

**Chicago, Burlington & Quincy
Railroad Company**

LINES EAST OF THE MISSOURI RIVER
AND

Wabash Railroad Company

JOINT TIME TABLE

BETWEEN WEST LIMITS OF ST. LOUIS
AVENUE INTERLOCKING
AND BIRMINGHAM

No.

13

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

SUNDAY, OCTOBER 30, 1955

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employees concerned.

THE MOVEMENT OF TRAINS AND ENGINES
WILL BE SUPERVISED BY THE C. B. & Q. R. R.

Chief Dispatcher, H. F. Clark, Hannibal, Mo.
Night Chief Dispatcher, G. F. Daume, Hannibal, Mo.

TRAIN DISPATCHERS

W. A. Squires R. L. Worster C. W. Shay R. Cluck J. O. Rethorn

1. Normal indication of train order signal must be "proceed" except when train orders are in effect for trains in that direction, when signal must be changed to stop and remain so until orders have been delivered to trains, or cleared with Clearance Form A.

2. AIR BRAKE TEST. When two or more engines are used on any train, the brakes must be operated from the leading engine; all other brake valves must be cut out. If the leading engine is detached enroute, for any reason, a test as outlined below must be made after the engine is recoupled.

The train must be recharged, then the train brakes must be applied and released; a trainman at the rear of the train will see that the brakes apply and release on the rear cars and that the brake-pipe pressure is being restored on the caboose gauge before giving a proceed signal.

In case the following engine or engines are coupled immediately behind the first engine, the engineman on the first engine must assure himself that the brake valves on the following engine or engines are properly cut out before proceeding.

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

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.

3. RESTRICTED SPEED. Proceed prepared to stop short of train, obstruction, or switch not properly lined and to look out for broken rail.

REDUCED SPEED. Proceed prepared to stop short of train, obstruction or anything that may require the speed of a train to be reduced.

Trains must run at reduced speed in passing a train receiving or discharging passengers at a station, except where proper safeguards are provided or the movement is otherwise protected, they must not pass between it and the platform at which the passengers are being received or discharged unless movement is properly protected.

Train order signal must indicate "Stop" in both directions at end of reverse movement, and Clearance Form A with copy of train order must be delivered to the train completing reverse movement, unless movement is controlled by signal indication.

A train authorized by train order to move against the current of traffic must approach all interlocking at reduced speed.

4. A train which is to take siding at a point where the switch to be used is within 300 feet in advance of an automatic block signal, may pass such signal at stop to enter siding, at restricted speed, provided the switch is set for the siding and the way is known to be clear. In such case, Rule 509 will not be effective.

Diesel and gas-electric motor trains and engines must not pass through water if the water is more than three inches above top of rail and when passing through water speed must not exceed 3 miles per hour to prevent damage to traction motors. Steam passenger trains must not pass through water if the water is more than four and one-half inches above top of rail and when passing through water speed must not exceed 3 miles per hour to prevent damage to generators.

5. DELIVERING ORDERS. Operators must deliver copy of train orders and clearance cards to flagman on passenger trains.

Enginemen handling trains approaching a train order signal at stop, must reduce speed so train order can be handed on safely by operator to train and engine crew. They must be in a position to see train order signal, and in a location to receive orders handed on by operator.

Trains must be identified at meeting or waiting points.

6. SAFETY OF TRAINS AT STATIONS.

Assist passengers, especially woman, children and infirm persons, in entering and leaving the cars, or in passing from one car to another, giving special attention to their safety. Direct them on which side to leave the train, and see that platform gates and vestibule doors are opened and closed, as convenience and safety require. Do not leave the car platforms until train has cleared the station platform. While the train is waiting at a station, remain at the car steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use step boxes where necessary.

7. PROTECTION OF TRAINS ON GRADE. When necessary to leave a train, or a portion of a train, on a grade, air brakes must be set, then hand brakes set tight and air brakes released before engine is uncoupled.

