

Carl A. Reis, President

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

L. M. Thompson (DDS)	Bloomington, Ill.
R. G. Price	Bloomington, Ill.
G. Schultz (Orthopedie)	Bloomington, Ill.
Gailey Eye Clinic	Bloomington, Ill.
R. E. Knight (ENT)	Bloomington, Ill.
P. B. Holwick (Derm.)	Bloomington, Ill.
A. F. Cunningham	Normal, Ill.
D. L. Doud	Normal, Ill.
J. R. Doud	Normal, Ill.
L. Lainvee	Minier, Ill.
H. W. Maxfield	Mason City, Ill.
Jack Means	Mason City, Ill.
Ellsworth Black	Jacksonville, Ill.
W. L. Frank (EENT)	Jacksonville, Ill.
W. L. Frank, Jr. (EENT)	Jacksonville, Ill.
A. G. Schultz (Oculist)	Jacksonville, Ill.
W. R. Dunseth	Jacksonville, Ill.
T. L. Wilson	Jacksonville, Ill.
Nathaniel Bucklin	Roodhouse, Ill.
Ludwig Dech	Roodhouse, Ill.
R. W. Piper	White Hall, Ill.
Abbas Assar	White Hall, Ill.
A. D. Wilson	Carrollton, Ill.
F. Gorecki	Jerseyville, Ill.
W. J. Martin	Louisiana, Mo.
Anthony Ziegler	Vandalia, Mo.
G. S. Russell	Columbia, Mo.
T. L. Dwyer	Mexico, Mo.
E. S. Wallace (EENT)	Mexico, Mo.
H. D. Lankford	Mexico, Mo.
Geo Woods	Fulton, Mo.
T. M. Turner	Centralia, Mo.
L. LaChance	Centralia, Mo.
J. E. Hombs	Glasgow, Mo.
W. G. Marshall	Glasgow, Mo.
C. A. McBurney	Slater, Mo.
N. Suarez	Slater, Mo.
G. P. Wymore (DDS)	Slater, Mo.
J. R. Lawrence	Marshall, Mo.
M. E. Roehrs	Marshall, Mo.
J. A. Reid	Marshall, Mo.
B. F. Knipschild	Marshall, Mo.
R. W. Blalock	Marshall, Mo.
R. C. Raynor	Marshall, Mo.
W. A. Koppenbrink	Higginsville, Mo.
W. Boydston	Odessa, Mo.
J. W. Williams	Oak Grove, Mo.
J. R. Green	Independence, Mo.
V. E. Link	Independence, Mo.
C. F. Grabske	Independence, Mo.
D. A. Potts	Independence, Mo.
D. W. Chapman	Independence, Mo.
R. H. Hodge	N. Kansas City, Mo.
J. R. Cobb	Kansas City, Mo.
M. A. Cline	Kansas City, Mo.
Thurman Wilson	Kansas City, Mo.
T. M. Johnson (Surg. in-Charge)	Kansas City, Mo.
H. M. Parker (Physn. in-Charge)	Kansas City, Mo.

HOSPITALS

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

LOCATION OF WATCH INSPECTORS

Sorg's Jewelry	Bloomington, Ill.
Zerweck Jewelry	E. St. Louis, Ill.
Frank H. Hopkins	Roodhouse, Ill.
Pilcher Jewelry	Mexico, Mo.
Superintendent's Office	Slater, Mo.
J. H. Mace, Union Station	Kansas City, Mo.
L. A. Drenon	Independence, Mo.

Gulf, Mobile and Ohio R. R.

WESTERN DIVISION

TIME TABLE No. 8

Taking Effect 12:01 A.M.

