia will confer authority on the Bushnell and East Alton Subdivision.

Trains may register at Bushnell by register ticket and will not register when office is closed unless so instructed by train dispatcher.

Trains may register by ticket at East Alton.

Bushnell and East Alton Subdivision terminates at M. P. 159.70 Bushnell.

M. P. 136.65 equals M.P. 140.00.

**OTHER TRACKS:**

Team Track ..... M.P. 122.75. Capacity 5 cars  
Farmers T'ml .....  
Elev. .... M.P. 119.55. Capacity 7 cars  
Arenzville ..... M.P. 106.62. Capacity 39 cars  
Piasa ..... M.P. 43.74. Capacity 14 cars,  
switch south end.

Time shown at East St. Louis is for information only.

**OFFICE OPEN:**

Beardstown ..... Daily except Friday 6:00 a.m. to 10:00 p.m.  
Friday 12:01 a.m. to 10:00 p.m.

**OFFICES OPEN SATURDAY AND SUNDAY:**

EAST ALTON—6:00 a.m. to 10:00 p.m.  
BEARDSTOWN—6:00 a.m. to 10:00 p.m.  
Other offices—Closed.

**Trains between East Alton and Bridge Jct. are governed by joint time table of N. Y. C. R. R. and G. M. & O. R. R.**

|                           |              |                           |       |       |       |                  |              |
|---------------------------|--------------|---------------------------|-------|-------|-------|------------------|--------------|
| P. M.<br>A 12:01<br>P. M. | No Office.   | B.C.<br>K.O.R.<br>T.W.Yd. | ..... | ..... | ..... | L 11:45<br>A. M. | .....        |
| 2:46<br>21.2              | 8:16<br>24.5 |                           | ..... | ..... | ..... | 7:16<br>21.1     | 3:16<br>17.8 |
| SCHEDULED TIME            |              |                           |       |       |       |                  |              |
| AVERAGE MILES PER HOUR    |              |                           |       |       |       |                  |              |

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

Manual Block System; Rule 318(B) in effect between Bushnell and Illinois River Bridge and between begin-end C. T. C. M. P. 116.25 and south end Siding Hagener and between Concord and East Alton.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN INTERLOCKING HOME SIGNAL SOUTH END OF ILLINOIS RIVER BRIDGE M.P. 117.07 AND M.P. 116.30 BEARDSTOWN AND BETWEEN SOUTH END OF SIDING HAGENER AND CONCORD.

Dual Controlled switches: South siding switch Hagener and Junction switch Concord.

Spring Switch: North end of siding Hagener.

Spring switches located Beardstown M.P. 114.20, normal position for former northward main track.

Spring switch: South end of siding Adair.

Spring switch: North end of siding Adair. Normal position is for siding.

# Concord and C. B. & Q. Jct.—Subdivision—Main Line

HANNIBAL DIVISION

TIME TABLE No. 5

EFFECTIVE APRIL 26, 1964

| SOUTHWARD   |              |           | Office Open<br>Week Days<br>Except<br>Saturday   | Signe                   | STATIONS   | M. P. Location | Capacity of      |          | Office Open<br>Saturday<br>and Sunday | NORTHWARD    |              |
|---|--------------|-----------|--|-------------------------|--|----------------|------------------|----------|---------------------------------------|--------------|--------------|
| SECOND CLASS  |              |           |  |                         |  |                | Daily<br>Freight | Stidings |                                       | Other Tracks | SECOND CLASS |
|   |              |           |  |                         |  |                |                  |          |                                       |              |              |
|   |              | <b>73</b> |  |                         |  |                |                  |          |                                       | <b>66</b>    |              |
|   | A.M.<br>9:30 |           | No Office.                                       | F.                      | CONCORD<br>10.15   |                | 135              | 65       | No Office.                            | P.M.<br>5:15 |              |
|   | 9:50         |           | Continuous.                                      | Yd.                     | Wabash Crossing (Interl.)<br>JACKSONVILLE<br>GM&O Crossing (Auto. Interl.)<br>12.38                  | 10.15          | 127              | Yard     | Continuous.                           | 4:55         |              |
|   | 10:10        |           | 7:00 a.m. to 8:00 a.m.<br>2:00 p.m. to 4:00 p.m. |                         | FRANKLIN<br>6.23   | 22.53          | 119              | 29       | Closed.                               | 4:30         |              |
|   | 10:30        |           | 8:15 a.m. to 1:45 p.m.                           |                         | WAVERLY<br>6.52  | 28.76          |                  | 42       | Closed.                               |              |              |
|   | 10:46        |           | No Office.                                       | F.                      | LOWDER<br>7.46   | 35.38          | 162              | 32       | No Office.                            | 4:10         |              |
|   | 10:59        |           | No Office.                                       |                         | I. T. Crossing (Auto. Interl.)<br>1.53   | 42.84          |                  |          | No Office.                            |              |              |
|   | 11:16        |           | No Office.                                       |                         | GM&O Crossing (Interl.)<br>0.20  | 44.47          |                  |          | No Office.                            |              |              |
|   | 11:30        |           | See Footnote.                                    |                         | GIRARD<br>8.41   | 44.67          | 201              | 50       | Closed.                               | 3:50         |              |
|   | 11:40        |           | No Office.                                       | F.                      | ATWATER<br>11.17   | 53.08          | 130              |          | No Office.                            | 3:37         |              |
|   | 11:52        |           | 7:00 a.m. to 4:00 p.m.                           |                         | LITCHFIELD N. Y. C. Crossing (Auto. Interl.)<br>1.28   | 64.25          | 118              | 40       | Closed.                               | 3:20         |              |
|   | 12:05        |           | No Office.                                       |                         | Wab. and I. C. Crossing (Auto. Interl.)<br>5.53  | 65.53          |                  |          | No Office.                            |              |              |
|   | 12:23        |           | No Office.                                       | F.                      | WALSHVILLE<br>5.30   | 72.06          | 131              | 14       | No Office.                            | 3:01         |              |
|   | 12:43        |           | No Office.                                       | F.                      | SORENTO N.Y.C. & St. L. Crossing (Auto. Interl.)<br>7.17   | 77.96          | 144              | 27       | No Office.                            | 2:50         |              |
|   | 1:45         |           | Continuous.                                      | B.C.K.<br>O.R.T.<br>Yd. | AYERS<br>8.06  | 85.13          | 119              | 3        | No Office.                            | 2:35         |              |
|   | 2:15         |           | No Office.                                       | F.                      | SMITHBORO P. R. R. Crossing (Interl.)<br>11.35   | 93.19          | 142              | 29       | Continuous.                           | 2:22         |              |
|   | 2:26         |           | 8:00 a.m. to 5:00 p.m.                           | Yd.                     | KEYSPORT<br>10.38  | 104.54         | 132              | 21       | No Office.                            | 2:02         |              |
|   | 2:38         |           | 8:00 a.m. to 5:00 p.m.                           | Y.Yd.                   | SHATTUC B. & O. Crossing (Interl.)<br>5.04   | 114.92         |                  | 25       | Continuous.                           | 1:45         |              |
|   | 2:50         |           | 8:00 a.m. to 5:00 p.m.                           | B.K.Y.<br>Yd.           | CENTRALIA Southern Ry. Jct.<br>1.64  | 120.96         |                  | Yard     | Continuous.                           | 1:30         |              |
|   | 2:55         |           | No Office.                                       | F.Yd.                   | Mo.-Ill. Crossing (Interl.)<br>Ill. Cent. Crossing (Interl.)<br>Southern Ry. Jct. (Interl.)<br>14.02 | 122.60         |                  |          |                                       | P.M.         |              |
|   | 3:00         |           | No Office.                                       | Y.F.Yd.                 | WOODLAWN L. & N. Crossing (Auto. Interl.)<br>8.02  | 136.62         |                  | 35       | No Office.                            | 10:15        |              |
|   | 3:10         |           | 7:00 a.m. to 4:00 p.m.                           | B.C.K.<br>R.Y.Yd.       | WALTONVILLE Mo. Pac. Crossing (Auto. Interl.)<br>8.59  | 144.64         |                  | 13       | Closed.                               | 9:58         |              |
|   | 3:35         |           | 8:15 a.m. to 5:15 p.m.                           |                         | SESSER<br>8.34   | 153.23         |                  | Yard     | Closed.                               | 9:45         |              |
|   |              |           |  |                         | CHRISTOPHER I. C. Crossing (Auto. Interl.)<br>3.08   | 161.57         |                  | Yard     | Closed.                               | 9:25         |              |
|   |              |           |  |                         | ZEIGLER JCT.<br>Mo. Pac. Crossing (Auto. Interl.)<br>2.85  | 164.65         |                  |          | No Office.                            | 9:17         |              |
|   |              |           |  |                         | CAMBON<br>5.51   | 167.50         | 116              | 13       | No Office.                            | 9:12         |              |
|   |              |           |  |                         | HERRIN JCT.<br>14.38   | 173.01         |                  | Yard     | Closed.                               | 9:00         |              |
|   |              |           |  |                         | NEILSON (Interl.)<br>15.43   | 187.39         | 42               |          | 8:15 a.m. to 5:15 p.m.                | 8:25         |              |
| <b>Trains between Neilson and West Vienna are governed by rules and time table of C. &amp; E. I. R. R.</b>                |              |           |  |                         |  |                |                  |          |                                       |              |              |
|   | 4:15         |           | 7:45 a.m. to 4:45 p.m.                           |                         | WEST VIENNA (Interl.)<br>7.70  | 202.82         |                  |          | 7:45 a.m. to 4:45 p.m.                | 7:45         |              |
|   | 4:28         |           | No Office.                                       | F.                      | FORMAN N. Y. C. Crossing (Auto. Interl.)<br>5.53   | 210.52         |                  | 44       | No Office.                            | 7:35         |              |
|   | 4:40         |           | No Office.                                       | F.                      | MERMET<br>9.74   | 216.05         | 27               | 12       | No Office.                            | 7:20         |              |
|   | 5:00         |           | No Office.                                       | F.Yd.                   | C. B. & Q. Jct.<br>1.08  | 225.79         | 74               |          | No Office.                            | 7:03         |              |
| <b>Trains between C. B. &amp; Q. Jct. and Paducah are governed by Rules and Special Instructions of P. &amp; I. R. R.</b> |              |           |  |                         |  |                |                  |          |                                       |              |              |
|   | 5:05         |           | No Office.                                       | O.Y.<br>Yd.             | METROPOLIS JCT.<br>11.64   | 226.87         |                  |          | No Office.                            | 7:00         |              |
|   | 7:00         |           | See Footnote.                                    | R.Yd.                   | P. & I. JUNCTION<br>2.24   |                |                  |          | See Footnote.                         |              |              |
|   | 9:30         |           | No Office.                                       | B.K.R.<br>T.Yd.         | PADUCAH  |                |                  |          | No Office.                            | 6:30         |              |
|   | 28.3         |           |  |                         | SCHEDULED TIME<br>AVERAGE MILES PER HOUR   |                |                  |          |                                       | 10:45        |              |
|   |              |           |  |                         |  |                |                  |          |                                       | 22.3         |              |