8. BLUE SIGNAL.

A blue signal, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Each class of workmen will display the blue signals and the same workmen are alone authorized to remove them. Other equipment must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

When emergency repair work is to be done under or about cars in a train and a blue signal is not available, the engineman and fireman will be notified and protection must be given those engaged in making the repairs.

Oil cars connected with a loading or unloading device must be protected with signs reading "stop" "tank car connected". The signs may be placed on ends of car or on the track and should be placed or removed by party loading or unloading.

9. BACKWARD MOVEMENT OF PASSENGER TRAINS. The conductor must control with extension hose the backward movement of loaded passenger trains at terminals and at other points where necessary.

10. WHISTLE SIGNALS. One long and one short whistle should be sounded when running against the current of traffic.

INDICATION. Approaching public crossing at grade, sound two long, one short and a long blast, the last blast of the whistle to continue until engine reaches highway crossing. Enginemen will give consideration to speed train is moving in gauging the distance from the crossing that whistle signal will be started.

11. INSPECTION OF SPECIAL EQUIPMENT. Steam shovels, snow plows, derricks, rail loaders and other special equipment must be inspected for safe side and top clearance before being moved in trains.

12. Conductors of work extras and foremen of bridge and track gangs must furnish flagmen written instructions to be handed to engineer of train flagged, detailing clearly what they are to do.

Where changes in instructions are necessary they may be written by the conductor or foreman or by the flagman under instructions of conductor or foreman.

13. When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate line up; and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified, enginemen will keep a sharp lookout for track cars and use the whistle freely.

14. Dead engines must be placed as near the forward end of trains as the service will permit. There shall not be less than 3 cars between the engine handling the train and the first dead engine, and between any 2 dead engines.

Diesel engines may be deadheaded directly behind road engines.

15. A train taking siding must head in at the first switch, except as authorized by train order.

RULES AND SPECIAL INSTRUCTIONS

Governing Movement of Trains and Engines Between Birmingham and
the West Limits of the St. Louis Avenue Interlocking.

16. SPEED RESTRICTIONS:

Passenger trains 35 miles per hour and other trains 20 miles per hour over interlocked crossings.

Enginemen handling light engines must approach all road crossings where view is obscured prepared to stop.

15 miles per hour on sidings or through crossovers at end of double track; 10 miles per hour through other turnouts, unless otherwise specified.

Engines under steam, disconnected on one side with main rod down, 25 miles per hour.

Trains handling steam derricks, pile drivers, clam shells and similar equipment: 30 miles per hour, 25 miles per hour around curves. On clam shells the boom must be taken down and handled trailing.

Trains handling scale test cars: 25 miles per hour, and car must be next ahead of waycar.

Trains handling diesel switch engine dead in train 40 miles per hour.

17. THE FOLLOWING SIGNS INDICATE:

"F"—Telephone Siding, without Opr.

"C"—Fuel;

"K"—Standard Clock; "T"—Turntable;

"W"—Water;

"O"—Track Scales; "R"—Registering station;

"Y"—Wye;

"B"—Bulletin Board or Book;

"Yd"—Yard where yard limits boards are maintained.

18. The two main tracks of the C. B. & Q. and Wabash Railroads are operated as double track between Birmingham and Ustick. Unless otherwise provided by train order, trains must keep to the right.

19. When possible to communicate with the train dispatcher, signalmen must give him advance notice of the time regular or extra trains are expected to enter either of the joint tracks at their stations. If unable to communicate with the train dispatcher they must be careful to avoid delay to fast trains, not permitting a slow train to enter on joint track when a fast train is approaching that would be delayed thereby.

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.

20. When westward freight trains are held at Birmingham or Ustick, a member of the crew must go to the tower or contact operator by telephone to ascertain cause of delay.

21. Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which movements are governed by signal indication, except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

22. The following signals will be displayed one on each side of the rear of every train, as markers, to indicate the rear of the train: by day, green flags, metal discs or marker lamps (not lighted): By night, green lights to the front and side and red lights to the rear; except when the train is clear of the main track, when green lights must be displayed to the front, side and rear, and except when a train is turned out against the current of traffic, when green lights must be displayed to the front and side, a green light to the rear on the side next to the main track on which the current of traffic is in the direction the train is moving, and a red light to the rear on the opposite side.

23. On the time table "s" indicates regular stop, "f" indicates flag stop.

On double track freight trains, whether scheduled or extra, will possess equal right to the track.

The right of any train to proceed will be governed by the indication of the signal, extra trains will not require running orders.

A clear signal will give to any train the right to proceed in advance of first class trains without train orders.

A signal imperfectly displayed or the absence of a signal at a place where a signal is usually shown must be regarded as the most restrictive indication that can be given by that signal except when the day indication of a semaphore signal, other than a train order signal, can be plainly seen it will govern.

All members of train or engine crews must, when practicable, communicate to each other by its name the indication of all signals affecting the movement of their train.

24. When a train is moving under circumstances in which it may be overtaken by another train, the flagman must drop lighted fuses at proper intervals and take such other action as may be necessary to insure full protection.

When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and, when necessary, in addition, displaying lighted fuses. When recalled and the safety of the train will permit, he may return, leaving the torpedoes and when conditions require, a lighted fuse.

When a train stops under circumstances in which it may be overtaken by another train, the engineman will immediately signal the flagman to protect the rear. When ready to proceed he will recall the flagman.

The front of the train must be protected in the same way when necessary by the forward trainman or in his absence by the fireman.

Conductors and enginemen are responsible for the protection of their trains.

FLAGMAN'S SIGNALS:

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

Night Signals—A red light, torpedoes and red fuses.

Flagmen must ride the rear end of the rear car of all trains including switch transfer trains between Ustick and Union Station, Kansas City.

When a train is disabled or stopped suddenly by an emergency application of the air brakes or other causes adjacent tracks as well as tracks of other railroads that are liable to be obstructed must at once be protected until it is ascertained they are safe and clear for the movement of trains.

25. The explosion of two torpedoes is a signal to proceed at reduced speed for one mile and look out for a train ahead or obstruction. The explosion of one torpedo will indicate the same as two, but the use of two is required.

A train or engine finding a fusee burning red on or near its tracks, must stop. Fusee must be extinguished, and train may then proceed at reduced speed for one mile prepared to stop short of a train or obstruction except when fusee is found between main tracks, trains or engines must stop then proceed at reduced speed without extinguishing the fusee.

Fusees must not be placed on or near bridges, depot platforms, end of cars or where fire may be communicated from them.

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

An octagonal yellow sign with horizontal black stripe displayed on the right of the track will indicate the beginning of slow track.

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 trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

26. Conductors are responsible for the position of switches used by them and members of their crews, except where switchtenders are stationed, or operators are authorized to handle switches. Switches must be properly lined after having been used.

A switch must not be left open for another train or engine unless in charge of a member of such train or engine crew.

Employes lining switches must see that points fit properly.

When practicable, the engineman and fireman must see that switches near the engine are properly lined.

A train or engine must not foul a main track until switches connected with the movement are properly lined, or in case of spring switches the normal route is seen to be clear.

RULES AND SPECIAL INSTRUCTIONS—Concluded

When waiting to cross from one main track to another and during the approach or passage of a train or engine on tracks involved, all switches connected with the movement must be secured in the normal position. Switches must not be restored to normal position until movement is completed or clear of the main track involved.

Where trains or engines are required to be reported clear of main track such report must not be made until switch has been secured in its normal position.

Derails must be left in derailing position; where equipped with locks they must be locked.

NOTE TO RULE 26. Rule 26 applies only to hand operated switches.

When spring or remotely controlled switches are operated by hand, they are hand operated switches, and Rule 26 applies.

Responsibility as set out for conductors in Rule 26 applies also to yard engine foremen, pilots and enginemen in charge of light engines, and to hostlers in connection with any movements involving the use of switches.