SUNDAY, MAY 14, 1972

Superseding Time Table No. 7

Dated Sunday, October 20, 1963

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

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

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

DESTROY ALL TIME TABLES OF PREVIOUS DATE

B. V. BODIE, Exec. Vice Pres. & Gen. Mgr.

W. S. PIPAS, General Superintendent

D. A. CURRIE, Gen. Supt. of Transportation

S. R. MILLS, Assistant Superintendent

H. R. STOCKUM, Superintendent

J. L. WILLETT, Rules Examiner

WESTWARD

EASTWARD

THIRD CLASS					SECOND CLASS					Miles from Chicago		Sub-Division No. 2 TIME TABLE No. 8 May 14, 1972					Station Numbers	Passing Sidings Cap. 50 ft. Cars	SECOND CLASS					THIRD CLASS
73	65	93	63	97	64	92	60	94	74															
Tues. Thur. Sat. AM	BN Daily AM	Daily AM	BN Daily AM	Daily PM	BN Daily AM	Daily PM	BN Daily AM	Daily AM	Mon. Wed. Fri. PM															
L 6.00		L 10.00		L 9.00	237.2	DN		ROODHOUSE W.F.T.Y.S.	7237	Yard		A 4.15		A 4.30	A 1.35									
								1.5 BN CROSSING.....X																
6.10		10.11		9.10	242.7	TB		4.0 DRAKE	7243	29		3.56		4.09	1.05									
6.18		10.18		9.16	246.6	TB		3.9 HILLVIEW	7247	90		3.50		3.59	12.45									
6.33		10.28		9.26	251.2	TB		4.6 PEARL	7251	48		3.40		3.48	12.16									
6.53		10.48		9.45	260.9	TB		9.7 NEBO	7261	100		3.19		3.26	11.45									
7.05		10.57		9.53	265.6	D		4.7 PLEASANT HILL	7266	46		3.11		3.18	11.35									
7.18		11.10		10.05	273.8	TB		8.2 QUINCY JUNCTION	7274	49		2.58		3.05	11.20									
7.50		11.16		10.10	275.1	DN BN		1.3 LOUISIANA.....X.Y.	7275	75		2.51		2.58	11.16									
8.12		11.33		10.25	282.3	TB		7.2 VERA	7282	110		2.36		2.39	10.22									
8.35		11.48		10.40	286.8	D		4.5 BOWLING GREEN	7287	172		2.25		2.28	10.10									
9.00		12.01		10.53	293.9	TB		7.1 CURRYVILLE	7294	49		2.12		2.13	9.56									
9.40		12.18		11.05	302.3	D		8.4 VANDALIA	7302	140		1.55		1.55	9.40									
9.55		12.28		11.13	307.6	D		5.3 FARBER	7308	49		1.41		1.46	9.26									
10.22		12.40		11.20	311.8	D		4.2 LADDONIA	7312	114		1.33		1.39	9.18									
10.30		12.52		11.28	316.7	TB		4.9 RUSH HILL	7317	55		1.24		1.31	9.05									
10.38		1.02		11.37	322.8	TB		6.1 ARTHUR	7323	63		1.10		1.22	8.55									
10.41	L 12.45	1.06	L 10.10	11.39	324.0	TB		1.2 FRANCIS	7324		A 11.59	1.06	A 12.45	1.20	8.53									
10.50	12.50	1.15	10.15	11.43	325.8	DN		1.8 MEXICO...W.F.S.Y.	7326	Yard	11.51	12.57	12.40	1.17	8.50									
10.55	1.13	1.19	10.20	11.47	327.2	TB		1.4 WEST SIDING	7327	129	11.46	12.52	12.35	1.13	8.32									
11.02	1.26	1.26	10.27	11.54	331.4	TB		4.2 THOMPSON	7331	51	11.39	12.44	12.25	1.06	8.23									
11.23	1.40	1.40	10.41	12.08	340.0	D		8.6 CENTRALIA	7340	113	11.23	12.29	12.08	12.53	8.05									
12.10	1.59	1.59	11.02	12.34	352.0	TB	N&W	12.0 CLARK.....X	7352	119	11.02	12.10	11.47	12.34	7.35									
12.30	2.15	2.15	11.23	12.55	361.5	TB	MK&T	9.5 HIGBEE.....X	7361	29	10.45	11.50	11.30	12.13	7.15									
12.45	2.25	2.25	11.39	1.05	366.2	TB		4.7 YATES	7366	114	10.34	11.39	11.19	12.03	7.02									
12.57	2.35	2.35	12.04	1.15	372.4	TB		6.2 ARMSTRONG	7372	42	10.24	11.27	11.08	11.53	6.50									
1.07	2.42	2.42	12.12	1.23	376.6	TB		4.2 STEINMETZ	7377	73	10.14	11.17	11.00	11.46	6.40									
1.17	2.50	2.50	12.20	1.31	381.5	D		4.9 GLASGOW	7382	27	10.04	11.05	10.48	11.37	6.30									
1.23	2.56	2.56	12.27	1.37	383.5	TB		2.0 HARMONY	7384	126	9.58	10.59	10.42	11.31	6.21									
1.38	3.08	3.08	12.43	1.51	390.5	TB		7.0 GILLIAM	7392	59	9.45	10.45	10.31	11.20	6.10									
A 2.00	A 3.15	A 3.15	A 1.00	A 2.00	393.6	DN		3.1 SLATER.....W.Y.	7394	Yard	L 9.35	L 10.35	L 10.26	L 11.15	L 6.00									
PM	AM	PM	PM	AM							AM	AM	PM	PM	AM									
8:00 19.5	2:30 27.8	5:15 29.7	2:50 24.1	5:00 31.2				Time over Sub-Division.....			2:24 29.0	5:40 27.6	2:19 30.1	5:15 29.7	7:35 20.6									
								Average speed per hour.....																