FOOTNOTES ON PAGE 15.

# Concord and C. B. & Q. Jct.—Subdivision—Footnotes

HANNIBAL DIVISION

TIME TABLE No. 5

EFFECTIVE APRIL 26, 1964

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

Two main tracks: Between Shattuc and south crossover, Crooked Creek Bridge, M.P. 119.27 and between south end Centralia, M. P.121.33 and Zeigler Jct.

Rules D-251, D-252, D-253 and D-254 in effect between Shattuc and south crossover, Crooked Creek Bridge, M. P. 119.27 and between Centralia and Zeigler Jct.

Manual Block System; Rule 318(B) in effect between Concord and Centralia M.P. 121.25 and between M.P. 121.38 and C. B. & Q. Jct.

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN M.P. 121.25 and M.P. 121.38.

Northward movements between Illinois Central and C. B. & Q. track using hand throw crossover immediately north of McCord Street will move through crossover on authority of C. B. & Q. operator. Stop signal governing southward movements from track No. 18 will be arranged to display aspect in accordance with Rules 501G, 501K, and 501J. Signal will display aspect in accordance with Rule 501J when crossover is lined for movements from C. B. & Q. to Illinois Central Track. All other stop signals will display aspect in accordance with Rules 501G and 501K.

AT CENTRALIA, TRAINS HAVE NO TIME TABLE SUPERIORITY BETWEEN THE END OF TWO MAIN TRACKS, M. P. 119.27 AND "BEGIN AND END" CTC LIMITS M. P. 121.25 AND FROM "BEGIN AND END" CTC LIMITS M. P. 121.38 AND SOUTHERN RAILWAY JUNCTION M. P. 122.70. TRAINS AND ENGINES MUST MOVE AT REDUCED SPEED BETWEEN THESE POINTS.

### SPRING SWITCHES:

South end of Sidings, Concord, Jacksonville, Franklin, Lowder, Girard, Atwater, Litchfield, Walshville, Sorento, Ayers, Smithboro, Keyesport, and North end of siding Cambon.

North end of sidings, Girard and Lowder. Normal position is for siding.

End of two main tracks, Zeigler Jct. Normal position is for northward trains.

At Lowder and Girard: Track to the right for southward trains is designated as siding. Trains using siding need not move at "Reduced Speed" as specified in Rule 105 and in Time Table Speed Restrictions, unless meeting or passing trains or conditions in connection with own train make it necessary. Trains will always use right hand track unless otherwise provided. Trains will always use right hand track to "clear" trains or "take siding" as specified in Rules 85, S-87, S-88, S-89 and 922 and those rules are modified only to that extent. When a train is to pass another train at Lowder or Girard train to be passed will always use right hand track unless otherwise provided and train passing will use left hand track on authority of train dispatcher or if communication fails, when preceded by flagman per Rule 99. Work extras will expect other trains to always use right hand track in direction such other trains are running.

### Rule 17 (First paragraph)

In effect at Lowder and Girard for trains standing in clear on main track. Rule 19(d) not in effect on siding. Rule 99 in effect on siding.

Conductors and Enginemen of trains from Bushnell and East Alton Subdivision will not require Clearance Form A at Concord. Clearance Form A received at Beardstown will confer authority on the Concord and C. B. & Q. Jct. Subdivision.

No Train Order Signal Centralia. Conductors and Enginemen must have Clearance Form A.

No Train Order Signal Herrin Jct. Conductors and Enginemen must have Clearance Form A when operator on duty.

