

SURGEONS AND PHYSICIANS

Alton, Ill.	DR. R. B. LYNN	Surgeon and Examiner.
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. J. 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.
E. St. Louis, Ill.	DR. A. F. HRASKY	Surgeon and Examiner.
Ft. Madison, Ia.	DR. HAROLD T. WERNER	Surgeon and Examiner.
Galesburg, Ill.	DR. H. B. HELLING	Surgeon and Examiner.
Galesburg, Ill.	DR. R. L. CANNON	Eye Specialist.
Galesburg, Ill.	DR. B. W. COANER	Surgeon and Examiner.
Galesburg, Ill.	DR. S. M. HANAUER	Surgeon.
Galesburg, Ill.	DR. G. K. SMARY	Eye Specialist.
Girard, Ill.	DR. H. A. FINNEY	Surgeon.
Hannibal, Mo.	DR. G. A. HORNBACK	Eye Specialist.
Hannibal, Mo.	DR. B. L. MURPHY	Surgeon and Examiner.
Jacksonville, Ill.	DR. A. G. SCHULTZ	Eye Specialist.
Jacksonville, Ill.	DR. H. V. MORRIS	Surgeon and Examiner.
Kansas City, Mo.	DR. E. K. ROBINSON	Surgeon.
Kansas City, Mo.	DR. J. R. RUFF	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. SIHER	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. L. 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. CROZIER	Surgeon.
Rushville, Ill.	DR. C. K. CAREY	Surgeon.
St. Charles, Mo.	DR. B. L. NEUBEISER	Surgeon.
St. Joseph, Mo.	THOMPSON BRUMM,	Surgeon and
	KNEPPER CLINIC	Examiners.
St. Joseph, Mo.	DR. E. F. BUTLER	Surgeon.
St. Joseph, Mo.	DR. C. 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. F. C. EINBECKER	Surgeon.
St. Louis, Mo.	DR. C. McELVAIN	Surgeon.
St. Louis, Mo.	DR. C. R. MUISTER	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.

7

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

SUNDAY, OCTOBER 30, 1966

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

WESTWARD					STATIONS	Mile Post Location	EASTWARD					
SECOND CLASS		FIRST CLASS		Signs			Capacity of Controlled Sidings	Other Tracks	FIRST CLASS		SECOND CLASS	
Daily Freight	Daily Freight	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. T.W.Y.Yd. Z.	162.42	GALESBURG (Interlocked)		A.M.	P.M.			
A.M. L 6.00	A.M. L 5.00	L 2.10	L 12.55	Y.F.	166.24	3.82	WATERMAN		A 4.05	A 5.45	P.M. A 7.45	P.M. A 9.30
		2.15	1.01	Z.F.	172.30	6.06	ABINGDON					
				F.	182.77	10.47	AVON					
A 6.45	A 5.45	f 2.37	s 1.20	Z.	191.40	8.63	BUSHNELL		f 3.32	f 5.06	L 7.00	L 8.30
A.M.	A.M.	s 2.52	s 1.40	B.F.K.O.	202.28	10.88	T.P. & W. Crossing (Inter'l'kd)		s 3.20	s 4.55	P.M.	P.M.
				F.Z.	209.29	7.01	MACOMB					
				F.	211.69	2.40	COLCHESTER					
				F.	217.44	5.75	TENNESSEE					
				F.	221.86	4.42	COLMAR					
		f 3.10	f 2.00	F.	225.91	4.05	PLYMOUTH					
		c 3.17		F.Z.	235.19	9.28	AUGUSTA		f 2.55	s 4.25		
				F.	240.91	5.72	N&W Crossing (Inter'l'kd)					
				F.	245.94	5.03	GOLDEN		c 4.17			
				F.Z.	248.16	5.03	CAMP POINT					
				F.	254.25	2.22	COATSBURG					
				F.Z.	258.80	5.09	PALOMA					
		A 3.45	A 2.50	F.	258.80	4.55	EWBANKS					
		P.M.	A.M.	F.	136.90	4.70	24th Street Switch					
				R.K.W.B. Y.O.Z.C.	136.90	4.70	WEST QUINCY		L 2.20	L 3.50	A.M.	P.M.

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.

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.

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 N&W 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. 167.68	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.

Time at Macomb on No. 36 applies at Passenger Station.

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 Galesburg.

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.
L 11.05	L 2.20	L 7.30	Willis Yard	A 6.00	A 7.30	A 7.00
A 1.05	A 4.20	A 12.01	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—Subdivision—Main Line

WESTWARD					STATIONS	CAPACITY OF		EASTWARD							
SECOND CLASS			FIRST CLASS			Signs	Mile Post Location	Siding	Other Tracks	FIRST CLASS			SECOND CLASS		
Daily Freight	Daily Freight	Daily Freight	Daily Passenger	Daily Passenger						Daily Passenger	Daily N&W Passenger	Daily Passenger	Daily Freight	Daily Freight	Daily Freight
67	71	77	35	55	36	212	56	74	68	70					
P. M. L 4:30		A. M. L 1:10	P. M. L 3:55	A. M. L 3:10	B.C.K.R. O.Y.Z.W.	2.8	..... WEST QUINCY	14	Yard	P. M. A 3:35		A. M. A 2:00	P. M. A 3:30		A. M. A 2:00
					F.	5.7	..... MARK								A. M.
	A. M. L 4:20				F.	7.1	..... NORTH RIVER		48						P. M. A 3:35
				c 3:25	F.Z.	14.5	..... PALMYRA	136	64			c 1:35			
					F.	23.7	..... ELY	133	19						
			s 4:22	c 3:39	F.Z.	30.1	..... MONROE CITY		52	s 3:07		c 1:23			
					F.	32.8	..... CARD	129							
					F.	41.7	..... LAKENAN	132	6						
			s 4:40	f 3:57	F.Z.	46.7	..... SHELBY		72	s 2:52		f 1:08			
					F.	52.7	..... LENTNER	136							
				c 4:08	F.	59.0	..... CLARENCE		76			c 12:57			
					F.	62.9	..... ANABEL	146	3						
5:45	5:35	2:30	s 5:05	s 4:30	R. Z.	70.4	..... MACON	134	75	s 2:32		s 12:47	1:45	2:20	10:45
5:50	5:40	2:35	5:09	4:34	F.Y.	75.4	..... BEVIER	83	232	2:26		12:31	1:40	2:15	10:40
5:55	5:45	2:40	5:12	4:37		78.9	..... CALLAO	112	12	2:23		12:28	1:35	2:10	10:35
6:05	5:55	2:50	5:19	4:44	Z.	86.0	..... NEW CAMBRIA	71	13	2:16		c 12:21	1:26	2:00	10:26
6:15	6:05	3:00	5:27	f 4:52		93.9	..... BUCKLIN	88	13	2:08		f 12:13	1:16	1:50	10:16
6:25	6:15	3:10	5:33	4:58	F.	99.8	..... ST. CATHERINE	57	12	2:02		12:07	1:07	1:41	10:07
6:40 6:50	A 6:30 A. M.	3:25 3:30	s 5:37 5:40	s 5:02 5:12	B.C.K. O.R.T. Yd.Z.W.	104.1	..... BROOKFIELD		Yard	s 1:58 s 1:55		12:03 A. M. 12:45 P. M.	1:00 P. M.	L 1:35 P. M.	10:00 9:40
					F.	106.85	..... NEEDLES								
			5:52	5:24	F.	118.10	..... SUMNER	134	26	1:43					
					F.	130.16	N&W Crossing (Auto.-Inter.)								
			6:05	5:37	F.	135.21	..... HAMM	134							
					F.	141.86	..... COTTER		38	1:30					
					F.Z.	141.86	..... AALBERG	132	13						
			6:18	5:50	F.	153.53	..... PERSONS	133	13	1:17					
					F.Z.	166.31	..... THIEFF	134	13						
			6:37	6:09	F.	177.80	..... MAXWELL	131	13	12:59		10:54			

Trains between Maxwell and Birmingham are governed by Rules and Time Table of N&W R. R.

			6:54	6:29	Z.	216.20	..... BIRMINGHAM (Inter)	37	6	12:44	P. M. A 4:12	10:39			
						221.55	..... BLOCK 222 (Inter)								
A 9:00 P. M.		A 5:40 A. M.			F.	224.00	..... BLOCK 224 (Inter)		Yard				L 10:30 A. M.		L 7:30 P. M.
					Z.K.	224.45	..... USTICK (Inter)		Yard						
			7:10	6:45	F.	225.48	..... FIFTH STREET		Yard	12:30		10:25			

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

		A 7:50 P. M.	A 7:15 A. M.	B.C.K. O.R.T. Y.Yd.W.	228.20 KANSAS CITY			L 12:20 P. M.	L 3:55 P. M.	L 10:15 P. M.				
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FOOTNOTES ON PAGE 4

West Quincy and Kansas City—Subdivision—Footnotes

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 N&W main track (South Track) will be operated as **TWO MAIN TRACKS**: movements 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.

N&W aspects and signals govern eastward track Block 224 to Birmingham. Manual Block Rule 318 (B) in effect for trains moving against the current of traffic on train order authority.

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

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

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 N&W 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.

No. 56 will stop at New Cambria, Clarence, Shelbina, Monroe City, and Palmyra daily except Sunday, Monday and Holidays to receive or discharge cream and baggage when notified in advance at Brookfield.