WESTWARD

EASTWARD

SECOND CLASS

SECOND CLASS

**Sub-Division No. 1
TIME TABLE No. 8
May 14, 1972**

				Miles from Chicago			Station Numbers	Passing Sidings Cap. 50 ft. Cars				
97	65	63	93						64	92	60	94
Daily	BN Daily	BN Daily	Daily						BN Daily	Daily	BN Daily	Daily
AM	AM	PM	PM						AM	AM	PM	PM
L 2.45	L 3.15	L 1.00	L 3.25	393.6	DN	SLATER..... W.Y.	7394	Yard	A 9.35	A 10.00	A 10.20	A 10.40
3.07	3.36	1.21	3.47	404.5	D	^{10.9} MARSHALL.....	7405	69	9.12	9.36	9.59	10.19
3.17	3.47	1.31	3.57	409.9	TB	^{5.4} SHACKELFORD.....	7410	63	9.00	9.24	9.49	10.09
3.27	3.57	1.41	4.07	415.4	TB	^{5.5} MT. LEONARD.....	7415	51	8.50	9.13	9.41	10.01
3.37	4.06	1.50	4.17	420.6	TB	^{5.2} BLACKBURN.....	7421	104	8.41	9.02	9.33	9.53
3.44	4.13	1.57	4.24	424.1	D	^{3.5} ALMA.....	7424	16	8.35	8.54	9.27	9.47
3.54	4.23	2.07	4.34	429.2	TB	^{5.1} CORDER.....	7429	18	8.27	8.44	9.19	9.39
4.04	4.32	2.16	4.44	433.9	D	^{4.7} HIGGINSVILLE.....	7434	94	8.19	8.34	9.10	9.30
4.18	4.45	2.29	4.58	440.9	TB	^{7.0} MAYVIEW.....	7441	63	8.05	8.20	8.59	9.19
4.32	4.57	2.41	5.12	448.4	D	^{7.5} ODESSA.....	7448	116	7.50	8.04	8.48	9.08
4.46	5.09	2.53	5.26	455.3	TB	^{6.9} BATES CITY.....	7455	17	7.36	7.51	8.35	8.55
4.53	5.15	2.58	5.33	458.8	TB	^{3.5} OAK GROVE.....	7459	41	7.30	7.46	8.29	8.49
5.01	5.23	3.07	5.41	462.9	TB	^{4.1} GRAIN VALLEY.....	7463	112	7.23	7.39	8.22	8.42
5.10	5.32	3.16	5.50	467.6	D	^{4.7} BLUE SPRINGS.....	7468	46	7.15	7.30	8.14	8.34
5.19	5.41	3.25	5.59	472.1	TB	^{4.5} SELSA.....	7472	20	7.06	7.21	8.05	8.25
5.32	5.53	3.37	6.12	478.4	D	^{6.3} INDEPENDENCE.....	7478	70	6.55	7.10	7.54	8.14
5.45	A 6.05	A 3.50	6.25	482.0	DN	^{3.6} KCT. ROCK CREEK JCT..... X	7482	...	L 6.45	7.00	L 7.40	8.00
				483.1	MP	^{1.1} BIG BLUE..... KCSX						
				486.0		^{2.9} EAST LYDIA AVE..... S	7486	Yard				
						^{1.6} K. C. S. CROSSING..... X						
A 6.45			A 7.25	488.8	DN	^{1.2} KANSAS CITY, W.F.T. 12th St. Yard	7489	Yard	L 6.30			L 7.30
AM	AM	PM	PM						AM	AM	PM	PM
4:00	2:50	2:50	4:00			Time over Sub-Division.....			2:50	3:30	2:40	3:10
23.8	31.2	31.2	23.8			Average speed per hour.....			31.2	27.2	33.4	30.1