No train order signal Nelson governing northward trains. Conductors and Enginemen must have Clearance Form A when operator on duty.

No train order signal West Vienna governing southward trains. Conductors and Enginemen must have Clearance Form A when operator on duty.

Trains enroute from Paducah to the Concord and CB&Q Jct. Subdivision must receive Burlington Lines Clearance Form A at P&I Junction.

Trains entering Metropolis must receive Clearance Form A at CB&Q Freight House Metropolis before departing when operator on duty.

Time shown at Metropolis Jct. and Paducah is for information only.

### OFFICES OPEN:

|                       |   |
|-----------------------|---|
| Girard.....           | 7:00 a.m. to 11:00 a.m.<br>3:00 p.m. to 4:00 p.m.                                   |
| Metropolis.....       | Monday through Friday..... 7:00 a.m. to 4:00 p.m.<br>Saturday & Sunday..... Closed. |
| P. & I. Junction..... | 6:30 a.m. to 2:30 p.m.<br>4:30 p.m. to 12:30 a.m.                                   |

Herrin Jct.: Trains may register by Register Ticket when operator on duty, and will register only when instructed to do so by dispatcher when office is closed.

Rule 907 in effect between Herrin Jct. and Nelson, West Vienna and C. B. & Q. Jct.

All tracks between C. B. & Q. Jct. and the lower yard at Metropolis are yard tracks. Rule 908 in effect.

Jacksonville: Look out for close clearance of wires at Illinois Bridge Works on Wabash Wye.

At Shattuc, train and enginemen must have permission from operator at Tower before handling switches leading to or from either main track to B. & O. R. R. connection.

Southern Railway trains and engines will use C. B. & Q. tracks between Southern Railway Jct. at Centralia M.P. 120.96 and Southern Railway Jct. at M.P. 122.70.

Normal position of Southern Railway Junction switch, M.P. 120.96, is for Southern Railway main track. C. B. & Q. southward trains and Southern Railway eastward trains must stop before passing this switch.

Normal position of switch at end of two main tracks M.P. 121.33, Centralia, is for freight yard lead.

Mo. Pac. R. R.; I. C. R. R. and Mine Co. engines will use C. B. & Q. tracks between south end of lead and Zeigler station. All movements must be made at reduced speed.

Track between I. C. R. R. yards and C. B. & Q. Jct., Metropolis, is used by I. C. R. R. trains and engines as prescribed by Rule 93.

C. B. & Q. trains and engines using I. C. R. R. tracks at Metropolis, and at Campbell Yard West Frankfort, are governed by I. C. R. R. Rule 93, which reads as follows:

"Within yard limits the main track may be used clearing the time of first class trains.

Second and third class, extra trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear. In case of accident the responsibility rests with the approaching train or engine.

Trains and engines occupying the main track within yard limits must be protected by flagman during fogs, storms or other unfavorable conditions, also where the view of an approaching train is obstructed by curvature or other conditions. Trainmen and yardmen will be held responsible for any failure to exercise reasonable precaution in protecting their trains and engines under such conditions."

### OTHER TRACKS:

|                  |             |                                     |
|------------------|-------------|-------------------------------------|
| Plagah.....      | M.P. 17.32  | Capacity 22 cars                    |
| Virden.....      | M.P. 40.19  | Capacity 7 cars                     |
| Barnett.....     | M.P. 57.96  | Capacity 15 cars                    |
| Hookdale.....    | M.P. 98.29  | Capacity 18 cars                    |
| Boulder.....     | M.P. 108.78 | Capacity 10 cars                    |
| Cravat.....      | M.P. 129.30 | Capacity 17 cars                    |
| Harvey Spur..... | M.P. 133.40 | Capacity 6 cars, on northward track |
| Valier Mine..... | M.P. 157.42 | Capacity Yard.                      |
| Freeman.....     | M.P. 170.71 | Capacity 69 cars                    |

GIRARD: Crossing with the GM&O interlocked remotely controlled by GM&O Dispatcher at Bloomington. Rule 663 in effect. If Signal fails to clear and communication cannot be established with GM&O Dispatcher, be governed by instructions posted within the CB&Q emergency release box.

### SPUR TRACKS, RULE 908 IN EFFECT:

|                               |            |
|-------------------------------|------------|
| Zeigler Jct. to Zeigler.....  | 2.65 Miles |
| Cambon to West Frankfort..... | 5.25 Miles |
| Herrin Jct. to Herrin.....    | 1.60 Miles |

SPUR TRACKS ARE WITHIN YARD LIMITS. RULE 908 IN EFFECT

Roseville Spur

| Mile Post Location | STATIONS     | Capacity of Other Tracks |
|--------------------|--------------|--------------------------|
| 176.85             | ROSEVILLE    | 57                       |
| 172.09             | SWAN CREEK   | 38                       |
| 165.87             | WALNUT GROVE | 24                       |
| 160.37             | BUSHNELL     |                          |

Maximum Speed..... 20 M.P.H.  
Track car operator's lineup will not be issued to cover local extra which will not leave Bushnell before 10:00 A.M. on Monday, Tuesday, Wednesday, Thursday and Friday for Walnut Grove, Swan Creek or Roseville and return.

Rushville Spur

| Mile Post Location | STATIONS  | Capacity of Other Tracks |
|--------------------|-----------|--------------------------|
| 94.34              | VERMONT   | 22                       |
| 109.47             | RUSHVILLE | 67                       |

Maximum Speed..... 20 M.P.H.  
Over Bridge 100.10..... 10 M.P.H.  
Highway crossing MP 109.35 north of depot Rushville.  
Track car operator's lineup will not be issued to cover local extra which will not leave Vermont before 4:00 P.M. on Tuesday and Thursday for Rushville and return.

Astoria Spur

| Mile Post Location | STATIONS | Capacity of Other Tracks |
|--------------------|----------|--------------------------|
| 140.60             | VERMONT  | Yard                     |
| 133.60             | ASTORIA  | 88                       |

Maximum Speed..... 25 M.P.H.  
Track car operator's lineup will not be issued to cover local extra which will not leave Vermont before 8:00 A.M. on Monday, Tuesday, Wednesday, Thursday and Friday for Astoria and return.

Frederick Spur

| Mile Post Location | STATIONS  | Capacity of Other Tracks |
|--------------------|-----------|--------------------------|
| 119.31             | GRIMES    | 56                       |
| 121.40             | FREDERICK | 26                       |

Maximum Speed..... 20 M.P.H.  
Track car operator's lineup will not be issued to cover local extra which will not leave Grimes before 7:00 A.M. on Monday, Tuesday, Wednesday, Thursday and Friday for Frederick and return.

Carrollton Spur

| Mile Post Location | STATIONS   | Capacity of Other Tracks |
|--------------------|------------|--------------------------|
| 209.05             | COTTER     |                          |
| 213.10             | BOGARD     | 9                        |
| 220.60             | CARROLLTON | 53                       |

Maximum Speed..... 25 M.P.H.  
Track car operator's lineup will not be issued to cover local extra which will not leave Cotter before 8:00 A.M. on Tuesday, Thursday and Saturday for Carrollton and return.