When trains are standing on siding, at the end of two or more tracks or at junctions, for expected trains, switches must be set for main track and locked. Employes will stand not less than 20 feet from switch stand and on opposite side of track when practicable while opposing train is passing.

Employes attending switches will see that points fit properly.

An employe alighting from the rear of a moving train to handle a facing point switch must when practicable get off rear end of rear car and on side of train opposite switch stand when safety will permit.

Trainmen should get off the rear end of rear car when practicable if the train is moving.

27. The engine bell must be rung when the engine is about to move, also on approaching public road crossings at grade, and until it is passed; and the whistle must be sounded approaching public crossings at grade, last blast prolonged until crossing is reached.

Where view is obscured or passing around curves whistle must be sounded between hours of 6:30 a.m. and 6:30 p.m.

28. While crossing any bridge or trestle, engine dampers must be kept closed and grates must not be shaken.

Some overhead bridges will not clear a man standing on top of cars; coal chutes, water cranes, freight houses and stock yard platforms, and other structures will not clear a man on side-ladder of cars. Employes will be governed accordingly and must not stand on high cars while moving under bridges, nor on side-ladder of cars when passing structures mentioned.

29. Positive manual block must be maintained between trains moving against the current of traffic.

(a). Operators must not permit trains to run against the current of traffic unless they have been authorized by train order to do so.

(b). Operators having been authorized to permit trains to run against the current of traffic must obtain control of the block on that track before permitting such trains to enter the block.

30. If necessary to stop a train for which a clear signal has been given and accepted, the signalman must give hand signals in addition to displaying the stop signal.

31. Hand signals must not be used when the proper indication can be displayed by the interlocking signal.

When the proper indication cannot be displayed hand signals may be used.

Before a train or engine is moved through an interlocking on hand signals, the operator must examine the switches, movable points, frogs and derails and make sure the route is properly lined. He must also position the levers and buttons for that route and a member of the train or engine crew must be fully informed of the situation before giving the prescribed hand signal.

When hand signals are used, the train or engine must first be required to stop at the home signal. Operator will then give hand signals, using a yellow flag by day and a yellow light by night from center of track on which train or engine movement is to be made. When more than one train or engine is in sight, hand signals must be given from a point not to exceed 100 feet in advance of the engine.

When interlocking signals operated by remote control are in Stop position a member of the train or engine crew will promptly communicate with operator and when so instructed may proceed by Stop signal, examining switches and derails in route designated, assuring themselves they are in proper position.

When interlocking signal governs the block beyond interlocking limits, Rule 509 must be observed.

32. If a stop-signal is disregarded, the fact, with the number of train must be reported to the next block station in advance, and then to the Superintendent C. B. & Q.

33. When it is necessary for a train to cross over, the conductor, before crossing or returning, must notify the operator and obtain permission to do so.

In making cross-over and return movements which have been authorized by operator, trainmen must protect their trains as provided in Rule 24.

34. Conductors must leave written notice with operator at Block 222 showing train and engine number, name of conductor and engineman and number of loads, empties and tonnage in train, also advance information must be furnished dispatcher or any work to be done enroute.

35. All trains must run carefully during and after a heavy storm, particularly where the track is liable to be affected.

When fogs, storms or other conditions obstruct the track, or signals, speed of trains must be reduced to permit strict observance of signals and insure absolute safety, regardless of time.

Conductors must report by wire, storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

36. In case of train accident or personal injury occurring between Birmingham and Kansas City, conductors will fill out Form 2675, a supply of which can be obtained from any station in that territory, and file for transmission to Superintendent C. B. & Q. from first open office.

37. Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher C. B. & Q.

38. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

39. Engines and cars must be moved on yard tracks only as such tracks are seen or known to be clear.

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

Trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

40. When a train takes siding it must not again occupy the main track without permission of the operator.

41. Claycomo Spur track switch 3600 feet east of Birmingham station is equipped with electric lock. Authority to use switch must be secured from Operator Birmingham.