4 WESTWARD					EASTWARD												
THIRD CLASS		SECOND CLASS			Miles from Bloomington		Sub-Division No. 4 TIME TABLE No. 8 May 14, 1972					Station Numbers	Passing Sidings Cap. 50 ft. Cars	SECOND CLASS		THIRD CLASS	
75		93	97	233			232	94	92		76						
Tues. Thur. Sat. AM		Daily AM	Daily PM	Daily PM			Daily PM	Daily AM	Daily PM		Mon. Wed. Fri. PM						
L 6.00				L 2.35	DN	BLOOMINGTON W.F.S.Y.X.	5126	Yd.	A 8.45				A 1.50				
6.15				2.50		COVEL	7132		8.17				1.35				
6.35				3.02	D	STANFORD	7138	72	8.05				1.20				
6.55				3.12	D PC	MINIER	7143	51	7.54				1.05				
7.10				3.22		HOPEDALE	7149		7.43				12.55				
				3.31		BROWNWOOD	7153		7.35								
7.35				3.40	TB IC	DELAVAN	7157		7.25				12.35				
				A 3.50	TB	P. & N. JUNCTION			L 7.15								
8.05		VIA AIR LINE			D	SAN JOSE	7163	34		VIA AIR LINE			12.10				
8.15						NATRONA	7165						11.32				
8.45					D IC	MASON CITY	7171	63					11.20				
9.05					D	GREENVIEW	7179						10.50				
9.15						CURTIS	7183			VIA PEORIA LINE			10.35				
9.42					D	PETERSBURG	7187	24					10.25				
10.15						TALLULA	7194	50					9.54				
10.27					D B&O	ASHLAND	7200						9.25				
10.40						PRENTICE	7203						9.10				
10.50						SINCLAIR	7208						9.00				
12.15					D N&W	JACKSONVILLE	7216	15					8.30				
12.40						WOODSON	7223	51					6.50				
1.00	L	7.35	L	7.35	D	MURRAYVILLE	7227	27		A 5.20	A	5.20	6.35				
1.15		7.50		7.50		MANCHESTER	7233			5.10		5.10	6.15				
A 1.30	A	8.00	A	8.00	DN	ROODHOUSE W.F.T.Y.S.	7237	Yd.	L 5.00	L	5.00		L 6.00				
PM		AM	PM	PM					PM	AM	PM		AM				
7:30 14.7		:25 25.0	:25 25.0	1:15 28.7		Time over Sub-Division			1:30 23.8	:20 31.2	:20 31.2		7:50 14.1				

WESTWARD					EASTWARD												
SECOND CLASS					Miles from Iles		Sub-Division No. 5 TIME TABLE No. 8 May 14, 1972					Station Numbers	Passing Sidings Cap. 50 ft. Cars	SECOND CLASS			
		93	97				94	92									
		Daily AM	Daily PM				Daily AM	Daily PM									
		L 6.20	L 6.20		DN N&W	ILES	5187		A 6.20	A	6.20						
		94 6.40	92 6.40			KNAPP	7012	13	93 6.05		97 6.05						
		6.55	6.55		TB	PROUTY	7018	58	5.55		5.55						
		7.10	7.10		D	YEOMANS	7025	59	5.45		5.45						
						REES	7027	9	5.40		5.40						
		7.25	7.25			CLEMENTS	7031		5.32		5.32						
		A 7.35	A 7.35		D	MURRAYVILLE	7227	58	L 5.20	L	5.20						
		AM	PM						AM	PM							
		1:15 27.5	1:15 27.5			Time over Sub-Division			1:00 34.4	1:00 34.4							