OTHER TRACKS:

Hunnell.....	M.P. 36.8	Capacity 19 Cars	
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	Ustick
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		STATIONS	Capacity of other Tracks	NORTHWARD	
SECOND CLASS				SECOND CLASS	
Daily N&W Freight	3	Signs	Mile Post Location	Daily N&W Freight	12
P. M. L 3:30	F.R. Y.Yd.	262.34	..... QUINCY.....	A. M. A 6:01	Yard
4:00	Yd.	263.68	..... WABASH JCT.....	5:50	Yard
4:20		269.44	..... MARBLEHEAD.....	5:30	11
A 4:50 P. M.	Y.Yd. R.	280.00	..... EAST HANNIBAL.....	L 5:00 A. M.	

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 N&W 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 from N&W operator Hannibal bridge.

OFFICES OPEN DAILY:

East Hannibal..... Continuous.

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 N&W tracks between Bridge and Hull and are governed by rules and timetable of N&W R. R.

Between Quincy and East Hannibal, trains of the N&W 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.
QUINCY AND EAST HANNIBAL—SUBDIVISION	
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 202800-202899 series.....	16

Brookfield and St. Joseph—Subdivision—Main Line

WESTWARD SECOND CLASS			STATIONS	CAPACITY OF		EASTWARD SECOND CLASS		
Daily Freight	Daily Ex. Sat. & Sun. Way Frt.	Signs		Mile Post Location	Siding	Other Tracks	Daily Freight	Daily Ex. Sat. and Sun. Frt.
71	83						68	72
A. M. L 6:45	A. M. L 2:00	B.C.K.O.R. T.Z.Yd.W.	104.1	.....	Yard	P. M. A 1:30	P. M. A 8:15
6:50	2:10	F.	106.8	.....		1:25	8:10
6:55	2:15	F.	109.1	.....	30	1:22	8:05
7:05	2:25		116.5	.....	42	1:13	7:56
			121.0	.....	23		
		F.	129.2	.....			
7:27	2:45		129.7	.....	61	12:55	7:38
7:36	3:00	F.	134.9	.....	43	12:46	7:14
		F.	140.9	.....	7		
7:50	3:15		145.9	.....	89	12:32	6:58
			151.5	.....	55		
8:04	3:30		156.8	.....	72	12:18	6:40
		F.	163.2	.....	15		
8:23	4:00		171.0	.....	105	12:01	6:13
8:32	4:15		177.6	.....	64	11:52	5:58
8:42	4:25	F.	185.1	.....	28	11:41	5:45
		F.	189.2	.....	13		
8:53	4:45	F.	193.7	.....	34	11:29	5:30
9:03	4:55	F.	200.1	.....	69	11:20	5:20
			204.8	.....			
9:13	5:00	F.Yd.	205.2	.....		11:10	5:09
			205.3	.....			
			205.5	.....			
A 9:30 A. M.	A 6:00 A. M.	B.C.K.O.R. T.Z.Y. Yd. W.	206.0	.....	Yard	L 11:05 A. M.	L 5:00 P. M.

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

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN BROOKFIELD AND NEEDLES.

Automatic block system in effect between Needles and M.P. 204.70.

Controlled siding between Brookfield and Needles.

Spring Switches:
West End of siding Chillicothe.

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

AT ST. JOSEPH, TRAINS HAVE NO TIMETABLE SUPERIORITY BETWEEN BEGIN-END C. T. C. SIGN AT M.P. 60.02 AND M.P. 60.40 AND BETWEEN M.P. 204.90 EAST OF SOUTH PARK AND M.P. 60.02 ST. JOSEPH. ALL TRAINS AND ENGINES MUST RUN AT REDUCED SPEED BETWEEN THESE POINTS.

Passenger trains must use freight main track between South Park M.P. 205.2 and Ottumwa Division M.P. 60.02 making back up movements between M.P. 60.02 and Burlington passenger station M.P. 60.40.

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

OTHER TRACKS:

Continental Can Co. . M.P. 201.76 & 201.84. . Cap. 7 cars, switches east end.

Offices open week days except Saturday:

Brookfield Continuous
Meadville 8:00 a.m. to 9:15 a.m. and 1:00 p.m. to 5:00 p.m.
Wheeling 9:30 a.m. to 11:45 a.m.
Chillicothe 12:01 a.m. to 4:01 p.m.
Breckenridge 10:00 a.m. to 12 noon
Hamilton 8:00 a.m. to 9:30 a.m. and 1:30 p.m. to 5:00 p.m.
Cameron 7:00 a.m. to 9:00 a.m. and 12 Noon to 4:00 p.m.
Osborn 9:15 a.m. to 10:45 a.m.
St. Joseph Continuous

Offices open Saturday and Sunday:

Brookfield Continuous
St. Joseph Continuous

Unionville and Laclede—Subdivision SOUTHWARD BRANCH LINE NORTHWARD

SECOND CLASS Mon. Wed. Fri. Fri.	Office Open Except Saturday and Sunday	Signs	Mile Post Location	STATIONS	Capacity of other Tracks	SECOND CLASS Mon. Wed. Fri. Fri.
85						86
A. M. L 10:10	No Office.		128.3	.....	51	A 10:00
s 11:00	No Office.		150.0	.....	66	s 8:30
s 11:30	No Office.		162.5	.....	13	s 7:46
s 11:46 P. M.	No Office.		169.3	.....	17	s 7:15
s 12:02	1:20 p.m. to 5:00 p.m.		174.6	.....	15	s 7:01
A 12:20 P. M.	No Office.		181.7	.....		L 6:45 A. M.

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

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

Rule 83(a) does not apply at Unionville.

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

Office at Linneus closed Sat. & Sun.

OTHER TRACKS:

Lemons . M.P. 133.8 Capacity 5 Cars Stubbed, Switch North end.
Track car operator's lineup will not be issued to cover No. 86 and No. 85.

UNIONVILLE AND LACLEDE SUBDIVISION SPEED RESTRICTIONS	ALL TRAINS	
	GP7-GP35 1000 H.P. M.P.H.	600 H.P. M.P.H.
Maximum Speed	25	30
Head end of train over highway crossing M.P. 149.4	20	20
Before crossing Third Street, M.P. 150.0, Milan, protect movement	20	20
Bridges 155.27, 156.88, and 159.53	10	10
Head end of train over highway crossing M.P. 168.6	20	20
Main Street crossing, M.P. 169.2, Purdin	5	5
All street crossings, Linneus	15	15
Around curves M.P. 177.1 and M.P. 177.7	20	20
Curve north of Junction Switch, Laclede	10	10

North Market to Burlington—Subdivision—Northward—Main Line

FIRST CLASS		Office Open Week Days Except Saturday	STATIONS	Mile Post Location	Signs	SECOND CLASS							
Daily Passenger	P. M. L 5.45					Daily Freight	Daily Way Frt.	Daily Freight	Daily M. K. T. Freight	Daily Freight	Daily Freight		
15						65	81	79	53	97	71		
		Continuous.	ST. LOUIS U. S.		B.C.K.R. T.Y.W.								

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

	5.57	No Office.	NORTH MARKET (Interlocked)	3.9									
	6.01	6:00 a.m. to 2:00 p.m. 7:00 p.m. to 3:00 a.m.	NORTH ST. LOUIS	7.2	B.C.K.O. T.Y.Z.							P. M. L 9.30	
		No Office.	BADEN	9.4								P. M. L 7.00	
		No Office.	SPANISH LAKE	14.9	F.								
f	6.15	See Footnote.	WEST ALTON	20.4	Y.F.Z.	A. M. L 4.45	A. M. L 10.00					9.55	P. M. L 11.55
		No Office.	MACHENS	26.9	F.							A 7.50 P. M.	
		No Office.	ORCHARD FARM	33.5	F.								
		No Office.	SEEBURGER	36.9	F.								
		No Office.	GIBBS	44.4	F.								
	6.45	See Footnote.	OLD MONROE	51.6	B.Y.K.Z.	A 5.35 A. M.	A 10.45 A. M.					10.35	12.40
		No Office.	WINFIELD	56.2									
f	6.58	8:00 a.m. to 5:00 p.m.	ELSBERRY	68.2	Z.							10.55	1.00
		See Footnote.	ANNADA	75.3									
f	7.14	See Footnote.	CLARKSVILLE	84.0								11.10	1.20
		Continuous.	G. M. & O. TOWER G. M. & O. Crossing (Interlocked)	93.5									
s	7.30	No Office.	LOUISIANA	94.1	F.Yd.W.Z.							11.25	1.35
	7.40	No Office.	ASHBURN	104.3	F.							11.40	1.50
	7.50	No Office.	SAVERTON	113.5	F.							11.55	2.05
	7.55	No Office.	ILASCO	116.6	Yd. F.							11.59	2.10
s	8.05 8.15	Continuous.	HANNIBAL	119.7	B.C.K. O.R.T. W.Y.Yd.Z.			A. M. L 4.40				A. M. 12.30 2.30	3.00 4.00
		No Office.	N&W CROSSING (Interlocked)	120.8									
		No Office.	FALK	131.5	F.								A 4.20 A. M.
		No Office.	MARK	134.1	F.								
s	8.35 8.55	Continuous.	WEST QUINCY	136.9	B.C.K.R. Yd.W.Y. Z.O.					5.37		A 3.15 A. M.	
	9.04	No Office.	GRIFFITH	149.0						5.52			
c	9.05	8:00 a.m. to 5:00 p.m.	LA GRANGE	150.1						5.55			
s	9.13	7:00 a.m. to 4:00 p.m.	CANTON	156.2						6.18			
	9.19	No Office.	FENWAY	161.5	F.					6.50			
	9.25	No Office.	GREGORY	166.6	F.					7.09			
	9.33	No Office.	ALEXANDRIA	172.6	F.					7.20			
s	9.50	8:00 a.m. to 4:00 p.m. 8:00 p.m. to 4:00 a.m.	KEOKUK T. P. & W. Jct.	177.9	B.C.K.R. O.T.Yd.					7.45			
	9.56	No Office.	SANDUSKY	183.3	F.					7.56			
c	10.02	No Office.	MONTROSE	189.3	F.					8.08			
	10.10	No Office.	VIELE	195.6	F.					8.23			
s	10.30	8:00 a.m. to 5:00 p.m.	FT. MADISON	202.0	B.K.O.T. Yd.					8.40			
	10.38	No Office.	WEVER	209.9	F.					8.56			
	10.43	No Office.	SPRING GROVE	213.9	F.					9.05			
A	11.00 P. M.	Continuous.	BURLINGTON	220.9	B.C.K. O.R.T. W.Z.					A 9.30 A. M.			

