Chicago, Burlington & Quincy Railway Company

LINES EAST OF THE MISSOURI RIVER

AND

Wabash Railroad Company

JOINT TIME TABLE

BETWEEN KANSAS CITY AND BIRMINGHAM

No. 6

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

SUNDAY, SEPTEMBER 12, 1943

DESTROY ALL TIME TABLES OF PREVIOUS DATE

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

JOINT TIME TABLE No. 6.

Birmingham to Kansas City—Westward

EFFECTIVE SEPTEMBER 12, 1943.

FIRST CLASS															SECOND CLASS																	
					Daily C.I.R.&P. Passenger	Daily Wabash Passenger	Daily C.R.I.&P. Passenger	Daily C.B.&Q. Passenger	Daily Wabash Passenger	Daily C.R.I.&P. Passenger	Daily C.R.I.&P. Passenger	Daily C.R.I.&P. Passenger	Daily C.B.& Q. Passenger	Daily Wabash Passenger	Daily C.R.I.&P. Passenger	Distance from Kansas City	STATIONS	Office Open	Daily Wabash Freight	Daily Wabash Freight	Daily C.R.I.&P. Freight	Daily C.R.I.&P. Freight	Daily C.B.& Q. Freight	Monday Wednesday Friday Wabash Local Freight	Daily Wabash Freight	Daily C.B.& Q. Freight	Daily C.R.I.&P. Freight	Daily C.R.I.&P. Freight						
					211	109	207	3	103	217	243	203	55	117	215				189	197	715	791	67	175	191	75	793	711						
					P.M. L10.15	P.M. L 9.06	P.M. L 8.47	P.M. L 7.10	P.M. L 4.06	P.M. L12.52	A.M. L 8.55	A.M. L 7.45	A.M. L 7.08	A.M. L 6.50	A.M. L 6.35	12.0	BIRMINGHAM	Continuous.	A.M. L12.18	A.M. L 4.30	A.M. L 6.00	A.M. L 8.30	A.M. L 9.15	P.M. L 1.10	P.M. L 6.03	P.M. L 8.15	P.M. L 8.45	P.M. L 9.15						
								f 7.16								2.6 / 9.4	RANDOLPH	No Office.						f										
																2.9 / 6.5	BLOCK 222	Continuous.	A12.55 A.M.	A 5.15 A.M.				A 2.10 P.M.	A 7.00 P.M.									
								f 7.23								1.2 / 5.3	NORTH KANSAS CITY	No Office.																
																0.6 / 4.7	BLOCK 223	No Office.					A 9.25 A.M.			A 8.30 P.M.						
																0.9 / 3.8	USTICK	Continuous.																
																0.8 / 3.0	BROADWAY TOWER	Continuous.																
					10.35	9.24	9.00	7.32	4.19	1.12	9.15	8.06	7.30	7.10	6.55	0.5 / 2.5	ST. LOUIS AVE	Continuous.			A 6.30 A.M.	A 9.00 A.M.						A 9.15 P.M.	A 9.45 P.M.						

Trains between St. Louis Avenue and Kansas City Union Station are governed by rules of the Kansas City Terminal Railway Co.

					A11.00 P.M.	A 9.40 P.M.	A 9.15 P.M.	A 7.45 P.M.	A 4.40 P.M.	A 1.45 P.M.	A 9.40 A.M.	A 8.30 A.M.	A 7.45 A.M.	A 7.30 A.M.	A 7.20 A.M.	2.5	K. C. UNION STATION	Continuous.																	
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Monday Wednesday Friday	Daily	Daily	Daily	Daily						