WESTWARD

EASTWARD

5

Sub-Division No. 3
TIME TABLE No. 8
May 14, 1972

Miles from Mexico

Station Numbers

Passing Sidings
 Cap. 50 ft. Cars

N&W SOUTH BRANCH JCT. X
 11.1
 AUXVASSE
 4.9
 McCREIDIE
 3.5
 CALLAWAY
 4.3
 FULTON

7601 Yard
 7611 20
 7616 15
 7620
 7624 Yard

WESTWARD

EASTWARD

SECOND CLASS

SECOND CLASS

Sub-Division No. 6
TIME TABLE No. 8
May 14, 1972

Miles from Roodhouse

Station Numbers

Passing Sidings
 Cap. 50 ft. Cars

131
 Daily
 AM

193
 Daily
 PM

194
 Daily
 AM

128
 Daily
 PM

L 5.15
 5.25
 5.45
 6.00
 6.10
 6.22
 A 6.40

L 5.00
 128
 5.10
 5.30
 5.45
 5.55
 6.07
 A 6.25

DN
 3.3 D
 12.7 D
 20.9 TB
 26.0 D
 32.2 TB
 40.0 D

ROODHOUSE W.F.T.Y.S.
 3.3
 WHITEHALL X
 9.4
 GM&O CARROLLTON X
 8.2
 KANE
 5.1
 JERSEYVILLE
 6.2
 DELHI
 7.8
 GODFREY Y

7237 Yard
 7537 43
 7529 23
 7521 63
 7516 18
 7510 34
 5252

A 4.45
 4.32
 4.09
 3.51
 3.40
 3.26
 L 3.10

A 5.00
 193
 4.40
 4.05
 3.45
 3.34
 2.50
 L 2.30

AM
 1:25
 28.2

PM
 1:25
 28.2

Time over Sub-Division
 Average speed per hour

AM
 1:35
 25.2

PM
 2:30
 16.0

SPECIAL INSTRUCTIONS

1. CLEARANCES—TRAIN-ORDER SIGNALS

Unless otherwise provided, a train must not leave its initial station on any subdivision without a clearance, except trains on Sub-Division No. 1 may leave Kansas City, Missouri, 12th Street Yard, without a clearance. In addition, all eastward trains must secure a clearance before leaving Rock Creek Jct.

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

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

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

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

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

2. SUPERIORITY OF TRAINS

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

3. JOINT OR SPECIAL USE OF TRACKS

Trains using the KCT tracks between Rock Creek Jct. and 12th Street Yard and the BN tracks between Bridge Jct. and St. Louis Avenue will be governed by the rules of those companies.

4. REGISTER STATIONS

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

BN trains will register at Slater by giving Operator Form 9 properly filled out and the operator will personally make entry in the register.

5. YARDS

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

6. BN trains operated as sections between Rock Creek Jct. and Francis will display suitable green lights ONLY. The display of green flags as prescribed by Rule 20 will not be required.

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

Reflectorized plates instead of standard marker lamps will be displayed on rear of BN freight trains between Francis and Rock Creek Junction. These plates will display red to the rear and green to the front except by night when train is on siding to be passed by another train, the markers will display green to the rear and red to the front.

If opposing train is to be met by train on siding the markers on the side next to the track on which the opposing train is moving will display green aspect to opposing train.

Western

In addition, a red bullseye light must be displayed on the rear as provided by Rule 19(a), reading as follows:

"When practicable, a red light, in addition to signals prescribed by Rule 19 will be displayed by night on the rear of every train. When a train is to be passed by another train and is clear of the main track, the light must be concealed."

7. RAILROAD CROSSINGS AND JUNCTIONS

Interlocked:	Time Release Interval	MAXIMUM SPEED	
		Passenger	Freight
IC, Delavan	2 Min.	20	20
IC, Mason City	2 Min.	20	20
B&O, Ashland		20	20
N&W, Jacksonville		20	20
BN, Jacksonville	3 Min.	20	20
N&W, Iles		30	20
BN, Whitehall	2 Min.	20	20
BN, West Roodhouse	2 Min.	20	20
BN, Louisiana		15	15
BN, Francis		20	20
N&W, Mexico —			
South Branch		10	10
N&W, Clark	7 Min.	20	20
KCT, Rock Creek Jct.		25	20
KCS, MP (Big Blue)			
Kansas City		25	20

Not Interlocked:

Color Position Light {N&W, Bloomington
Semaphores {PC, Bloomington

Grade: KCS, (Gillis St.) Kansas City

Gates:

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

Drawbridges Interlocked:

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

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

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

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

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

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

The railroad crossings at Higbee, Minier and Carrollton are protected by hand-operated gates. The normal position of these gates will be clear for GM&O trains. The gate at Higbee is operated by MK&T trainmen, the gate at Minier is operated by PC trainmen, and the gate at Carrollton is operated by GM&O trainmen. The crossing gate masts are equipped with lights showing red for "STOP" and yellow for "PROCEED WITH CAUTION." Trains must approach these crossings with caution, prepared to stop, and not proceed until the

crossing gate and crossing are seen or known to be clear. Wire report must be made to the Chief Dispatcher when any improper condition of crossing gate equipment is observed.