FOOTNOTES ON PAGE 8

Burlington to North Market Subdivision—Southward—Main Line

FIRST CLASS		Office Open Saturday and Sunday	Mile Post Location	STATIONS	CAPACITY OF		SECOND CLASS										
Daily Passenger					Sidings	Other Tracks	Daily Freight	Daily M. K. T. Freight	Daily Freight	Daily Freight	Daily Freight						
8		Continuous.		ST. LOUIS U. S.			80	52	60	68	82						
	A. M. 7.30																
Trains between North Market and St. Louis U. S. are governed by Rules of the Terminal Railroad Association.																	
	7.08	No Office.	3.9	NORTH MARKET (Interlocked)													
	7.04	6:00 a.m. to 2:00 p.m. 7:00 p.m. to 3:00 a.m.	7.2	NORTH ST. LOUIS		Yard											P. M. 8.20
		No Office.	9.4	BADEN					A. M. 4.00								
		No Office.	14.9	SPANISH LAKE	169	11											
c	6.48	See Footnote.	20.4	WEST ALTON	200	Yard	A. M. 5.00			A. M. 4.15	P. M. 7.05	7.05					
		No Office.	26.9	MACHENS	187				L 2.30 A. M.								
		No Office.	33.5	ORCHARD FARM		37											
		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 A. M.	6.15	6.28					
c	6.14	No Office.	56.2	WINFIELD		23											
s	6.02	Closed.	68.2	ELSBERRY	69	43	3.46				5.49	6.10					
		See Footnote.	75.3	ANNADA		9											
c	5.44	See Footnote.	84.0	CLARKSVILLE	56	35	3.26				5.28	5.50					
		Continuous.	93.5	G. M. & O. TOWER G. M. & O. Crossing (Interlocked)													
s	5.32	No Office.	94.1	LOUISIANA	100	Yard	3.12				5.15	5.35					
	5.13	No Office.	104.3	ASHBURN	60	16	2.56				5.05	5.20					
	5.02	No Office.	113.5	SAVERTON	72	4	2.40				4.50	5.05					
	4.57	No Office.	116.6	ILASCO		Yard	2.32				4.47	4.57					
s	4.50 4.35	Continuous.	119.7	HANNIBAL		Yard	2.25 A. M.				4.40 4.05	4.50 1.00					
		No Office.	120.8	N&W CROSSING (Interlocked)													
		No Office.	131.5	FALK	146						L 3.35 P. M.						
		No Office.	134.1	MARK													
s	4.15 3.53	Continuous.	136.9	WEST QUINCY	14	Yard	9.50										L 12.15 P. M.
	3.42	No Office.	149.0	GRIFFITH		64	9.08										
s	3.40	Closed.	150.1	LA GRANGE	57	43	9.05										
s	3.31	Closed.	156.2	CANTON	69	52	8.42										
	3.24	No Office.	161.5	FENWAY	59	2	8.32										
	3.18	No Office.	166.6	GREGORY	59	11	8.22										
	3.10	No Office.	172.6	ALEXANDRIA		28	8.10										
s	3.03	8:00 a.m. to 4:00 p.m. 8:00 p.m. to 4:00 a.m.	177.9	KEOKUK T. P. & W. Jct.		Yard	8.00										
	2.45	No Office.	183.3	SANDUSKY	57	2	7.19										
	2.38	No Office.	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	70	Yard	6.45										
	1.54	No Office.	209.9	WEVER	67	35	6.25										
	1.48	No Office.	213.9	SPRING GROVE	60	15	6.17										
L	1.40 A. M.	Continuous.	220.9	BURLINGTON		Yard	L 6.00 P. M.										

FOOTNOTES ON PAGE 8

North Market and Burlington—Subdivision—Footnotes

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.

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.

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 derail 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.

At Hannibal on Depot Track No. 1 N&W 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, Murray 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, care-takers, 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.

Trains using sidings at Spring Grove, Wever, Ft. Madison, Sandusky and Lagrange must move expecting to find cars on siding.

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 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. 8 will stop at Old Monroe daily except Saturday and Sunday and holidays to receive or discharge 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 —Monday through Friday..... 11:30 a.m. to 5:00 p.m.
Saturday and Sunday..... Closed.

Clarksville —Monday through Friday..... 8:15 a.m. to 11:15 a.m.
Saturday and Sunday..... 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
	Dundee Cement Co.....	M.P. 86.45	Capacity 54 cars
	Cosgrove.....	M.P. 93.0	
	Reading.....	M.P. 99.8	Capacity 18 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
	Raid Quarry.....	M.P. 215.38	Capacity 11 cars
	Tuloma Gas Co.....	M.P. 216.50	Capacity 20 cars
	Iowa Southern Utilities.....	M.P. 216.74	

Old Monroe and Francis — Subdivision — Branch Line

WEST WARD SECOND CLASS	Signs	Mile Post Location	STATIONS	Capacity of		EAST- WARD SECOND CLASS
				Sidings	Other Tracks	
Daily Freight 65						Daily Freight 60
A. M. L 6.45	K.R.Y.B. Yd.Z.	51.6	..... OLD MONROE	53		A. M. A 3.25
7.04		61.3	..... MOSCOW	58		3.09
7.11	F.	65.5	..... SOUTH TROY	18		3.02
7.24		72.9	..... HAWK POINT	21		2.51
7.34	F.	78.7	..... NEW TRUXTON	6		2.43
7.45	F.	85.2	..... BELLFLOWER	30		2.33
8.05	W.	98.2	..... WELLSVILLE	23	10	2.15
A 9.05 A. M.	R.Yd.	114.6	..... FRANCIS	78		L 1.50 A. M.

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

Conductor or Engineman, or both, arriving at Mexico on Eastward CB&G trains must deliver all CB&G clearance forms, train orders and messages to relieving Conductor, or Engineman, or both, in accordance with Modified Rule 220.

No Clearance Form A is required at Francis.

Eastward trains will not register at Francis.

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... 8:00 a.m. to 12 Noon &
4:00 p.m. to 5:00 p.m.

Hawk Point, Monday through Friday... 1:30 p.m. to 3:30 p.m.

Wellsville, Monday through Friday... 7:30 a.m. to 8:30 a.m.
11:10 a.m. to 4:30 p.m.

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.

West Quincy and Kirksville Subdivision — Branch Line

WESTWARD SECOND CLASS				EASTWARD SECOND CLASS		
Daily Ex. Sat. and Sun. Freight	Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of Other Tracks	Daily Ex. Sat. and Sun. Freight
41						42
A. M. L 6.00	Continuous.	B.C.K. R.Y.Z. Yd.	1.9	..... WEST QUINCY	Yard	P. M. A 2.00
6.12	No Office.		6.5	..... TAYLOR	13	1.48
6.41	No Office		18.1	..... EWING	10	1.19
7.01	No Office		26.1	..... LEWISTOWN	17	12.59
7.16	No Office		31.8	..... LA BELLE	43	12.44
7.30	No Office.		37.2	..... KNOX	18	12.30
7.54	No Office		46.6	..... EDINA	68	12.06
8.11	No Office.		53.4	..... HURLAND	28	P. M. 11.49
A 9.01 A. M.	No Office	Y.	69.3	..... KIRKSVILLE N&W Crossing (Grade)	Yard	L 11.01 A. M.

Viele and Bloomfield — Subdivision

WESTWARD SECOND CLASS		BRANCH LINE		EASTWARD SECOND CLASS		
Daily Ex. Sat. and Sunday Mixed	Office Open Except Saturday and Sunday	Signs	Mile Post Location	STATIONS	Capacity of Other Tracks	Daily Ex. Sat. and Sunday Mixed
77						78
A. M. L 8.40	No Office.		25.3	..... VIELE	16	P. M. A 2.10
s 9.05	8:00 a.m. to 10:00 a.m. 3:30 p.m. to 5:00 p.m.		33.0	..... DONNELLSON	49	s 1.51
s 9.30	10:30 a.m. to 12 noon 1:00 p.m. to 3:00 p.m.		43.7	..... C. R. I. & P. Crossing (Grade) FARMINGTON	21	s 1.30
s 10.00	No Office.		55.1	..... MT. STERLING	19	s 12.58
s 10.20	No Office.		63.3	..... CANTRIL	20	s 12.40
s 10.35	No Office.		68.7	..... MILTON	19	s 12.25
s 10.50	No Office.		75.1	..... PULASKI	19	s 12.09 P. M.
f 11.05	No Office.		81.1	..... STEUBEN	6	f 11.53
A 11.15 A. M.	No Office.	R.Y.	84.2	..... BLOOMFIELD	Yard	L 11.45 A. M.