Kansas City to Birmingham—Eastward

FIRST CLASS															CAPACITY			SECOND CLASS															
					Daily Wabash Passenger	Daily C.R.I.&P. Passenger	Daily C.R.I.&P. Passenger	Daily C.B.& Q. Passenger	Daily C.R.I.&P. Passenger	Daily C.R.I.&P. Passenger	Daily Wabash Passenger	Daily C.R.I.&P. Passenger	Daily C.B.&Q. Passenger	Daily C.R.I.&P Passenger	Daily Wabash Passenger	STATIONS	Sidings	Other Tracks	Daily C.B.& Q. Freight	Daily Wabash Freight	Daily C.R.I.&P. Freight	Daily C.R.I.&P. Freight	Tuesday Thursday Saturday Wabash Local Freight	Daily Wabash Freight	Daily C.B.& Q. Freight	Daily C.R.I.&P. Freight	Daily Wabash Freight	Daily C.R.I.&P. Freight						
					118	216	204	56	244	218	112	208	4	212	102				74	190	798	714	174	182	70	796	198	712						
					A.M. A12.18	P.M. A11.50	P.M. A11.40	P.M. A 8.20	P.M. A 8.10	P.M. A 8.05	P.M. A 4.55	A.M. A11.14	A.M. A11.05	A.M. A 9.07	A.M. A 9.05	BIRMINGHAM	65		A.M. A 2.35	A.M. A 2.40	A.M. A 3.00	A.M. A 3.15	A.M. A 7.30	P.M. A 4.20	P.M. A 6.25	P.M. A 6.45	P.M. A 9.20	P.M. A10.00						
													f11.01			2.6 RANDOLPH	E106	Yard					f										
																2.9 BLOCK 222				L 2.00 A.M.			L 7.15 A.M.	L 4.05 P.M.			L 8.20 P.M.						
													s10.57			1.2 NORTH KANSAS CITY		Yard															
																0.6 BLOCK 223			L 2.00 A.M.						L 6.00 P.M.								
																0.9 USTICK		Yard															
													f			0.8 BROADWAY TOWER																	
					12.03 A.M.	11.36	11.26	8.06	7.56	7.50	4.41	11.01	10.51	8.53	8.51	0.5 ST. LOUIS AVE		Yard			L 2.40 A.M.	L 2.50 A.M.				L 6.30 P.M.			L 9.40 P.M.						

Trains between Kansas City Union Station and St. Louis Avenue are governed by rules of the Kansas City Terminal Railway Co.

					L11.55 P.M.	L11.30 P.M.	L11.20 P.M.	L 8.00 P.M.	L 7.50 P.M.	L 7.45 P.M.	L 4.35 P.M.	L10.55 A.M.	L10.45 A.M.	L 8.47 A.M.	L 8.45 A.M.	2.5	K. C. UNION STATION																		
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily						

No train order signal at Kansas City Union Station. Conductors and Enginemen of passenger trains must have Clearance Form A.

Automatic Block System in effect between Birmingham and Ustick Interlocking.

Interlocking System in effect between Ustick and St. Louis Ave., trains will be governed by signal indication.

Signals governing interlocking plant Broadway Tower also govern draw span Missouri River bridge.

Drawbridge C-224.89 over Missouri River at Kansas City, Mo., interlocked.

Standard clocks located in Wabash Yard office North Kansas City, C. B. & Q. yard office Murray, C. R. I. & P. yard office Armourdale yard, and Kansas City Union Station.

No. 174 and No. 175 carry passengers.

No. 117 will stop at North Kansas City to discharge revenue passengers from St. Louis.

No. 55 will stop at North Kansas City to discharge passengers.

Speed Restrictions.

Conductors must see that their trains are protected. Trains between Ustick and St. Louis Ave. must move at restricted speed.

Maximum Speed: Passenger 60 miles an hour, freight 45 miles an hour, freight handled by M-4-A, O-5-A, S-4, or S-4-A engines 50 miles an hour, light engines 30 miles an hour.

Passenger trains and passenger motor cars 40 miles an hour, (except eastward Wabash passenger trains only, operating on eastward main track are authorized to run not to exceed 45 miles an hour) and freight trains 30 miles an hour except M-4-A, O-5-A, S-4 and S-4-A engines on freight trains 35 miles an hour on curves between Birmingham and North Kansas City.