Kearney Spur

| Mile Post Location | STATIONS   | Capacity of Other Tracks |
|--------------------|------------|--------------------------|
| 216.2              | BIRMINGHAM |                          |
| 210.5              | LIBERTY    | 51                       |
| 200.3              | KEARNEY    | 29                       |

Maximum Speed..... 25 M.P.H.  
CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN M.P. 215.37 and M.P. 215.98.  
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.

TRACK RESTRICTIONS FOR ENGINES

|  |   |
|--|---|
| Bushnell                                 | Engines must not go beyond third crossing on tail track.  |
| Macomb                                   | Road engines using Depressed track, Hemp & Company, must not pass a point 100 feet south of south end of plant.                               |
| Prospect Hill                            | Portland Cement Company Plant: 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                                 | 1000 H.P. diesel switchers, single head only, over Bridge 119.63A, Old Main Track. SD Class diesel engines must not operate over this bridge. |
| Wever                                    | Engines must not go beyond clearance point on elevator track.   |
| Wellsville                               | Engines must not move over unloading hopper at Brick Plant.   |
| Centerville                              | Engines must not go west of East line of elevator on Pillsbury Soy Bean track.  |
| Precote—M.P.217.80                       | Engines must not go east of engine limit sign 955 feet east of switch.  |
| Farmington, Ill.                         | Engines must not pass over under track conveyors on Illinois Colliery Company track.  |
| Central States Mine                      | Engines must not use bridge on No. 4 (Hill track).  |
| Cuba                                     | Engines must not use Sternberg Mine tracks, M. P. 41.25, more than 500 feet from main track switch.   |
| Wyoming                                  | Engines must not pass over unloading hopper at Allendale Mine Coal Dock.  |
| Grimes                                   | Engines must not pass over unloading pit.   |
| Black & White Limestone Co.—M. P. 265.70 | Engines must not operate over 30 degree curve at north end of track.  |

Side clearance restrictions for 300 and 400 Series Diesel engines:

|           |   |
|-----------|---|
| Galesburg | Will not clear at following locations:<br>Brick wall spur No. 13 referred to as the "hole" on Simpson track.<br>Platform on spurs No. 36 and No. 37 referred to as Freight House tracks No. 2 and No. 3.<br>Platform on spur No. 132 referred to as scrap dock at Old Rip.<br>Platform on spur No. 571 referred to as wheel pit to Wheel shop.<br>Platform on spurs No. 449, No. 450, No. 451 and No. 452 referred to as dock tracks at the Tie Plant.<br>Through doors on spurs No. 49 and No. 54 referred to as stub tracks No. 2 and No. 3 west end Butler Manufacturing Company.<br>Structure on track No. 789 referred to as scrap dock at Repair Track.<br>Brick walls on spurs No. 497 and No. 498 referred to as tracks No. 10 and No. 11 at Purington Brick Yard.<br>Buildings on spur No. 261 referred to as "around the horn" and Lago's Building. |
|-----------|---|

Look out for close clearance at following locations:

Buildings and pipes on spur No. 22 referred to as north track at Builders Supply.  
Platforms on spurs No. 35 and No. 38 referred to as tracks No. 1 and No. 4 at the Freight House.

Quincy Look out for close clearance at following locations:

Platform on spur No. 5 referred to as the International Harvester track.  
Platform and buildings on track No. 88 referred to as Old Excelsior Stove Works track.



## TRACK RESTRICTIONS FOR ENGINES—Concluded

Diesel engines in 500 and 900 series must not operate on the following tracks:

|                   | No. | Track-Name                              |
|-------------------|-----|---|
| Galesburg         | 5   | Gross Bros.                             |
|                   | 20  | Builders Supply                         |
|                   | 23  | Galesburg Transfer & Storage            |
|                   | 24  | Western Ill. Ice Co.                    |
|                   | 170 | Round House                             |
|                   | 260 | Johnson Fuel Co.                        |
|                   | 261 | Weinberger Fuel                         |
|                   | 134 | Storage                                 |
|                   | 582 | Pioneer Cry. & Terry Lbr. Co.           |
|                   |     |   |
| Tennessee         | 2   | State Highway Department                |
|                   | 8   | Old Wabash Main Stub                    |
|                   | 40  | Old Ice Platform Track                  |
| Camp Point        | 60  | Levee Track                             |
|                   | 18  | Nickel Plate Track                      |
| Quincy            | 36  | Elevator Track                          |
|                   | 88  | Graham Paper Co.                        |
| Brookfield        | 65  | Burlington Elevator                     |
|                   | 66  | Cotton Track                            |
| North Kansas City | 160 | Old Pickle Track                        |
|                   | 85  | Serving Lower Plant Gen'l Mills 5th St. |
| St. Louis         | 132 | Cronin Coal Co.                         |
|                   | 133 | 10th St. Yd.                            |
|                   | 134 | 10th St. Yd.                            |
| Keokuk            | 2   | House Track                             |
|                   | 1   | Stock Track                             |
| Viele             | 17  | Hawkeye Lbr.                            |
|                   | 6   | Saw Mill Siding                         |
|                   | 24  | American Fork Co.                       |
|                   |     |   |
| Ft. Madison       |     |   |
|                   |     |   |

Diesel engines larger than GP-20 cannot operate from Granite City, Ill. to East St. Louis, Ill. via Madison.

GP-20 and GP-30 Diesel engines may be operated with SINGLE UNIT ONLY on the following subdivisions or spur tracks:

|                            |                        |
|----------------------------|------------------------|
| Vermont to Rushville.      | Viele to Bloomfield.   |
| Illinois Jct. to Quincy.   | Cotter to Carrollton.  |
| West Quincy to Kirksville. | LaCiede to Unionville. |
| Alexandria to Centerville. |                        |

SD-24 engines 600 through 515 may be operated with not more than 5 units coupled, at authorized speed restrictions on the following subdivisions only:

|  |
|--|
| Galesburg and West Quincy.   |
| West Quincy and Kansas City.   |
| Brookfield and St. Joseph.   |
| North Market and Burlington and may operate between West Alton and East St. Louis over MIB&B, IT, NYC and GM&O trackage.   |
| Old Monroe and Francis.  |
| Francis and Murray Yard over GM&O and KCT RR with not more than 4 units.   |
| Peoria and Galesburg.  |
| Buda and Vermont, EXCEPT must not operate between Elmwood and Buda and may operate between Yates City and Vermont with 1 unit only.  |
| Fairview and Lewistown.  |
| Bushnell and East Alton and may operate between East Alton and East St. Louis over NYC and GM&O trackage.  |
| Concord and CB&Q Jct. and may operate between CB&Q Jct. and Paducah over P&I RR.   |
| Shattuc and East St. Louis over B&O RR and TRRA trackage and over TRRA RR between Willows and Granite City. SD-24 engines may operate over Merchants Bridge with not more than 2 units. Must not operate over Eads Bridge. |
| Kearney Spur.  |
| Astoria Spur.  |
| Frederick Spur.  |
| Roseville Spur.  |
| Lewistown and South Liverpool Spur.  |
| Herrin Jct. and Herrin Spur.   |
| Cambon and West Frankfort.   |

## 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 13639, inclusive, or drovers cars 5760 and 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.

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

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.

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.

Trains making back-up movement must not exceed 20 M.P.H. unless otherwise provided.

On subdivisions where maximum speed restrictions for steam engines is 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.; 500 and 900 series must not exceed 75 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.