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

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

Rule 907 in effect.

STUB TRACKS—

Stub Track (M.P. 47.38) 14 Cars. Switch east end.
Pulaski..... Switch west end.
Steuben..... Switch east end.

Rule 83 (a) does not apply at Bloomfield.

Bloomfield Wye located at M.P. 81.90.

Track car operator's lineup will not be issued to cover No. 77 and No. 78.

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 N&W main track. Before turning engines or cars permission must be obtained from N&W Dispatcher.

Track car operator's lineup will not be issued to cover No. 41 and No. 42.

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

Clearance Form A when operator on duty.

Rule 83 (a) does not apply at Kirksville.

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

OTHER TRACKS:

Maywood..... M.P. 10.8
Durham..... M.P. 14.8
Mo. Gravel Co. Spur. M.P. 17.23
Brashear..... M.P. 57.6

Capacity 11 cars.
Capacity 3 cars Switch west end.
Capacity 24 cars Switch east end.
Capacity 17 cars Switch east end.

West Quincy and Carthage Subdivision

**SOUTHWARD
SECOND CLASS**

BRANCH LINE

**NORTHWARD
SECOND CLASS**

Monday Tuesday Thursday Friday Freight	Office Open Week Days Except Saturday	Signs	Mile Post Location	STATIONS	Capacity of other Tracks	Monday Tuesday Thursday Friday Freight
98						99
P. M. L 2.25	No Office		30.8	CARTHAGE	48	P. M. A 12.20
			30.9	N&W Crossing (Grade)		
2.35	No Office.		37.7	BASCO	17	12.10
2.48	No Office		42.8	WEST POINT	25	11.55
3.08	No Office.		50.5	LORAINÉ	20	11.45
3.23	No Office		56.1	MENDON	23	11.30
3.40	No Office		61.2	URSA	22	11.20
3.50	No Office		64.1	ROCK CREEK	9	11.10
4.05	No Office	F.Y.Yd.	70.2	QUINCY	Yard	10.55
A 4.30 P. M.	Continuous.	B.C.O. K.R. Y.Z.	136.9	WEST QUINCY	Yard	L 10.45 A. M.

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

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

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN QUINCY AND WEST QUINCY.

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

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

Offices open Saturday and Sunday: West Quincy continuous.

Track car operator's lineup will not be issued to cover No. 98 and No. 99.

OTHER TRACKS:

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

Cars with gross weight exceeding 220,000 lbs. but not more than 263,000 lbs. may be handled between Quincy and Carthage with the following restrictions:

Do not exceed 6 MPH over Bridge 61.37.

If more than 1 car with gross weight in excess of 220,000 lbs. is handled in same train, such cars must be separated from each other and from the engine with at least 2 cars that do not exceed a gross weight of 220,000 lbs.

LOCATION	All Trains M.P.H.	
SPEED RESTRICTIONS WEST QUINCY AND CARTHAGE SUBDIVISION	GP7-9-35 1000 H.P.	600 H.P.
Maximum Speed	25	30
Bridge 40.46	20	30
SD-7 or SD-9 engines must not exceed 10 M.P.H. over Bridge 40.46.		

Colusa Spur

Mile Post Location	STATIONS	Capacity Tracks
19.7	COLUSA	23
23.0	ADRIAN	23
26.7	FERRIS	16
	T.P.&W. Crossing (Grade)	
30.8	CARTHAGE	48

Maximum Speed..... 25 M.P.H.
Rule 908 in effect.

Cars with gross weight exceeding 220,000 lbs. must not be handled between Colusa and Carthage.

Track operator's lineup will not be issued to cover local extra which will not leave Carthage before 12:20 P.M. on Monday, Tuesday, Thursday and Friday for Colusa and return.

Alexandria and Centerville Subdivision

**WESTWARD
SECOND CLASS**

BRANCH LINE

**EASTWARD
SECOND CLASS**

Monday Wednesday Friday Freight	Office Open Except Saturday and Sunday	Signs	Mile Post Location	STATIONS	Capacity of other Tracks	Monday Wednesday Friday Freight
95						94
P. M. L 9.50	No Office.	R.	5.2	ALEXANDRIA		A. M. A 11.30
s 10.10			12.4	WAYLAND	27	s 11.10
s 10.45			20.0	KAHOKA	48	s 10.45
s 11.00			23.3	MEDILL A.T.&S.F. Crossing (Auto-Inter.)	17	s 10.23
f 11.35			34.4	GRANGER	6	f 9.42
f 11.45			36.6	ARBELA	19	f 9.35
s 12.35			45.1	MEMPHIS	40	s 9.10
s 1.08			56.3	DOWNING	20	s 8.23
s 1.25			65.7	LANCASTER	30	s 7.58
			69.0	GLENWOOD JCT.	11	
			70.9	N&W Crossing (Grade)		
			86.3	C. R. I. & P. Crossing (Auto-Interlocked)		
A 2.30 A. M.		B.K. O.R.T.	89.6	C. R. I. & P. Crossing (Grade) CENTERVILLE	Yard	L 6.45 A. M.

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.

Track car Operator's Line-up will not be issued to cover No. 94 and No. 95.

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

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.

LOCATION	All Trains M.P.H.	
SPEED RESTRICTIONS ALEXANDRIA AND CENTERVILLE SUBDIVISION	GPT-9 1000 H.P.	600 H.P.
Maximum speed	30	30
Over street crossings, Wayland	10	10
Bridge 13.81	10	10
Over street crossings, Kahoka	10	10
Head end of train over AT&SF crossings, Medill	20	20
M.P. 28.00 to M.P. 34.30	15	20
M.P. 42.00 to M.P. 46.10	25	30
M.P. 46.10 to M.P. 54.40	15	20
M.P. 54.40 to M.P. 74.00	25	30
M.P. 69.65	10	10
Over street crossings between M.P. 65.30 and M.P. 66.45, Lancaster	10	10
Head end of westward trains, over highway crossing M.P. 66.29	10	10
Around curve M.P. 69.00	20	20
M.P. 74.00 to M.P. 82.00	15	20
Bridge 82.75	10	10
M.P. 84.10 to M.P. 88.95	25	30
Diesel-electric motor cars and light engines between approach and home signals CRI&P crossings, M.P. 86.3	20	20
Diesel-electric motor cars and light engines between home signals CRI&P crossing, M.P. 86.3	10	10
Head end of train over highway crossing M.P. 86.6	10	10
M.P. 88.95 to Centerville	Yd.	Yd.
Before crossing 18th Street, M.P. 89.65, and Drake Ave. crossing, M.P. 89.70, Centerville, protect movement	Stop	Stop

Buda and Vermont—Subdivision—Branch Line

SOUTHWARD	Signs	Mile Post Location	STATIONS	Capacity of		NORTHWARD
				Sidings	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	
		26.27	..... DUNCAN		20	
		31.40	..... MONICA		24	
			A.T. & S.F. Crossing (Auto. Inter'kd.)			
		37.79	..... BRIMFIELD		29	
	R.Z.	44.39	..... ELMWOOD		54	

Mine spur between Lewistown and South Liverpool Deck, 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.

Trains using siding at Canton must move expecting to find cars on siding.

Between 3:01 p.m. and 4:01 p.m. daily except Sunday, southward trains must approach private entrance gate of International Harvester Co. just north of TP&W grade crossing at Canton not exceeding 5 M.P.H. and be prepared to stop before passing the private entrance gate account heavy vehicle and pedestrian traffic.

OFFICES OPEN MONDAY THROUGH FRIDAY:

Buda.....	Continuous.
Elmwood.....	6:00 p.m. to 3:00 a.m., closed 12:01 a.m. to 3:00 a.m. Monday
Yates City.....	8:00 a.m. to 5:00 p.m.
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.....	8:00 a.m. to 11:00 p.m.
Vermont.....	8:00 a.m. to 9:45 a.m. 1:15 p.m. to 5:00 p.m.

OFFICES OPEN SATURDAY:

Buda.....	Continuous.
Elmwood.....	12:01 a.m. to 3:00 a.m.

OFFICES OPEN SUNDAY:

Buda.....	Continuous.
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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.

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

	R.Y. Yd.Z.	47.23	..... YATES CITY		Yard
		52.37	..... FARMINGTON		24
		58.40	..... NORRIS		9
	K.Yd. B.	63.20	..... CANTON	103	Yard
			T. P. & W. Crossing (Grade)		
	Yd.	66.10	..... GORMAN		65
	Yd.	66.78	..... DUNFERMLINE		
	F. Yd.	68.41	..... ST. DAVID		130
	B.K.C.Z. Y.Yd.R.	76.53	..... LEWISTOWN		Yard
		87.37	..... IPAVA		33
	Y. Yd.	94.34	..... 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.

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., employes 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.