8 miles an hour through crossover St. Louis Ave. Tower to Kansas City Terminal connection, 8 miles an hour St. Louis Ave. to east end Missouri River bridge.

Between Ustick and east end Missouri River bridge, 15 miles an hour.

Switch engines between Birmingham and Ustick, 20 miles an hour.

Engines running backward must not exceed 20 miles an hour.

SPECIAL INSTRUCTIONS

Chief Dispatcher, R. L. Huffman, Brookfield, Mo.
2nd Assistant Chief Dispatcher, A. G. Squires, Brookfield, Mo.
3rd Assistant Chief Dispatcher, H. M. Muldrow, Brookfield, Mo.

TRAIN DISPATCHERS

A. G. Rogers W. A. Daume C. H. Shoup W. T. O'Brien,

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 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.

3. RESTRICTED 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 restricted 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 restricted 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.

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. ADVANCING TRAINS. When a train Dispatcher desires to advance a train from a station where, by the rule, it should enter the siding before passing a train order office, he may instruct the operator to use a yellow signal, or clear the calling-on signal. The engineman may then continue to move his train on the main track to the signal at restricted speed, and there be governed by train orders that are addressed to his train.

7. SAFETY OF TRAINS AT TERMINALS. At terminal station the conductor will be responsible for the safety of his train, while on the main track, until relieved.

Within yard limits, the main track may be used clearing first-class trains as prescribed by the rules.

Second and inferior class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

Trains carrying passengers or handling occupied company service cars or carrying caretakers, must be protected as prescribed by Rule 29.

8. 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.

9. PROTECTION OF OIL CARS. 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.

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.

10. 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.

11. WHISTLE SIGNALS. When running against the current of traffic. (1) Approaching stations, curves or other points where view may be obscured. (2) Approaching passenger or freight trains, and when passing freight trains. (3) Preceding flagman's recall whistle, one long and one short whistle should be sounded.

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.

12. 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.

13. 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.

14. (D) Except where trains move on signal indication a train must not leave its initial station on any division or sub-division, until it has been ascertained whether all superior trains due have left.

15. 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 two dead engines.

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

17. SPEED RESTRICTIONS:

When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

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

Enginemen handling light engines must approach all hazardous roadcrossings where view is obscured prepared to stop.

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

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

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

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

Trains handling Diesel switch engine dead in train 40 miles an hour.

18. 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;
"Y"—Yard where yard limits boards are maintained.

19. Missouri River Bridge, Kansas City. Signals governing interlocking plant Broadway Tower also govern draw span Missouri River bridge. When these signals indicate proceed, trains may proceed without stopping for the draw span.

20. The tracks of the Chicago, Burlington and Quincy Railroad and the Wabash Railroad are operated as double track between Birmingham and Ustick. Trains will keep to right; eastward trains using the Wabash track and westward trains the C. B. & Q. track.

21. Movements against current of traffic must be authorized by train order.

22. 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.

23. When westward freight trains are held at Birmingham or Ustick, the conductor must go in person or send his brakeman to the tower and ascertain cause of delay and must remain in tower until proper signal can be given for train to proceed.

24. No westward train will be allowed to slack on Ustick hill. When a train is stalled it must immediately back down to clear Junction Switch at Ustick, unless closely followed by a train that will push it up the hill.

25 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.

26. The following signals will be displayed one on each side of the rear of ...y train, as markers, to indicate the rear of the train: by day, green flags, ...al 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 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.

27. The end of the double track at Birmingham and the crossing of C. M. St. P. & P and C. B. & Q. tracks at Birmingham are controlled by interlocking signals.

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

28. 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 train order signal, extra trains will move without train orders.

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

When stopped by a train order signal at a station where sidings are located, on or near the time of a passenger train, other trains will clear the main track, unless otherwise directed by the signalman. Conductors will advise signalmen when clear of main track.

29. 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 fusees.