Diesel-electric motor car 9736 must not exceed a maximum speed of 35 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<br>M. P. H. | Freight Trains<br>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                         |
| Clamshells, pile drivers, steam shovels or similar equipment:                          |                              |                            |
| Main Lines   |                              | 25                         |
| Branch Lines   |                              | 15                         |
| Pile drivers 204617 and 204618:  |                              |                            |
| Main Line  |                              | 25                         |
| Branch Line  |                              | 15                         |
| Rotary Snow Plows:   |                              |                            |
| Main Lines   |                              | 25                         |
| Branch Lines   |                              | 15                         |
| Scale Test Cars:   |                              |                            |
| Main Line  |                              | 25                         |
| Old Monroe-Francis Subdivision   |                              | 20                         |
| Branch Line  |                              | 15                         |
| Wholly disconnected or dead steam engines  |                              | 20                         |
| Loaded 30 yard air dump cars in 202800-202884 series (in rear of train when possible): |                              |                            |
| Main Lines   |                              | 35                         |
| Loaded D. M. & I. R. ore cars  |                              | 25                         |
| Empty D. M. & I. R. ore cars   |                              | 30                         |





SPEED RESTRICTIONS—Continued

| NORTH MARKET AND BURLINGTON SUBDIVISION  |                                   |                         | NORTH MARKET AND BURLINGTON SUBDIVISION—Continued  |                           |                         |
|--|-----------------------------------|-------------------------|--|---------------------------|-------------------------|
| LOCATION   | Passenger Trains M. P. H.         | Freight Trains M. P. H. | LOCATION   | Passenger Trains M. P. H. | Freight Trains M. P. H. |
| Through turnouts controlled sidings  | 30                                | 30                      | Through turnout south switch Controlled Siding, West Quincy  | 30                        | 30                      |
| ZONE—St. Louis U. S.—M.P. 4.30   | Governed by T. R. R. A. Timetable |                         | Through turnout north switch Controlled Siding, West Quincy  | 15                        | 15                      |
| ZONE—M.P. 4.30—M.P. 4.70   | 15                                | 10                      | ZONE—M.P. 137.00—M.P. 137.73 end C.T.C.—M.P. 137.73 equals M.P. 141.84   | 30                        | 20                      |
| ZONE—M.P. 4.70—M.P. 8.13   | 65                                | 30                      | Through turnout West Quincy M.P. 137.10  | 30                        | 30                      |
| Curve M.P. 7.90  | 50                                | 30                      | North leg of Wye West Quincy, M.P. 141.84—262.94   | 10                        | 10                      |
| ZONE—M.P. 8.13—M.P. 20.60  | 65                                | 50                      | ZONE—M.P. 141.84—M.P. 143.44   | 59                        | Yard                    |
| Through turnout Freight Lead North St. Louis M.P. 8.19   | 30                                | 30                      | ZONE—M.P. 143.44—M.P. 161.75   | 59                        | 45                      |
| Through turnout MK&T Baden, M.P. 9.46  | 15                                | 15                      | ZONE—M.P. 161.75—M.P. 163.40   | 50                        | 40                      |
| Curve M.P. 10.14   | 60                                | 45                      | ZONE—M.P. 163.40—M.P. 169.50   | 59                        | 45                      |
| Curve M.P. 10.50   | 60                                | 45                      | ZONE—M.P. 169.50—M.P. 173.00   | 50                        | 45                      |
| Curve M.P. 12.05   | 50                                | 45                      | Curve M.P. 169.70  | 45                        | 35                      |
| Curve M.P. 14.70   | 50                                | 45                      | Curve M.P. 172.40  | 30                        | 30                      |
| Curve M.P. 16.10   | 50                                | 45                      | Curve M.P. 172.75  | 40                        | 30                      |
| Through turnout Ft. Bellefontaine M.P. 17.31   | 15                                | 15                      | ZONE—M.P. 173.00—M.P. 175.68   | 59                        | 45                      |
| Curve M.P. 18.40   | 45                                | 25                      | Entire train over Des Moines River Bridge 174.95   | 25                        | 25                      |
| Over Ft. Bellefontaine Bridge 18.79  | 45                                | 25                      | Curve M.P. 175.10  | 25                        | 25                      |
| Curve, West Alton M.P. 20.30   | 25                                | 20                      | ZONE—M.P. 175.68—M.P. 178.58   | 30                        | Yard                    |
| Through turnout Jct. Switch West Alton M.P. 20.50  | 15                                | 15                      | Bank Street Crossing M.P. 177.75   | 15                        | Yard                    |
| ZONE—M.P. 20.50—M.P. 77.95   | 79                                | 50                      | Keokuk Union Depot tracks  | Reduced Speed             | Yard                    |
| Through turnout to Union Electric Power Plant track, M.P. 25.14  | 15                                | 15                      | ZONE—M.P. 178.58—M.P. 199.29   | 59                        | 45                      |
| On all tracks of Union Electric Power Plant near M.P. 25.14  |                                   | 15                      | Curve M.P. 194.80  | 35                        | 25                      |
| Through turnout MK&T Machens, M.P. 26.85   | 30                                | 30                      | ZONE—M.P. 199.29—M.P. 200.50   | 59                        | Yard                    |
| Through turnout Junction Switch Old Monroe-Francis Subdivision   | 25                                | 25                      | ZONE—M.P. 200.50—M.P. 203.35   | 50                        | Yard                    |
| ZONE—M.P. 77.95—M.P. 92.70   | 60                                | 45                      | Curve M.P. 200.75  | 25                        | Yard                    |
| Curve Forgeys Bluff M.P. 79.75   | 35                                | 25                      | 20th Street Crossing M.P. 200.90   | 25                        | Yard                    |
| Curve M.P. 85.15   | 50                                | 40                      | 18th Street Crossing M.P. 201.15   | 25                        | Yard                    |
| ZONE—M.P. 92.70—M.P. 93.70   | 60                                | Yard                    | Curve M.P. 201.85  | 35                        | Yard                    |
| Curve M.P. 93.50   | 40                                | Yard                    | Second Street Crossing M.P. 202.71   | 8                         | Yard                    |
| ZONE—M.P. 93.70—M.P. 95.32   | 40                                | Yard                    | ZONE—M.P. 203.35—M.P. 217.45   | 59                        | 45                      |
| Over Georgia Street Crossing Louisiana M.P. 94.30  | 6                                 | 6                       | ZONE—M.P. 217.45—M.P. 219.24   | 25                        | 25                      |
| ZONE—M.P. 95.32—M.P. 95.80   | 50                                | 40                      | ZONE—M.P. 219.24—M.P. 220.32   | 25                        | Yard                    |
| ZONE—M.P. 95.80—M.P. 117.30  | 60                                | 45                      | ZONE—M.P. 220.32 Burlington Passenger Station  | 20                        | Yard                    |
| ZONE—M.P. 117.30—M.P. 119.10   | 60                                | Yard                    | Through turnout Burlington to Burlington-North Market Subdivision  | 10                        | 10                      |
| ZONE—M.P. 119.10—M.P. 119.86   | Reduced Speed                     | Yard                    | Freight trains 71, 97, 65, 60, 80, 68, and 82 authorized by message over signature of Superintendent may observe maximum speed as follows (observing all other speed restrictions):<br>Between M.P. 20.50 and M.P. 77.95 ..... 60 M.P.H. |                           |                         |
| Bridge 119.63-A—Old Main Track, Hannibal   | 10                                | 10                      | WEST ALTON TO HENRY STREET OVER M & I B & B  | All Trains M. P. H.       |                         |
| Maximum speed SD-24 diesel engines, series 500, in freight and passenger service between Hannibal and Burlington | 40                                | 40                      | Maximum Speed  | Yard                      |                         |
| ZONE—M.P. 119.10—M.P. 119.86   | Reduced Speed                     | Yard                    | Trains using wye at West Alton   | Yard                      |                         |
| ZONE—M.P. 119.86—M.P. 120.60   | 50                                | 45                      | Entire train over Mississippi River Bridge to Henry Street   | 10                        |                         |
| ZONE—M.P. 120.60—M.P. 134.06   | 60                                | 45                      | OLD MONROE AND FRANCIS SUBDIVISION   | Maximum Speed             |                         |
| Through turnouts Controlled Siding, Falk   | 30                                | 30                      | Through turnout Junction Switch North Market-Burlington Subdivision  | 25                        |                         |
| Through turnouts and on wye track between Falk and North River   | 30                                | 30                      | Over Bridge 77.66  | 25                        |                         |
| Through crossover, Falk  | 30                                | 30                      | Through turnouts to G. M. & O. Francis   | 10                        |                         |
| 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                      |  |                           |                         |