Movements on spur must be made as prescribed by Rule 39 at not to exceed 10 M.P.H.

504. Block Signals — Westward Track			
Indication	Color		Position of Semaphore Arms
	Color Light	Semaphore	
Stop; Then Proceed	Red	Red over Yellow	Horizontal
Proceed at restricted speed	Yellow	Green over Yellow	Top Arm Diagonal downward Lower Arm Horizontal
Proceed	Green	Green over Green	Diagonal downward

Block Signals — Eastward Track		
Indication	Color	Position of Semaphore Arm
Stop; Then Proceed	Red	Horizontal
Proceed at restricted speed	Yellow	Diagonal upward
Proceed	Green	Vertical upward

505. Block signals for a track apply only to trains moving with the current of traffic on that track.

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

When a signal does not clear, and it is possible to communicate with train dispatcher, and it is possible for an opposing train to be in the block, the following order may be issued: "Proceed complying with Rule 509."

When it is known positively by train dispatcher there is no opposing train in the block, Clearance Form F may be issued by train dispatcher authorizing train to proceed as prescribed by Rule 509A.

When a work extra is in the block Clearance Form F may be issued by train dispatcher authorizing train to proceed as prescribed by Rule 509A.

Clearance Form F.
Proceed per Rule 509A 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.

509A. When a train is stopped by a Stop-and-proceed indication, it may proceed at once at Restricted Speed, not exceeding 15 M.P.H., expecting to find a train in the block, broken rail, obstruction or switch not properly lined.

509C. 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.

510. When a train is stopped by a block signal which is evidently out of order, and not so indicated, the fact must be reported to the Superintendent C. B. & Q.

511. Both switches of a crossover must be open before a train starts to make a cross over movement, and the movement must be completed before either switch is restored to normal position.

534. A train, or engine, or cars on sidings or other tracks must stand clear of insulated joints placed in the track at the clearance point.

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

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

906. When practicable operators will be on the station platform while a passenger or freight train is passing. The rear brakeman or flagman passing through stations should be where signals can be exchanged either with operator or with trainmen of trains standing on sidings at stations. The following code of signals will be used.

Observe the equipment particularly running gear, and if anything dragging or other defects noticed likely to create a dangerous condition give "Stop" signal. If impossible to communicate "Stop" signal to trainmen, operators will report by wire to the train dispatcher.

HOT JOURNALS.
By Day—Hold nose with first finger and thumb of right hand and point down towards trucks with left hand.
By Night—Stop signal.

BRAKES STICKING. By Day—Shove hand in sliding movement out from body.
By Night—Stop signal.

ALL CLEAR. By Day—Raise hand and hold it stationary.
By Night—Quick sharp "all right" signal.

E. L. POTARF,
General Manager, C. B. & Q. R. R., Chicago, Ill.

W. R. EBLE,
Asst. General Manager, C. B. & Q. R. R., Chicago, Ill.

J. C. STARBUCK,
General Supt., C. B. & Q. R. R., Burlington, Iowa.

W. B. SIMMONS,
General Supt., Transportation, C. B. & Q. R. R., Chicago, Ill.

H. A. BENEDETTO,
Superintendent, C. B. & Q. R. R., Hannibal, Mo.

J. A. LLOYD,
Asst. Superintendent, C. B. & Q. R. R., Brookfield, Mo.

R. G. JOHNSON,
Supt. Terminals, C. B. & Q. R. R., Kansas City, Mo.

C. A. JOHNSTON,
Vice-Pres. & General Manager, Wabash R. R., St. Louis, Mo.

J. F. NELLIS,
Asst. General Manager, Wabash R. R., St. Louis, Mo.

L. A. HIGH,
Supt. Transportation, Wabash R. R., St. Louis, Mo.

H. N. BURTON,
Superintendent, Wabash R. R., Kansas City, Mo.