When recalled and safety to the train will permit, he may return. When the conditions require he will leave the torpedoes and a lighted fusee.

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

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night, or by day when the view is obscured, lighted ...ees must be thrown off at proper intervals.

When day signals can not be plainly seen, owing to weather or other conditions, night signals must also be used.

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

FLAGMAN'S SIGNALS:

Day Signals—A red flag. Night Signals—A red light.
Torpedoes and Fusees A White light.
Torpedoes and Fusees

The white lantern may be white electric lantern; the red lantern must be oil burning.

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

If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions.

The detached portion must not be moved or passed until the front portion comes back, except under full protection.

The engineman and trainmen of the front portion must give the train-parted signal to trains on an adjacent track. A train receiving this signal or being otherwise notified that a train on an adjacent track has parted, must immediately reduce speed and proceed at restricted speed until the separated train is passed.

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 to the movement of trains.

30. The explosion of two torpedoes is a signal to reduce speed 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 finding a fusee burning on or near its track must stop and extinguish the fusee, and then proceed at restricted speed prepared to stop short of a train or obstruction.

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

A yellow flag by day and a yellow light by night on the right of the track indicates that the track one mile distant is safe for a speed of but 10 miles an hour, unless otherwise directed by train order.

A green flag by day and a green light by night on the right of the track signifies that the slow track has been passed, and the usual speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear end.

31. When trains are standing on siding, at the end of double track or at junction points, for expected trains to pass, switches must be left set and locked for main track. Employees will stand not less than 20 feet from switch stand and on opposite side of track when practicable while opposing train is passing. Employees attending switches will see that points fit properly.

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

32. The engine bell must be rung when the engine is about to move, also on approaching every public road crossing at grade, and until it is passed; and the whistle must be sounded at all whistling posts.

Road crossing whistle must be sounded before passing around curves where the view is obscured between the hours of 6:30 a. m. and 6:30 p. m.

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

34. All westward freight trains or engines desiring to cross over at Block 223 must secure permission to do so from Ustick. After heading in on siding, or crossing over at Block 223 they must report themselves into clear to Ustick.

Eastward freight trains or engines that may be headed in on C. B. & Q. siding at Ustick, to pick up cars or for any other reason, will, before heading out or crossing over at Block 223, secure permission to cross over from Ustick, and report to Ustick when train is clear of crossover.

Eastward freight trains or engines that may be headed in on Wabash track at Ustick will, before heading out on Main Track at Block 223, secure permission from signalman by phone.

SPECIAL INSTRUCTIONS—Concluded

35. 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. Employees 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.

36. Following rule is for absolute block for following and opposing movements on the same track when trains are running against the current of traffic.

To admit a train to a block the signalman must give "D. S. (train number)" to the block station in advance; the signalman receiving this signal, must, if the block is clear, display the stop signal to opposing trains, and reply "S. D. (train number)," If the block is not clear he must reply "B O (train number)." The signalman at the entrance of the block must then display the proper signal indication to the train to be admitted.

When a train enters a block the signalman must give "T E B (train number)" to the block station in advance, and when the train has passed the home block signal, and he has seen the markers, he must display the stop signal.

When a train has passed the home block signal the signalman will give "B C (train number)" to the block station in the rear.

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

(b). Signalmen 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.

37. 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.

38. Signalmen must have the proper appliances for hand signaling ready for immediate use. Hand signals must not be used when the proper indication can be given by the fixed signals.

When necessary to move trains through an interlocking plant against fixed signals or in the absence of same, a signal must be given with a yellow flag by day and a yellow light by night by signal man on ground:

Train MUST STOP at location of home signal before accepting this signal.

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.

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

When a train is moved through an interlocking plant on hand signals, the Signalman shall examine the switches and derails and make sure that the route is properly set. He shall also raise the latch of the signal lever which governs that route before giving the prescribed hand signal.

Trains or engines must not pass an interlocking Stop-signal without receiving a Clearance Form B or hand signals. Enginemen and trainmen must not proceed on hand signals until they are fully informed of the situation; the movement must then be made at restricted speed.