SPEED RESTRICTIONS

	All Trains M. P. H.
BUDA AND VERMONT—SUBDIVISION	
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 600.....	10
Over C. & N. W. Interlocking M. P. 1.60.....	15
Head End Over Hard Road crossing M. P. 22.25.....	5
Head End Over Hard Road crossing M. P. 38.25.....	5
Head End 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 202800-208899 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 Mine.....	10
Over North Switch of Lewistown Yard, M. P. 75.60.....	10
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 T.Yd.	51.50	PEORIA		Yard	
		50.10	C. & N. W. Crossing (Auto. Interl.)			
		49.50	P. R. T. Crossing (Interl'kd)			
		47.51	C. & N. W. Crossing (Auto. Interl.)			
	F.	38.99	EDWARDS		83	
	F.	31.12	OAK HILL	67	7	
	Z.	25.60	ELMWOOD		51	
	R.Y. Yd.Z.	22.76	YATES CITY	78	Yard	
	F.	19.14	DOUGLAS		15	
		15.15	MAQUON		29	
	F.	10.25	GILSON	114	20	
		4.53	KNOXVILLE		38	
	BCKOR TWYYdZ		GALESBURG (Interlocked)		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..... 8:00 a.m. to 4:00 p.m.
9:00 p.m. to 5:00 a.m. Closed Monday 12:01 a.m. to 5:00 a.m.
Elmwood..... 6:00 p.m. to 3:00 a.m. Closed Monday 12:01 a.m. to 3:00 a.m.
Yates City..... 8:00 a.m. to 5:00 p.m.
Galesburg..... Continuous.

OFFICES OPEN SATURDAY:

Peoria..... 12:01 a.m. to 5:00 a.m.
Elmwood..... 12:01 a.m. to 3:00 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. 1.56 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.

Employees 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	FAIRVIEW	48	
	Y.Yd.	35.20	FIATT	8	
	Yd.	40.19	T. P. & W. Crossing (Grade) CUBA	17	
	B.K.C.Z. Y.Yd.R.	49.32	LEWISTOWN	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. & G. 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 and locked after being used by C. B. & G. 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... 8:00 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 M. P. H.
FAIRVIEW AND LEWISTOWN—SUBDIVISION	
Maximum Speed.....	20
M. P. 30 to Fairview Mine.....	10
250 ton derrick over Bridge 43.25.....	5
Over Bridges 43.66 and 45.18.....	10
Loaded tank cars and loaded 30 yard air dump cars in 202800-202899 series.....	15
PEORIA AND GALESBURG—SUBDIVISION	
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 500.....	10
Through crossover and south leg of wye Yates City.....	15
Spring switch at west end of siding Yates City:	
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 50.10, Peoria.....	15
Between Edmund Street and Burlington Elevator, Peoria.....	10
Between 150 feet East of Edmund Street and Edmund Street, Peoria.....	5
Over Cedar Street Peoria.....	5

Bushnell and East Alton—Subdivision—Main Line

SOUTHWARD		Offices Open Week Days Except Saturday	Signs	STATIONS	M. P. Location	Capacity of		NORTHWARD	
SECOND CLASS						Siding	Other Tracks	SECOND CLASS	
Daily Freight	Daily Freight							Daily Freight	Daily Freight
73	63							62	66
A. M. L 6.45	A. M. L 5.45	8:00 a.m. to 5:00 p.m.	Z.R.	BUSHNELL 9.37	160.37		Yard	P. M. A 7.00	P. M. A 8.30
		7:00 a.m. to 8:00 a.m. 1:00 p.m. to 4:00 p.m.		ADAIR 5.44	151.32	158	41	6.30	8.10
		No Office.	F.	TABLE GROVE 5.28	145.87		57		
7.15	6.15	8:00 a.m. to 9:45 a.m. 1:15 p.m. to 5:00 p.m.	Y.Yd.	VERMONT 8.25	140.60	158	152	6.00	7.45
7.30	6.30	No Office.		STEWART 10.50	129.00		68	5.45	7.30
7.50	6.50	No Office.		GRIMES 2.56	119.31		148	5.07	6.52
8.15 9.00	7.30 8.15	See Footnote.	B.C.K. O.R.T. Yd.Z.	BEARDSTOWN 5.72	115.94		Yard	5.00 4.15	6.45 5.45
9.11	8.26	No Office.	F.	HAGENER 8.13	110.23	193	11	3.56	5.28
A 9.30 A. M.	8.45	No Office.	F.	CONCORD 4.13	102.10	29	17	3.43	L 5.15 P. M.
	8.54	8:00 a.m. to 9:00 a.m. 2:30 p.m. to 5:00 p.m.	Y.	CHAPIN 3.63	97.97	23	46	3.35	
		No Office.	F.	MERRITT 1.45	94.23		13		
	9.03	No Office.	F.	RIGGSTON 5.04	92.77		21	3.27	
	9.13	10:05 a.m. to 2:00 p.m.		WINCHESTER 6.05	87.73	14	43	3.17	
	9.25	7:30 a.m. to 4:30 p.m.		ALSEY 6.44	81.76	16	27	3.05	
				GM&O Crossing (Auto. Interl.) 1.91	75.27				
				GM&O Crossing (Auto. Interl.) 0.63	73.33				
9.39		7:30 a.m. to 4:30 p.m.		WHITEHALL 7.25	72.70	20	50	2.44	
9.49		No Office.	F.	WRIGHTS 4.81	65.45	11	14	2.24	
9.58		6:30 a.m. to 7:30 a.m. 11:30 a.m. to 3:30 p.m.		GREENFIELD 5.11	60.64	18	53	2.14	
10.07		No Office.	F.	ROCKBRIDGE 7.56	55.53	15	29	2.04	
10.18		8:00 a.m. to 10:00 a.m.		MEDORA 9.34	47.95	16	28	1.50	
				GM&O Crossing (Interlocked) 0.12	38.61				
10.38		No Office.	F.	BRIGHTON 10.20	38.49	16	26	1.35	
10.55		No Office.	F.Y.	ALTON HOSPITAL 1.56	28.28	23		1.10	
				N. Y. C. Crossing (Grade) 0.10	26.73				
11.00		8:00 a.m. to 5:00 p.m.	Yd. R.Y.	EAST ALTON 19.65	26.63			1.00 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-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.

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. 169.70 Bushnell.

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

OTHER TRACKS:

Team Track M.P. 122.75. Capacity 5 cars
Farmers Trm M.P. 119.55. Capacity 7 cars
Elev. M.P. 106.62. Capacity 39 cars
Arenzville M.P. 43.74. Capacity 14 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—8:00 a.m. to 5:00 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. A 12.01 P. M.	No Office.	B.C.Z. K.O.R. T.W.Yd.	EAST ST. LOUIS	L 11.45 A. M.
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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.

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

SOUTHWARD SECOND CLASS		Office Open Week Days Except Saturday	Signs	STATIONS	M. P. Location	Capacity of		Office Open Saturday and Sunday	NORTHWARD SECOND CLASS	
Daily Freight	73					Stings	Other Trucks		Daily Freight	66
	A.M. L 9:30	No Office.	F.	..... CONCORD..... 10.15		135	65	No Office.	P.M. A 5:15	
	9:50	Continuous.	Yd.	..... N&W Crossing (Interl.)..... JACKSONVILLE..... GM&O Crossing (Auto. Interl.)..... 12.38	10.15	127	Yard	Continuous.	4:55	
	10:10	7:00 a.m. to 8:00 a.m. 2:00 p.m. to 4:00 p.m.		..... FRANKLIN..... 6.23	22.53	119	34	Closed.	4:30	
		8:15 a.m. to 1:45 p.m.		..... WAVERLY..... 6.62	28.76		42	Closed.		
	10:30	No Office.	F.	..... LOWDER..... 7.46	35.38	162	32	No Office.	4:10	
		No Office.		..... I. T. Crossing (Auto. Interl.)..... 1.63	42.84			No Office.		
		No Office.		..... GM&O Crossing (Interl.)..... 0.20	44.47			No Office.		
	10:46	See Footnote.		..... GIRARD..... 8.41	44.67	201	50	Closed.	3:50	
	10:59	No Office.	F.	..... ATWATER..... 11.17	53.08	130	5	No Office.	3:37	
	11:16	7:00 a.m. to 4:00 p.m.		..... LITCHFIELD N. Y. C. Crossing (Auto. Interl.)..... 1.28	64.25	118	40	Closed.	3:20	
		No Office.		..... N&W and I. C. Crossing (Auto. Interl.)..... 6.53	65.53			No Office.		
	11:30	No Office.	F.	..... WALSHVILLE..... 5.90	72.06	131	14	No Office.	3:01	
	11:40	No Office.	F.	..... SORENTO N. Y. C. & St. L. Crossing (Auto. Interl.)..... 7.17	77.96	144	20	No Office.	2:50	
	11:52 P.M.	No Office.	F.	..... AYERS..... 8.06	85.13	119		No Office.	2:35	
	12:05	Continuous.		..... SMITHBORO P. R. R. Crossing (Interl.)..... 11.35	93.19	142	11	Continuous.	2:22	
	12:23	No Office.	F.	..... KEYESPORT..... 10.38	104.54	132	60	No Office.	2:02	
	12:43	Continuous.		..... SHATTUC B. & O. Crossing (Interl.)..... 6.04	114.92		25	Continuous.	1:45	
	1:45	Continuous.	B.C.K. O.R.T. Yd.	..... CENTRALIA Southern Ry. Jct..... 1.64	120.96		Yard	Continuous.	1:30	
				..... Mo.-Ill. Crossing (Interl.)..... Ill. Cent. Crossing (Interl.)..... Southern Ry. Jct. (Interl.)..... 6.70	122.60				P.M.	
		No Office.	F.	..... CRAVAT..... 7.32	129.30		17	No Office.		
	2:15	No Office.	F.	..... WOODLAWN L. & N. Crossing (Auto. Interl.)..... 8.02	136.62		35	No Office.	10:15	
	2:26	8:00 a.m. to 5:00 p.m.	Yd.	..... WALTONVILLE Mo. Pac. Crossing (Auto. Interl.)..... 8.59	144.64		13	Closed.	9:58	
	2:38	8:00 a.m. to 5:00 p.m.	Y.Yd.	..... SESSER..... 3.08	153.23		Yard	Closed.	9:45	
		No Office.	F.	..... MEYER..... 5.26	156.31			No Office.		
	2:50	7:30 a.m. to 4:30 p.m.	B.K. Yd.	..... CHRISTOPHER I. C. Crossing (Auto. Interl.)..... 3.08	161.57		Yard	Closed.	9:25	
	2:55	No Office.	F.Yd.	..... ZEIGLER JCT..... 2.85	164.65			No Office.	9:17	
				..... Mo. Pac. Crossing (Auto. Interl.)..... 5.51						
	3:00	No Office.	Y.F.Yd.	..... CAMBON..... 14.38	167.50	116	13	No Office.	9:12	
	3:10	7:00 a.m. to 4:00 p.m.	B.C.K. R.Y.Yd.	..... HERRIN JCT..... 15.43	173.01		Yard	Closed.	9:00	
	3:35	9:00 a.m. to 6:00 p.m.		..... NEILSON (Interl.).....	187.39	42		9:00 a.m. to 6:00 p.m.	8:25	

Trains between Neilson and West Vienna are governed by rules and time table of C. & E. I. R. R.