8. WATER STATIONS

Bloomington	Slater
Roodhouse	Kansas City
Mexico	

9. FUEL STATIONS

Bloomington	Mexico
Roodhouse	Kansas City

10. BULLETIN BOARDS

Crew Dispatcher's Office	Bloomington
Target Shanty	Bloomington
Engine House	Bloomington
Enginemen's Locker Room at Depot	Bloomington
Telegraph Office	Roodhouse
Engine House	Mexico
Telegraph Office	Mexico
Crew Dispatcher's Office	Slater
Train Dispatcher's Office, 12th Street	Kansas City
Locker Room, 12th Street	Kansas City
BN (Telegraph Office)	Mexico
BN (Murray Yard)	Kansas City
BN	Brookfield
BN	Hannibal
BN	East St. Louis

11. STANDARD CLOCKS

Crew Dispatcher's Office	Bloomington
Target Shanty	Bloomington
Engine House	Bloomington
Switchmen's Locker Room	Bloomington
Telegraph Office	Roodhouse
Crew Dispatcher's Office	Roodhouse
Telegraph Office	Mexico
Telegraph Office	Slater
Train Dispatcher's Office, 12th Street	Kansas City
Locker Room, 12th Street	Kansas City
BN (Murray Yard)	Kansas City

12. SPEED RESTRICTIONS

Between Bloomington and San Jose.....	{ Passenger 30 mph	{ Freight 30 mph
Between San Jose and Murrayville.....	{ Passenger 25 mph	{ Freight 25 mph
Between Iles and Roodhouse.....	{ Passenger 40 mph	{ Freight 35 mph
Between Roodhouse and Godfrey.....	{ Passenger 30 mph	{ Freight 30 mph
Between Roodhouse and Francis.....	{ Passenger 40 mph	{ Freight 35 mph
Between Francis and Kansas City.....	{ Passenger 40 mph	{ Freight 40 mph
Between South Branch Jet. and Fulton.....	{ Passenger 25 mph	{ Freight 25 mph

Exceptions

Through Turnouts.....	10 mph
Between N&W and BN Crossings Jacksonville.....	20 mph
Murrayville Jet.....	25 mph
Piasa Bridge G-336, and curve, Sub-division 6.....	25 mph
Palm Street, Roodhouse.....	10 mph
Between Mile Post 262.5 and Mile Post 263.4, Sub-division 2.....	20 mph
On curve at station platform, Louisiana.....	25 mph
Bowling Green Hill, between Blocks 43 and 46.....	20 mph
Clark Street to Maple Street, Vandalia.....	20 mph
Morris Street, Mexico to BN Junction switch, Francis.....	20 mph
Jefferson Street to Columbia Street, Centralia.....	25 mph
Missouri River Bridge, Glasgow.....	10 mph
Margrove Street to Broadway, Slater.....	20 mph
Slater Street to Miami Street, Marshall.....	15 mph
Shelby Street to Brand Street, Higginsville.....	15 mph
McCoy Street to Kentucky Avenue, Independence.....	20 mph
Sub-Division No. 3, when handling any car with gross weight in excess of 240,000 lbs. but not over 263,000 lbs.....	20 mph
Tracks west of Westminster Avenue, Fulton.....	10 mph
Koppel Air Dump Cars.....	25 mph
Jordan Spreader with wings trailing.....	25 mph
Scale test car and engine tanks.....	25 mph
Derricks, Steam Shovels, Pile Drivers, Locomotive Cranes and similar equipment on own trucks with booms trailing, except as otherwise authorized:	
Sub-divisions 1, 2, and 5.....	25 mph
except further restricted over bridge D-2610, Nebo.....	10 mph
Sub-divisions 3, 4, and 6.....	20 mph
except further restricted thru bridges G-313, Godfrey; G-509, Kane; E-3466, Callaway.....	10 mph
Derrick 66409, located at Bloomington, must be separated from engine or other loaded cars by not less than 3 cars and must not be operated on Sub-division 3.	
Operating or towing standard switchers.....	25 mph
Speed of diesel engines operated or towed through water must not exceed 5 mph and movement will not be made when depth of water exceeds 4" over rail.	