NOTE.—Hand signaling includes the use of lamp, flag, torpedo and fusee signals.

39. 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. R. R.

40. Block stations must not be closed except upon authority of the Superintendent C. B. & Q. R. R.

Train order office must not be considered as closed, except as provided on time table, or by special instructions.

41. At stations where sidings are located the train order signal may be passed when stop is displayed when necessary to take siding, or for convenience in doing station work; but the proper clearance must be obtained before trains can proceed from the station.

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

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

In making cross-over and return movements which have been authorized by signalman, trainmen must protect their trains as provided in Rule 29.

43. Conductors must leave written notice with signalman 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 of any work to be done enroute.

44. A train having work to do must obtain permission from the signalman at the last station at which there is a siding before entering the block in which work is to be done. The signalman must obtain authority to give this permission from the train dispatcher.

45. 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.

46. 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 of C. B. & Q. from first open office.

47. 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.

48 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.

49. Uuder rule 908, trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.|

50. Automatic block signals are installed on both the eastward and westward tracks of the double track between Birmingham and Ustick.

The westward signals are C. B. & Q. standard two-position lower quadrant 60° type. Each home signal is provided with a distant signal placed approximately half a mile from home signal.

The eastward signals are Wabash standard three-position upper quadrant type.

The governing arm of a semaphore is displayed to the right of the signal mast as seen from an approaching train.

504. Home block signals westward track.
Red—Horizontal. Stop. Green—Diagonal. Proceed.
Distant block signals, westward track.
Yellow—Horizontal. Proceed at restricted speed.
Green—Diagonal. Proceed.
Home block signals, eastward track.
Red—Horizontal. Stop. Yellow—Oblique or 45° upward.
Proceed at restricted speed.
Green—Vertical upward. Proceed.

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

506. Lights must be used upon all block signals from sunset to sunrise, and whenever the signal indications cannot be clearly seen without them.

508. 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-signal it must stay until authorized to proceed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying a proceed indication.

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

When it is known to the dispatcher positively there is no opposing train between the two communicating points order can be issued "Proceed, complying with Rule 509-A or 509-B."

In case a work train is in the block order may be issued "No opposing train in the block except work extra——. Proceed complying with Rule 509-A or B."

Trains moving as per Rule 509-A or 509-B must not exceed ten miles an hour.

When a train is stopped by a Stop and Proceed-signal it may proceed—

(A) On single track, at once at restricted speed, expecting to find a train in the block, broken rail, obstruction or switch not properly lined.

(B) On two or more tracks at once at restricted speed, expecting to find a train in the block, broken rail, obstruction or switch not properly lined.

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.

511. Both switches of a cross over 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.

512. Where switch indicators are used, the indications displayed do not relieve enginemen and trainmen from protecting their train as required by the rules.

Trainmen must be careful to set trains or cars on sidings beyond the clearing point or insulated joints which are placed in the track at the fouling points.

After using switch, trainmen must see that the point rail is closed against the stock rail.

EASTWARD trains approaching Ustick will whistle for track desired as follows:

Wabash main track—One long— Wabash siding —Two long—
C. B. & Q. siding—One long, one short and one long—

WESTWARD

One long whistle for any westward train wishing to go to Kansas City from Ustick on any track.

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.

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By Day—Hold nose with first finger and thumb of right hand and point down towards trucks with left hand.

By Night—Stop signal followed by lamp swinging in small vertical circle.

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

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

J. H. AYDELOTT,
General Manager, C. B. & Q. R. R., Chicago, Ill.

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

F. E. SPERRY,
General Supt., Transportation, C. B. & Q. R. R., Chicago, Ill.

H. E. HINSHAW,
Superintendent C. B. & Q. R. R., Hannibal, Mo.

R. L. SIMS,
Asst. Superintendent C. B. & Q. R. R., Brookfield, Mo.

H. W. MAXWELL,
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