4:15	9:00 a.m. to 6:00 p.m.		..... WEST VIENNA (Interl.)..... 7.70	202.82			9:00 a.m. to 6:00 p.m.	7:45
4:28	No Office.	F.	..... FORMAN N. Y. C. Crossing (Auto. Interl.)..... 5.53	210.52		44	No Office.	7:35
4:40	No Office.	F.	..... MERMET..... 9.74	216.05	27	12	No Office.	7:20
5:00	No Office.	F.Yd.	..... C. B. & Q. Jct..... 14.96	225.79	74		No Office.	7:03

Trains between C. B. & Q. Jct. and Paducah are governed by Rules and Special Instructions of P. & I. R. R.

A 7:00 P.M.	See Footnote.	B.K.R. T.Yd. PADUCAH.....				See Footnote.	L 6:30 A.M.
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FOOTNOTES ON PAGE 15.

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

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.

Interlocking at I. C. R. R. crossing, M.P. 122.60, remotely controlled from I. C. "B" yard office Centralia. If signals fail to clear and communication cannot be established with I. C. operator, trainman or engineman go to crossing and be governed by instructions posted in box marked C. B. & Q.

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 Neilson 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 Paducah.

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

Time shown at Paducah is for information only.

OFFICES OPEN:

Girard	7:00 a.m. to 11:00 a.m.
	3:00 p.m. to 4:00 p.m.
Metropolis	Monday through Friday 7:00 a.m. to 4:00 p.m.
	Saturday & Sunday Closed.
Paducah	6:30 a.m. to 3:30 p.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 Neilson, 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 N. & W. 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:

Pisgah	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
Valler 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. 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
Meyer to Old Ben Mine No. 24	6.00 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 Stop
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.
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.

Calcium Carbonate 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:
Brick wall spur No. 13 referred to as the "hole" on Simpson track.
Platform on spurs No. 36 and No. 37 referred to as Freight House tracks No. 2 and No. 3.
Platform on spur No. 132 referred to as scrap dock at Old Rip.
Platform on spurs No. 449, No. 450, No. 451 and No. 452 referred to as dock tracks at the Tie Plant.
Through doors on spurs No. 49 and No. 54 referred to as stub tracks No. 2 and No. 3 west end Butler Manufacturing Company.
Brick walls on spurs No. 497 and No. 498 referred to as tracks No. 10 and No. 11 at Purington Brick Yard.
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

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

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

SD-24 engines must not operate between Granite City, Ill. and East St. Louis, Ill. via Madison.

GP-20 and larger engines must not operate on Rushville spur and must not operate on the Alexandria and Centerville Subdivision.

GP-35 engines may be operated with not more than 2 units coupled between Viele and Bloomfield.

SD-7 and SD-9 engines must not be operated on the Viele and Bloomfield sub-division or on the LaCleda to Unionville sub-division.

SD-7 and SD-9 engines may operate with single unit only on the Illinois Jct. and Quincy sub-division.

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

Illinois Jct. to Quincy.	Cotter to Carrollton.
West Quincy to Kirksville.	LaCleda to Unionville.
Viele to Bloomfield.	

SD-24 engines 500 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 Lewistown and Vermont with 1 unit only.

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.

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.

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.

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.

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 9735 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 M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On sidings	Reduced Speed	Reduced Speed
All crossovers and turnouts, not otherwise specified	10	10
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 202800-202899 series (In rear of train when possible):		
Main Lines		35

SPEED RESTRICTIONS—Continued

The following maximum speed restrictions will govern when handling derricks:

TERRITORY	250 ton Wrecking Derrick and Bridge Derrick 204620	75 ton Wrecking Derrick and 60 ton Wrecking Derrick	Other Derricks
Galesburg-West Quincy	30 MPH	25 MPH	25 MPH
West Quincy-Kansas City	30 MPH	25 MPH	25 MPH
Cotter Carrollton	Must Not Operate	15 MPH	15 MPH
Brookfield-St. Joseph	30 MPH	25 MPH	25 MPH
Unionville-LaCade	Must Not Operate	15 MPH	15 MPH
Birmingham-Kearney	25 MPH	25 MPH	25 MPH
North Market-Burlington	30 MPH	25 MPH	25 MPH
Old Monroe-Francis	Must Not Operate	25 MPH	15 MPH
West Quincy-Kirksville	Must Not Operate	15 MPH	15 MPH
Alexandria-Centerville	Must Not Operate	15 MPH	15 MPH
Viele-Bloomfield	Must Not Operate	15 MPH	15 MPH
Illinois Jct.-West Quincy	Must Not Operate	15 MPH	15 MPH
Quincy-East Hannibal	Must Not Operate	15 MPH	15 MPH
Peoria-Galesburg	*25 MPH	25 MPH	25 MPH
Buda-Elmwood	Must Not Operate	15 MPH	15 MPH
Yates City-Lewistown	25 MPH	25 MPH	25 MPH
Lewistown-Rushville	Must Not Operate	15 MPH	15 MPH
Lewistown-South Liverpool	10 MPH	20 MPH	10 MPH
Fairview-Lewistown	**15 MPH	15 MPH	15 MPH
Bushnell-Roseville	Must Not Operate	15 MPH	15 MPH
Vermont-Astoria	15 MPH	15 MPH	15 MPH
Grimes-Frederick	15 MPH	15 MPH	15 MPH
Bushnell-East Alton	25 MPH	25 MPH	25 MPH
Concord-Herrin Jct.	25 MPH	25 MPH	25 MPH
Herrin Jct.-Paducah	15 MPH	20 MPH	15 MPH
Zeigler Jct.-Zeigler	Must Not Operate	10 MPH	10 MPH
Cambon-W. Frankfort	Must Not Operate	10 MPH	10 MPH
Herrin Jct.-Herrin	Must Not Operate	10 MPH	10 MPH

When handling 250 ton Wrecking Derrick or Bridge Derrick 204620 across the following bridges: 51.49 Culvre River, 129.93 South River, 131.28 North River, must have at least three light cars between the derrick and engine.

*Bridge Derrick 204620, 10 M. P. H. over Bridge 42.61 between Edwards and Pottstown and watch for close clearance of derrick sill step and bridge girders.

Bridge Derrick 204620 must not be moved over turntables, Beardstown, Centralia, and East St. Louis unless boiler hood is removed.

**250 ton Wrecking Derrick, 5 M. P. H. over Bridge 43.25, 10 M. P. H. over Bridges 43.66 and 45.18 between Lewistown and Cuba.

Clearances and speed restrictions for 250 ton wrecking derrick over following foreign line territory:

East Alton to East St. Louis
East Alton to Alton

GM&O Railroad Co. between Wann Tower and East St. Louis. The derrick may operate at a speed not to exceed 30 MPH if separated from the engine by at least 5 cars and if smoke stack is removed.

NYC System. Cannot be handled from East Alton to Alton but can be operated from East St. Louis, Ill. to East Alton when separated from the train engine by at least four ordinary cars.

Illinois Terminal R. R.—Alton to Wood River, Wood River to Wood River Bridge 25 miles per hour, over Wood River Bridge 15 miles per hour, Wood River Bridge to Henry Street, Alton, 25 miles per hour, over Henry Street 5 miles per hour.

Alton to West Alton—The M&I&B is OK for operation at 10 MPH. Leave at least four cars between engine and derrick.

East St. Louis to St. Louis via Merchants Bridge—TRRA reports these cranes cannot be handled via the Merchants Bridge route.