SPEED RESTRICTIONS—Continued

| LOCATION  | All Trains<br>M. P. H. | LOCATION]  | All Trains<br>M. P. H. |
|---|------------------------|--|------------------------|
| <b>CONCORD AND C. B. &amp; G. JCT. SUBDIVISION</b>  |                        | <b>BUSHNELL AND EAST ALTON SUBDIVISION</b><br>—Continued   |                        |
| Maximum Speed:  |                        |  |                        |
| Between Concord and Centralia.....  | 40                     | Through turnout, south siding switch Hagener.....  | 30                     |
| Concord, through turnout]Jct. Switch.....   | 30                     | Northward trains M. P. 105.20 to Arenzville.....   | 30                     |
| G. M. & O. and Wabash crossings, Jacksonville.....  | 20                     | Southward trains M. P. 106.90 to M. P. 105.40.....   | 30                     |
| Through turnouts of spring switches north and south ends siding]Lowder.....   | 40                     | Chapin: At approach signal governing southward trains approaching Wabash Crossing.....                   | 35                     |
| Engine or leading car between home signals at I. T. Crossing, M. P. 42.84:  |                        | Engine or leading car of train between home signals at Wabash crossing, Chapin.....                      | 20                     |
| Southward movements on main track.....  | 20                     | Between MP 95.25 and MP 96.25.....   | 30                     |
| Northward movements on main track or siding.....  | 20                     | On reverse curves between MP 84.20 and MP 83.35.....   | 30                     |
| Through turnout of spring switch north end of siding Girard.....  | 40                     | At approach signals governing trains approaching GM&O. crossing M. P. 75.27.....                         | 20                     |
| Through turnout of spring switch south end of siding Girard.....  | 30                     | Engine or leading car of train between home signals at GM&O. crossings, M. P. 73.33 and M. P. 75.27..... | 20                     |
| Northward trains using siding at Ayres; head end of train between north switch of siding and highway crossing, 165 ft. north.....     | 5                      | At approach signals governing tracks approaching GM&O. crossing M. P. 73.33.....                         | 15                     |
| Head end of trains over two main street crossings, Keyesport.....   | 20                     | Through Whitehall.....   | 20                     |
| Head end of Southward trains over B&O Crossing M. P. 114.92.....  | 20                     | Around curve M. P. 43.83.....  | 35                     |
| Through turnout end of two Main tracks Shattuc.....   | 30                     | Over GM&O. crossing, MP 38.61.....   | 20                     |
| On southward track, Shattuc to M. P. 119.27, SD-24 diesel engines, series 500.....  | 30                     | Over Shamrock Street, East Alton, engine or leading car.....   | 5                      |
| Between Centralia and Herrin Jct.....   | 40                     |  |                        |
| Between Herrin Jct. and C. B. & G. Jct.....   | 45                     |  |                        |
| SD-24 diesel engines, series 500:   |                        |  |                        |
| Between M. P. 172.25 and M. P. 173.46.....  | 30                     |  |                        |
| Between M. P. 173.46 and M. P. 176.66.....  | 40                     |  |                        |
| Between M. P. 176.66 and M. P. 226.87.....  | 30                     |  |                        |
| Centralia:  |                        |  |                        |
| I. C. Crossing.....   | 30                     |  |                        |
| Engines on mine spurs and in mine yards.....  | 10                     |  |                        |
| Zeigler Jct.: At approach signals governing trains approaching Mo.Pac. Crossing.....  | 25                     |  |                        |
| Through turnout of spring switch at end of two main tracks Zeigler Jct.....   | 30                     |  |                        |
| Engine or leading car of train between home signals at Mo.Pac. Crossing, M. P. 165.00.....  | 20                     |  |                        |
| Cambon: Trailing movements through spring switch at north end of siding and Northward trains and engines through east wye switch..... | 10                     |  |                        |
| Herrin Jct., over Jct. switch.....  | 10                     |  |                        |
| Between M. P. 214.13 and M. P. 215.75.....  | 35                     |  |                        |
| Forman: At approach signal governing southward trains approaching N. Y. C. Crossing.....  | 25                     |  |                        |
| Forman: Engine or leading car of train between home signals at N. Y. C. Crossing.....   | 20                     |  |                        |
| Around south leg of wye Metropolis.....   | 10                     |  |                        |
| <b>BUSHNELL AND ALTON SUBDIVISION</b>   |                        |  |                        |
| Maximum Speed:  |                        |  |                        |
| Between Bushnell and M.P. 141 Vermont.....  | 40                     |  |                        |
| SD-24 diesel engines series 500 between M.P. 155.05 and M.P. 150.....   | 30                     |  |                        |
| Through turnouts of spring switches north and south ends of siding Adair.....   | 40                     |  |                        |
| Between M.P. 141 Vermont and north end Illinois River Bridge M.P. 117.35.....   | 30                     |  |                        |
| Between north end Illinois River Bridge M.P. 117.35 and begin—and CTC M.P. 116.25 Beardstown.....                                     | 20                     |  |                        |
| Loaded Tank Cars between Bushnell and Vermont.....  | 35                     |  |                        |
| Between Beardstown and M.P. 70.50.....  | 40                     |  |                        |
| Between M.P. 70.50 and M.P. 40.00.....  | 45                     |  |                        |
| Between M.P. 40.00 and East Alton (M.P. 136.65 equals M.P. 140.00).....   | 40                     |  |                        |
| Between M. P. 107.40 and M. P. 107.45, SD-24 diesel engines, series 500.....  | 30                     |  |                        |
| Between M. P. 40.00 and M. P. 70.50, SD-24 diesel engines, series 500.....  | 40                     |  |                        |

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      | 100            | 0             | 36      |

SPECIAL INSTRUCTIONS

|   |                                    |               |                 |
|---|------------------------------------|---------------|-----------------|
| District Master Mechanic.....           | O. W. Gibson, Galesburg, Ill.      |               |                 |
| District Master Mechanic.....           | H. H. Niemeyer, Hannibal, Mo.      |               |                 |
| Assistant District Master Mechanic..... | S. F. Kuzma, Galesburg, Ill.       |               |                 |
| Assistant District Master Mechanic..... | B. S. Carter, Kansas City, Mo.     |               |                 |
| Trainmaster.....                        | C. J. Bryan, Hannibal, Mo.         |               |                 |
| Trainmaster.....                        | R. H. Sherry, Galesburg, Ill.      |               |                 |
| Trainmaster—Road Foreman.....           | B. W. Huff, Beardstown, Ill.       |               |                 |
| Trainmaster—Road Foreman.....           | E. P. Haider, East St. Louis, Ill. |               |                 |
| Assistant Trainmaster.....              | M. A. Yant, Hannibal, Mo.          |               |                 |
| Assistant Trainmaster.....              | J. A. Ketcham, Hannibal, Mo.       |               |                 |
| Terminal Trainmaster.....               | H. E. Shipman, Kansas City, Mo.    |               |                 |
| Road Foreman.....                       | F. M. Diehl, Hannibal, Mo.         |               |                 |
| Road Foreman.....                       | W. L. Hull, Brookfield, Mo.        |               |                 |
| Road Foreman.....                       | C. K. Poindexter, Kansas City, Mo. |               |                 |
| Road Foreman.....                       | E. J. Graham, St. Joseph, Mo.      |               |                 |
| Road Foreman.....                       | E. V. Waller, Galesburg, Ill.      |               |                 |
| Road Foreman.....                       | J. C. Cooper, Galesburg, Ill.      |               |                 |
| Road]Foreman.....                       | J. E. Jones, Galesburg, Ill.       |               |                 |
| Road Foreman.....                       | J. H. Mitchell, Centralia, Ill.    |               |                 |
| Chief Dispatcher.....                   | W. L. Logsdon, Hannibal, Mo.       |               |                 |
| Night Chief Dispatcher.....             | W. A. Squires, Hannibal, Mo.       |               |                 |
| Night Chief Dispatcher.....             | C.J.W. Shay, Hannibal, Mo.         |               |                 |
| Relief Chief Dispatcher.....            | J. R. Brown, Hannibal, Mo.         |               |                 |
| Train Dispatchers—Hannibal, Mo.         |                                    |               |                 |
| R. E. Alnge                             | R. L. Worster                      | H. E. Metcalf | R. Cluck        |
| O. Eunice                               | J. O. Rethorn                      | S. C. Ortman  | C. R. Johnnesco |
| T. E. O'Brien                           | H. M. Muldrow                      | L. W. Robbins | D. W. Hogenson  |
| K. N. Specht                            | G. E. Klingebiel                   |               | J. G. Ferzely   |

## SPECIAL INSTRUCTIONS—Continued

## 1. USE OF TRACK:

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

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.

Rule 908 applies to all mine spurs and mine tracks regardless of whether or not they are in yard limits as crews are liable to find cars on these spurs or tracks and they must proceed only as the way is seen and known to be clear.

Firemen on eastward passenger trains approaching Galesburg enroute to Chicago, will place main cab signal switch in the "ON" position. This switch is located in engine room or nose of diesel electric engines and can be manipulated without leaving cab. When cab signal switch is turned on, it will cause cab signal to display its most restrictive indication, and will also cause cab whistle to blow. Engineman will immediately move acknowledging lever (to the right of the engineman's seat) to the "ACKNOWLEDGE" position, then to the "C.O." position. This will extinguish cab signal and silence the cab whistle.

Trains between Bridge Junction and East Alton 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.

Trains between Shattuc and East St. Louis and West Alton are governed by rules and timetables of B&O R. R.; T. R. R. Assn.; N. Y. C. R. R.; G. M. & O. R. R., and Illinois Terminal R. R.

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

- Close throttle to idle.
- Move the reversing handle to reverse position.
- Open throttle to No. 1 position.

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

## RULE H.

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

## RULE M.

Employes must exercise care to avoid injury to themselves or others. They must observe the condition of equipment and tools which they use in performing their duties and when found defective will, if practicable, put them in safe condition. If defective equipment or tools cannot be put in safe condition, they must be taken out of service, so marked, and defects reported to the proper authority.

Employes are prohibited from riding or walking on the roof of any moving car. They must inform themselves as to location of structures or obstructions where clearances are close. Some bridges, tunnels, freight houses, stock yard platforms and other structures will not clear a man on side of cars. Employes will be governed accordingly and must not occupy a position that will endanger themselves when passing such structures or other locations where clearances are close.

Employes must not stand on the track in front of an approaching engine or car for the purpose of boarding same.

Employes must expect the movement of trains, engines or cars at any time, on any track, in either direction.

## RULE N. (First paragraph).

Reading of newspapers, books or periodicals, use of radios other than those provided by the railroad, or playing of games by conductors, trainmen, enginemen, firemen, yardmen, train dispatchers and operators while on duty is prohibited.

## RULE Q.

Courteous department 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 3. (Third paragraph).

When there is no standard clock available, conductors, enginemen, yardmasters and yard engine foremen must compare their watches daily with each other and with conductors and enginemen, who have Standard Time and have registered their watches, or with the train dispatcher, operator or clerk at office where standard clock is maintained, and make a record of such comparison on the back of the time slip showing time, place and with whom comparison was made. At first opportunity other members of the crew must compare watches with the conductor or engineman.

## 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 IMMEDIATELY reduce speed and proceed at REDUCED SPEED for one and one-quarter miles from where the torpedoes were exploded. The explosion of one torpedo will indicate the same as two, but the use of two is required.

## RULE 16 (e).

One long sound of communicating signal, when standing, to apply or release air brakes.

## 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 to indicate the rear of the train.

## RULE 20.

All sections except the last will display two green lights by day and by night in places provided for that purpose on the front of the engine.

## 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 fuseses.  
Night Signals—Torpedoes and red fuseses.

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

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

## RULE 99(c) of Rules of the Operating Department is hereby modified as follows:

"On a passenger train a flagman with flagman's equipment, must immediately appear on the ground whenever train stops, protecting as required by Rule 99, except as hereinafter provided:

In Manual Block Territory, or where Rule 91 is in effect, at station stop flagman will stand 20 feet behind his train. When standing time extends beyond that required for the ordinary handling of passengers and other work, or if conditions require, flagman must protect as required by Rule 99.

In Centralized Traffic Control or Automatic Block Signal Territory at station stop flagman may stand at opening to car ready to board train without being recalled when conductor gives proceed signal. When standing time extends beyond that required for the ordinary handling of passengers and other work, or if conditions require, flagman must comply with Rule 99 except that flagman need not go back farther than the first signal to the rear which requires a following train to stop.

When a train with one trainman is delayed at a station stop beyond time required for the ordinary handling of passengers and other work, or if conditions require, trainman must then protect rear of train as outlined in preceding paragraphs.

Except when operating under procedure outlined in first sentence of third paragraph, conductor will signal engineman to recall flagman and will not give signal to proceed until flagman has returned. Engineman will not acknowledge proceed signal with engine whistle.

Regardless of weather, flagman must be clothed so as to properly perform his duty in protecting his train as required by Rule 99, without having to return to his train for any purpose until recalled. By day the red flag must be unfurled."