LOCATION	All Trains M.P.H.
Meyer and Old Ben Mine No. 24 Spur Maximum Speed	40
ZEIGLER JCT. AND ZEIGLER SPUR CAMBON AND WEST FRANKFORT SPUR HERRIN JCT. AND HERRIN SPUR	
Maximum speed	25
Engines in mine yards	10
Trains and engines in either direction over State Highway crossings at M. P. 1.79 and M. P. 1.43, West Frankfort Yard:	
Main track	10
From yard or lead tracks	5
SD-24 diesel engines, series 500:	
Between Herrin Jct. and Herrin	8
Between Cambon and West Frankfort Yard	8

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
GALESBURG AND WEST QUINCY—SUBDIVISION		
Maximum Speed	79	50
Through turnouts of controlled sidings	30	30
M. P. 162.42 to M. P. 163.00	10	10
M. P. 163.00 to M. P. 167.05	59	Yd.
Receiving Yard lead M. P. 166.53 to South Switch of No. 9 Receiving Yard	40	20
Through Turnout M. P. 166.67		35
M. P. 180.00 to M. P. 181.50	65	
Through Turnout M. P. 188.92	40	35
Westward trains and engines stopped between M. P. 190.50 and M. P. 190.90 after starting and until engine or leading car passes Wells Street, Bushnell		
Through Crossover M. P. 192.35	10	10
Through Crossover M. P. 192.44	30	30
M. P. 202.60 to M. P. 202.75	40	35
	35	30
On Curves between M. P. 240.00 and M. P. 244.50	75	
M. P. 258.50 to M. P. 260.00	60	
Through Turnout M. P. 260.95	30	30
North leg of Wye West Quincy, M. P. 141.84—262.94	10	10
Through Turnouts: West Quincy M. P. 263.25	30	30
West Quincy M. P. 137.00	30	30
Through Turnout North switch Passenger siding M. P. 136.95	15	15
M. P. 260.00 to M. P. 261.00	30	30
M. P. 261.00 to M. P. 137.00 (North Market—Burlington Subdivision)	40	40
Curve on east leg of wye between M. P. 260.96 and Quincy Yard	25	25
Curve on west leg of wye between M. P. 261.43 and Quincy Yard	10	10
Freight trains authorized by message over signature of Superintendent may observe maximum speed as follows (observing all other speed restrictions):		
No. 70, No. 74, No. 96, No. 67, No. 77 and No. 61 between M. P. 167.00 and M. P. 255.00	60	
Head end of westward trains M. P. 211.36	55	
Head end of westward trains M. P. 253.86	55	

LOCATION	All Trains M. P. H.
BUSHNELL AND EAST ALTON SUBDIVISION	
Maximum Speed:	
Between Bushnell and M.P. 141 Vermont	40
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—end CTC M.P. 116.25 Beardstown	20
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
Through turnout, south siding switch Hagener	30
Northward trains M. P. 105.20 to Arenzville	30
Southward trains M. P. 106.90 to M. P. 105.40	30
Chapin: At approach signal governing southward trains approaching N. & W. Crossing	35
Engine or leading car of train between home signals at N&W crossing, Chapin	20
Between MP 95.25 and MP 96.25	30
On reverse curves between MP 84.20 and MP 83.35	30
At approach signals governing trains approaching GM&O crossing M. P. 75.27	20
Engine or leading car of train between home signals at GM&O crossings, M. P. 73.33 and M. P. 75.27	20
At approach signals governing tracks approaching GM&O crossing M. P. 73.33	15
Through Whitehall	20
Around curve M. P. 43.83	35
Over GM&O crossing, MP 38.61	20
Over Shamrock Street, East Alton, engine or leading car	5

SPEED RESTRICTIONS—Continued

WEST QUINCY AND KANSAS CITY SUBDIVISION			WEST QUINCY AND KIRKSVILLE SUBDIVISION		All Trains M. P. H.
LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	Maximum Speed:		
Through turnouts of controlled sidings, unless otherwise specified	30	30	Junction switch to M.P. 53.00		25
ZONE—M.P. 137.00—M.P. 134.06	70	50	M.P. 53.00 to Kirksville		20
Through turnout north switch Controlled Siding, West Quincy	15	15	Head end of train over highway crossing, M.P. 6.66		10
Through turnout south switch Controlled Siding, West Quincy	30	30	Over King Street crossing, M. P. 31.9, LaBelle		5
Through turnout south switch West Quincy Yard	30	30	Head end of train over highway crossing, M.P. 68.70		10
ZONE—M.P. 5.72—M.P. 6.72	79	50	BROOKFIELD AND ST. JOSEPH SUBDIVISION		
ZONE—M.P. 6.72—M.P. 8.60			LOCATION		Passenger Trains M. P. H.
North Main Track	79	50	Maximum speed SD-24 diesel engines, series 500, in passenger service		50
South Main Track	40	40	ZONE—M.P. 104.10—M.P. 104.40	30	30
Through crossover M.P. 6.72 and turnout M.P. 8.60	40	40	ZONE—M.P. 104.40—M.P. 106.86	79	50
Through turnouts and on wye track between North River and Falk	30	30	Through crossover Needles, M.P. 106.82	30	30
Through crossover Falk	30	30	Through turnout Needles, M.P. 106.85	40	40
ZONE—M.P. 8.60—M.P. 10.00	70	50	ZONE—M.P. 106.86—M.P. 109.35	50	50
ZONE—M.P. 10.00—M.P. 14.85	40	30	ZONE—M.P. 109.35—M.P. 203.95	60	50
ZONE—M.P. 14.85—M.P. 70.10	79	50	Head end eastbound trains over street crossings Meadville	45	45
Curve M.P. 15.00	60	50	Head end eastward freight trains passing signal S 125.0	—	45
ZONE—M.P. 70.10—M.P. 71.25	65	50	Head end westbound trains over street crossings, Chillicothe	50	45
ZONE—M.P. 71.25—M.P. 74.00	79	50	Head end westbound trains over street crossings, Breckenridge	45	45
ZONE—M.P. 74.00—M.P. 77.20	65	50	Curve M.P. 157.00	35	35
ZONE—M.P. 77.20—M.P. 83.45	79	50	Curve M.P. 164.25	55	50
ZONE—M.P. 83.45—M.P. 99.30	60	45	Head end trains over five street crossings, Cameron, between M.P. 170.80 and M.P. 171.25	15	15
Curves M.P. 92.00, M.P. 92.25 and M.P. 93.00	50	40	Head end trains over street crossings, Stewartsville	30	30
ZONE—M.P. 99.30—M.P. 102.50	65	50	ZONE—M.P. 203.95—M.P. 204.90	55	Yard
ZONE—M.P. 102.50—M.P. 103.45	65	Yard	Head end of trains over C. R. I. & P. Crossing M.P. 204.8	20	Yard
ZONE—M.P. 103.45—M.P. 104.10	40	30	ZONE—M.P. 204.90—M.P. 206.00	10	10
ZONE—M.P. 104.10—M.P. 104.40	30	30	VIELE AND BLOOMFIELD SUBDIVISION		
ZONE—M.P. 104.40—M.P. 177.80	79	50	All Trains		
Through turnout to N. & W. at Maxwell	35	35	GP7-GP35 1000 H. P. M.P.H.	600 H.P. M.P.H.	
ZONE—M.P. 216.20—M.P. 224.45	60	50	Maximum Speed	25	25
Curves between M.P. 216.20 and M.P. 222.90	45	35	Bridge 27.23	10	15
Through crossovers, Block 224	25	25	Curves M.P. 39.00 to M.P. 49.00	20	20
ZONE—M.P. 224.45—East end Missouri River Bridge	15	15	Bridges 44.26, 45.57, 46.83, 50.74 and 55.54	10	15
ZONE—East end Missouri River Bridge—Kansas City Terminal connection, M.P. 225.48, (Fifth Street)	10	10	Head end of train over highway crossing M.P. 65.70	20	20
			Head end of train over highway crossing M.P. 73.88	20	20
			SPEED OF TRAINS:		
			Miles per Hour	Time per Mile	
				Minutes	Seconds
			Miles per Hour	Time per Mile	
				Minutes	Seconds
			5	12	0
			10	6	0
			15	4	0
			20	3	0
			25	2	24
			30	2	0
			35	1	43
			40	1	30
			45	1	20
			50	1	12
			55	1	5
			60	1	0
			65	0	55
			70	0	51
			75	0	48
			80	0	45
			85	0	42
			90	0	40
			95	0	38
			100	0	36

Freight Trains 67, 68, 70, 71, 74 and 77, authorized by message over signature of Superintendent, may observe maximum speed of 60 M.P.H. as follows (observing all other speed restrictions):

Between M.P. 16.00 and 74.00
106.85 and 177.80.
Head end of Westward trains M.P. 67.60 55 M.P.H.