## RULE 102 (a). (First paragraph, second sentence).

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

## RULE 109. (First paragraph).

Bulletins will be issued by authority and over the signature of the Superintendent. They will be numbered consecutively beginning with No. 1 January 1 and July 1 each year, continuing in effect to and including June 30 and December 31 respectively, unless cancelled.

## SPECIAL INSTRUCTIONS—Continued.

**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 209.** (Second and third paragraphs).

Should it be necessary to relay a train order by any means of communication beyond the first station to which transmitted by train dispatcher, the operator at the office addressed must repeat the order to the relaying operator who must underscore on his copy each word and figure as repeated by the office addressed.

The relaying operator must then repeat the order to the train dispatcher who will give the response "Complete", and the time, with the initials of the Superintendent, to the relaying operator to be transmitted to the office addressed.

**RULE 220.** (Third paragraph).

When a conductor or engineman, or both, is relieved before the movement of the train authorized by Clearance Form A is completed, or at stations specified in the timetable, or by bulletin, all clearance forms, train orders and messages held must be delivered to relieving conductor or engineman. Such clearance forms, train orders and messages must be compared by the relieving conductor and engineman before proceeding. This may be done by radio if practicable.

**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.

**RULE 223 (a).** (New paragraph).

Z—Radio Station.

**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 402.**

**FAILED EQUIPMENT SIGNAL:** A wayside signal aspect, consisting of a single lunar light with a letter E. It may be placed below other signal aspects but does not supersede other signal indications or rules pertaining to movement of inspection of train.

**INDICATIONS:** When flashing, no failed equipment has been detected. When illuminated continuously, train must be stopped and inspected for failed equipment. A member of train or engine crew must report to dispatcher by first available means of communication, advising reason for delay.

**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.** (First paragraph).

When a train is stopped by a Stop indication it must stay until authorized to proceed, and will then proceed at Restricted Speed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying other than a Stop indication.

**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 515.**

Train stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at Restricted Speed until indication can be determined.

**RULE 516.** (New).

Engine or engine with cars, stopped by a Stop Indication of an Automatic Block Signal, may proceed at Restricted Speed to couple to train or cars standing on main track within 300 feet of signal.

**RULE 530.**

Controlled sidings are not protected by signals between clearance points. Trains must move at Reduced Speed not exceeding speed authorized by timetable through turnouts and on sidings.

**RULE 533.**

Permission must be secured from train dispatcher before using hand operated main track switches.

Unless otherwise provided, train or engines must not clear the main track at a hand operated switch not equipped with an electric or mechanical time switch lock except in territory where maximum train speed is 20 M.P.H., or at specified locations.

When the main track has been cleared at specified locations, before authorizing a train or engine to reenter the main track through a hand operated switch not equipped with an electric or mechanical time switch lock, the train dispatcher must know positively that there are no trains or engines within the block, 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 before permitting any following train or engine movements.

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.

**RULE 576.**

Cab Signal Indications do not supersede fixed signal indications except when Cab Signal changes to a more restrictive or a more favorable indication at a point other than a fixed signal location.

When Cab Signal changes from a restrictive indication to a more favorable indication, at a point other than a fixed signal location, speed must not be increased until train has run its length.

When the Cab Signal changes to a more restrictive indication, at a point other than a fixed signal location, enginemen must immediately comply with indication displayed, in accordance with Rule 577.

**RULE 578.** (First paragraph).

Should Cab Signal and fixed signal indications conflict, the more restrictive indication will govern. Such occurrence must be reported to Superintendent.

**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 674.**

Train stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at Restricted Speed until indication can be determined.

**RULE 711.** (New paragraph).

(m) Comparison of time required under Rule 3.

## SPECIAL INSTRUCTIONS—Concluded

## 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 crews.

## RULE 713.

When a train is stopped by a stop indication and normal means of communication have failed, Form F may be transmitted by Radio.

## RULE 901. (First paragraph).

Roadway signs indicate maximum speeds for passenger trains.

## RULE 906 (b). (Second paragraph).

Should flat spots on wheels develop on passenger train cars or any engine conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

## 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 when view is obscured, torpedoes must be placed a safe distance in advance of rear portion of train to warn engineers 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. Engineers must maintain slow speed until proceed signal is received from rear of train.

On subdivisions where maximum speed is 40 MPH 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 dead headed directly behind road diesel engines between:

|                             |                             |
|-----------------------------|-----------------------------|
| Galesburg and West Quincy   | Concord and Metropolis      |
| Galesburg and Peoria        | North Market and Burlington |
| Yates City and Lewistown    | Brookfield and St. Joseph   |
| Bushnell and East St. Louis | West Quincy and Kansas City |

## 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. Engineer 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. Engineer is responsible while the engine is being operated by the fireman.

## RULE 974.

Steam Engines left with no one in charge must have steam shut off, reverse lever placed on center, cylinder cocks opened and independent driver brake set.

Diesel Engines left with no one in charge must have the throttle in idle position, transition lever (on engines so equipped) in off position; reversing handle removed from the control stand, generator field switch open, independent air brake and hand brake applied.

When conditions require, or engine is to be left unattended for more than 30 minutes, wheels must be securely blocked.

## RULE 1068.

The proper position for rear passenger trainman or flagman while train is in motion, is in car as near to rear of train as is practicable and consist will permit and will detrain from opening of such car.

## RULE 1077.

The proper position for forward trainman is on head end of train in cab from which engine is being controlled, leaving only when necessary to protect the train as required by the rules without waiting for signals or instructions to do so, or to perform duties specifically provided by the rules.

## RULE 1304. (First sentence).

After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive but to not less than 60 pounds as shown by the caboose gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service.

## RULE 1304 (a).

Transfer train and yard train movements not exceeding 20 miles must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

Transfer train and yard train movements exceeding 20 miles must have brake inspection in accordance with Rules 1303 to 1307, inclusive.

## RULE 1306 (a).

When locomotive used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cut out during air brake test.

## RULE 1311. (First paragraph).

At a point other than initial terminal where locomotive or caboose is changed on a freight train or where one or more consecutive cars are cut off from rear or head end of train with consist otherwise remaining intact or where engine or train crew is changed but engine is not detached, test of the train brake system will be made as follows:

## 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 engineer, 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. Within C.T.C. limits, trains finding a stop and proceed indication displayed by a signal, which governs facing point movement over a spring switch, will comply with Rule 104 (b) and in addition a member of the crew will contact train dispatcher by telephone, located adjacent to the spring switch, when such communication is available.

In C.T.C. territory whenever trailing movement through spring switch is not authorized by signal indication, the spring switch must be operated by hand. When any switching movements are made over spring switch, Rule 538 will apply as to permission, time and working limits and notification to engineer.

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

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

7. At points where stop signals may be encountered in Centralized Traffic Control territory an emergency means of communicating over the code line is provided. Instructions are posted in telephone housing stating how connections are to be made.

R. G. JOHNSON, General Manager, Chicago, Ill.

E. R. CRAVEN, General Superintendent Transportation, Chicago, Ill.

I. G. TOLAND, Superintendent, Hannibal, Mo.

L. H. DYER, Terminal Superintendent, Galesburg, Ill.

J. L. KINCAID, Asst. Terminal Superintendent, Galesburg, Ill.

Wm. LOOS, Terminal Superintendent, Kansas City, Mo.

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

W. E. TRAUT, Assistant Superintendent, Brookfield, Mo.

J. M. TURNER, Assistant Superintendent, Centralia, Ill.