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. 20.50	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
Curve, West Alton M.P. 20.30	25	20	Curve M.P. 175.10	25	25
Through turnout Jet. Switch West Alton M.P. 20.50	15	15	ZONE—M.P. 175.68—M.P. 178.58	30	Yard
ZONE—M.P. 20.50—M.P. 77.95	79	50	Bank Street Crossing M.P. 177.75	15	Yard
Through turnout to Union Electric Power Plant track, M.P. 25.14	15	15	Mooar Line		10
On all tracks of Union Electric Power Plant near M.P. 25.14		15	Keokuk Union Depot tracks	Reduced Speed	Yard
Through turnout MK&T Machens, M.P. 26.85	30	30	ZONE—M.P. 178.58—M.P. 199.29	59	45
Through turnout Junction Switch Old Monroe-Francis Subdivision	25	25	Curve M.P. 194.80	35	25
ZONE—M.P. 77.95—M.P. 92.70	60	45	ZONE—M.P. 199.29—M.P. 200.50	59	Yard
Curve Forgeys Bluff M.P. 79.75	35	25	ZONE—M.P. 200.50—M.P. 203.35	50	Yard
Curve M.P. 85.15	50	40	Curve M.P. 200.75	25	Yard
ZONE—M.P. 92.70—M.P. 93.70	60	Yard	20th Street Crossing M.P. 200.90	25	Yard
Curve M.P. 93.50	40	Yard	18th Street Crossing M.P. 201.15	25	Yard
ZONE—M.P. 93.70—M.P. 95.32	40	Yard	Curve M.P. 201.85	35	Yard
Over Georgia Street Crossing Louisiana M.P. 94.30	6	6	Second Street Crossing M.P. 202.71	8	Yard
ZONE—M.P. 95.32—M.P. 95.80	50	40	ZONE—M.P. 203.35—M.P. 217.45	59	45
ZONE—M.P. 95.80—M.P. 117.30	60	45	ZONE—M.P. 217.45—M.P. 219.24	25	25
ZONE—M.P. 117.30—M.P. 119.10	60	Yard	ZONE—M.P. 219.24—M.P. 220.32	25	Yard
ZONE—M.P. 119.10—M.P. 119.86	Reduced Speed	Yard	ZONE—M.P. 220.32 Burlington Passenger Station	20	Yard
Bridge 119.63-A—Old Main Track, Hannibal	10	10	Through turnout Burlington to Burlington-North Market Subdivision	10	10
Maximum speed SD-24 diesel engines, series 500, in freight and passenger service between Hannibal and Burlington	40	40	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): Between M.P. 20.50 and M.P. 77.95 60 M.P.H.		
ZONE—M.P. 119.10—M.P. 119.86	Reduced Speed	Yard	WEST ALTON TO HENRY STREET OVER M & I B & B		
ZONE—M.P. 119.86—M.P. 120.60	50	45	Maximum Speed	All Trains M. P. H.	
ZONE—M.P. 120.60—M.P. 134.06	60	45	Trains using wye at West Alton	Yard	
Through turnouts Controlled Siding, Falk	30	30	Entire train over Mississippi River Bridge to Henry Street	10	
Through turnouts and on wye track between Falk and North River	30	30	OLD MONROE AND FRANCIS SUBDIVISION		
Through crossover, Falk	30	30	Maximum Speed	40	
Curve M.P. 133.65	60	45	Through turnout Junction Switch North Market-Burlington Subdivision	25	
Through turnout, Mark	40	40	Over Bridge 77.66	25	
ZONE—M.P. 134.06—M.P. 137.00	70	50	Through turnouts to G. M. & O. Francis	10	
Through turnout south switch West Quincy Yard	30	30			

SPEED RESTRICTIONS—Continued

LOCATION	All Trains M. P. H.
CONCORD AND C. B. & Q. JCT. SUBDIVISION	
Maximum Speed:	
Between Concord and Centralia	40
Concord, through turnout Jct. Switch	30
G. M. & O. and N. & W. crossings, Jacksonville	20
Through turnouts of spring switches north and south ends siding Lowder	40
Engine or leading car between home signals at I. T. Crossing, M. P. 42.84:	
Southward movements on main track	20
Northward movements on main track or siding	20
Through turnout of spring switch north end of siding Girard	40
Through turnout of spring switch south end of siding Girard	30
Northward trains using siding at Ayers; head end of train between north switch of siding and highway crossing, 165 ft. north	5
Head end of Southward trains over B&O Crossing M. P. 114.92	20
Through turnout end of two Main tracks Shattuc	30
On southward track, Shattuc to M. P. 119.27, SD-24 engines, series 500	30
M. P. 121.25 to M. P. 121.38	20
Between Centralia and Herrin Jct.	40
Between Herrin Jct. and C. B. & Q. Jct.	45
SD-24 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
Zelgler Jct.: At approach signals governing trains approaching Mo.Pac. Crossing	25
Through turnout of spring switch at end of two main tracks Zelgler 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

District Master Mechanic	H. H. Niemeyer, Hannibal, Mo.
District Master Mechanic	O. W. Gibson, Galesburg, Ill.
Assistant District Master Mechanic	B. S. Carter, Kansas City, Mo.
Trainmaster	J. A. Ketcham, Brookfield, Mo.
Trainmaster—Road Foreman	J. H. Mitchell, Beardstown, Ill.
Trainmaster—Road Foreman	E. P. Halder, East St. Louis, Ill.
Assistant Trainmaster	C. L. Fleck, Galesburg, Ill.
Assistant Trainmaster	L. R. Burk, Hannibal, Mo.
Assistant Trainmaster	W. M. Estes, Hannibal, Mo.
Assistant Trainmaster	W. A. Hatton, West Quincy, 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	N. G. Spencer, Kansas City, Mo.
Road Foreman	E. J. Graham, St. Joseph, Mo.
Road Foreman	R. B. Adams, Galesburg, Ill.
Road Foreman	E. J. Laurenson, Galesburg, Ill.
Road Foreman	J. R. Cannon, Centralia, Ill.
Chief Dispatcher	W. L. Logsdon, Hannibal, Mo.
Night Chief Dispatcher	W. A. Squires, Hannibal, Mo.
Night Chief Dispatcher	C. W. Shay, Hannibal, Mo.
Relief Chief Dispatcher	J. R. Brown, Hannibal, Mo.

Train Dispatchers—Hannibal, Mo.

O. Eunice	L. W. Robbins	H. M. Muldrow	D. B. Riggs
T. E. O'Brien	R. L. Worster	G. E. Klingebiel	C. R. Johnnesee
K. N. Specht	J. O. Rethorn	S. C. Ortman	J. G. Ferzely
			R. H. Miller

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 Alton by the rules of the Illinois Terminal Company.

Trains between Shattuc and East St. Louis and West Alton are governed by the rule 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 operating without cars, causing complete failure of the air brake, proceed as follows:

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

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

RULE H.

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

RULE M.

Employees 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.

Employees are prohibited from hiding 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. Employees 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.

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

Employees 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 G.

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

Employees 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.

SPECIAL INSTRUCTIONS—Continued

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.

The explosion of two torpedoes is a signal to IMMEDIATELY reduce speed and proceed at REDUCED SPEED for one and one-half 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.

Torpedoes must be placed on the rail not less than 100 feet apart, on engineman's side of track and must not be placed near depots, on public crossings, or where they may cause injury.

RULE 16. (New Paragraphs).

When so equipped, each passenger train car must be connected with the communicating signal system on the engine. If not so equipped or the system becomes inoperative, radio or hand signals will be used. Before leaving initial terminal the communicating signal system must be tested and known to be in suitable condition. Engineman failing to receive communicating signal 16(m) will immediately sound engine whistle signal 14(j) and look back for signal indicating running air brake test completed or slow track passed.

Approaching conditional or flag stops, if signal 16(d) or other instructions from conductor have not been received, engineman will be governed by hand signal from conductor. If no signal or instructions received, train will make station stop.

To operate the communicating signal on a passenger train, the discharge valve must be held open 1 second for each 6 cars in the train; the valve must remain closed 1 second between sounds for each 2 cars in the train.

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 by night 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 5-90.

The engineman of each train will give signal 14(n) not less than one mile before reaching a meeting or waiting point.

The conductor of each train equipped with communicating signal will give signal 16(1) not less than one mile before reaching a meeting or waiting point.

On trains so equipped, the conductor will use radio communication to obtain acknowledgement from engineman immediately after passing the last station preceding a meeting or waiting point.

The conductor must know that train is being handled in a manner that will insure compliance with all requirements at the meeting or waiting point, stopping the train if necessary.

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.

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. Except in CTC Territory, operator will 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.

SPECIAL INSTRUCTIONS—Continued.

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 501-L—Wayside Dwarf Signal.

Aspect —Flashing yellow.

Indication—Proceed at Reduced Speed to make any Reduced Speed movement. Trains moving on or entering upon a track signaled for that direction must proceed as prescribed by Rule 501-B.

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 535.

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

The reverse movement of a train or engine must not be made except by signal indication or as prescribed by Rule 537, without permission of train dispatcher.

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 573 (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.

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 enginemen returning, and at night a light must be placed on front end of rear portion of train.

RULE 914.

A rectangular yellow sign with diagonal black stripe displayed on the right of track indicates that the track one mile distant is safe for a speed of 10 M. P. H. unless otherwise directed by train order, timetable or bulletin.

SPECIAL INSTRUCTIONS—Concluded

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

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

On trains equipped with communicating signal system, signal will be given as prescribed by Rule 16.

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

RULE 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 1302. Cancelled.

RULE 1304. (First sentence).

After the airbrake 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 1308.

When making a terminal test of brakes on a passenger train, the trainman or carman must advise the engineman to set brakes. On a train equipped with communicating signal system, signal to release must be given as prescribed by Rule 16.

RULE 1309.

The conductor of a passenger train must know that the engineman makes a running test of the brakes after leaving initial station, after engine, engineman or conductor is changed, or after an angle cock has been turned for any reason except cutting off one or more cars from rear of train.

Trainman stationed on rear of train must note that brakes apply and release properly, then give engineman signal as prescribed by Rule 16.

If brakes fail to apply and release properly, train must be stopped, cause ascertained and remedied.

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 1314

On a passenger train at points where engineman or conductor is changed on the road, the incoming engineman must apply the brakes immediately after stopping, without waiting for a signal. Trainman must see that the brakes are applied on the rear cars, signal the engineman to release and after the brakes on the rear car are seen to be released signal will be given engineman as prescribed by Rule 16.

RULE 1345.

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

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

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

4. 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.
R. V. JABENS, Asst. to General Manager, Chicago, Ill.
I. G. TOLAND, Superintendent, Hannibal, Mo.
L. H. DYER, Terminal Superintendent, Galesburg, Ill.
T. E. HUDSON, Terminal Superintendent, Kansas City, Mo.

W. LOOS, Terminal Superintendent, St. Louis, Mo.
W. E. TRAUT, Assistant Superintendent, Centralia, Ill.
W. L. FITZGERALD, Assistant Superintendent, Brookfield, Mo.
E. R. CRAVEN, General Superintendent Transportation, Chicago, Ill.