13. WHISTLE SIGNALS

Approaching Iles westward trains via Sub-Division 5 (Air Line) will give two short and one long sound (oo—) of the whistle.

14. RESTRICTIONS AT RAILROAD CROSSINGS AND DRAWBRIDGES

Extract from Illinois State Laws

"All trains running on any railroad in this State, when approaching a crossing with another railroad upon the same level, or when approaching a swing or drawbridge, in use as such, shall be brought to a full stop before reaching the same, and within eight hundred (800) feet therefrom, and the engineer or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding to pass the bridge or crossing." [This law does not apply to crossings or drawbridges protected by an interlocking system of signals approved by the Illinois Commerce Commission.]

Extract from Missouri State Laws

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

SPECIAL INSTRUCTIONS — Continued

HIGHWAY CROSSINGS

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

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

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

Station No.	Name	Mile Post	Car Capacity	Opens
7274	Pike	273.80	13	East
7277	Stark Bros. Nursery	277.30	19	East
7288	Booth	287.90	58	Double
7306	Walsh Brick Co.	305.85	18	East
7339	Alva	338.86	3	East
7344	Vertagreen	343.50	14	East
7346	Larrabee	345.60	2	East
7381	Hawthorn	380.60	13	East
7408	Mid-Mo. Cob.	408.27	5	West
7450	Leroy	449.60	16	East
7462	Mid-States Orn. Iron	462.36	24	East
7467	Alton Box Board	466.70	16	West
7477	Highland	477.10	45	East
South Branch				
7606	Ortiz	6.21	14	South
7614	Auxvasse Quarry Co.	14.02	23	North
7621	Mexico Refractories Co.	21.20	5	North
Jacksonville Line				
7190	Hilltop	190.60	2	East
7210	Strawn's Crossing	210.00	6	East
Air Line				
7007	Cockrell	191.70	100	East

16. BLOCK SYSTEMS

DEFINITIONS:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MANUAL BLOCK SYSTEM is in effect between Mexico and Roodhouse.

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

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

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

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

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

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

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

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

OPERATORS

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

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

SPECIAL INSTRUCTIONS — Continued

Operators must not make alterations or additions to the apparatus.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

322. Should a train pass a block station with any indication of conditions endangering the train, or a train on another track, the operator must immediately notify the operator at the next block station in advance, and each must display Stop-indications to all trains that may be affected, and must not permit any train to proceed until it is known that the track is not obstructed.

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

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

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

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

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

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

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

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

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

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

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

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

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

ENGINE AND TRAIN CREWS

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

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

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

SPECIAL INSTRUCTIONS — Continued

365. Except when meeting or passing at an intermediate siding as provided, the conductor or engineman must report "clear" to the operator when a train or engine clears the main track, unless the switch involved is controlled by the operator. A train or engine must not enter a block or foul the main track without permission of the operator, except as provided in Rules 362, 365(a), and 365(b).

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

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

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

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

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

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

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

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

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

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

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

17. SPACING TRAINS

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

It will be permissible to move eastward freight trains from Bowling Green on permissive card, Form 262, after the preceding train has cleared the block at Vera, which will be indicated by the indicator located in the telegraph office at Bowling Green, except it will not be permissible to move any train on permissive card between Bowling Green and Louisiana where such block is occupied by a passenger train.

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

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

When trains meet at Vera, westward trains holding the main track should stand to clear the fouling point to avoid setting indicator at Bowling Green at **STOP**, as well as holding Block 46, and must not open the siding switch until the eastward train is in sight.

Western

On the following subdivisions:
Iles to Murrayville
Bloomington to Murrayville
Roodhouse to Godfrey
Mexico to Fulton

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

18. AIR BRAKES, HAND BRAKES, TESTING, ETC.

(a) When a locomotive is to be cut off a freight train or train is to be separated, engineman will make a twenty-pound brake pipe reduction. When the brake pipe exhaust has ceased to blow indicating completion of such a reduction, the engineman will give one short blast of the whistle to inform the trainmen they may close the angle cocks and cut off the locomotive or cars.

Furthermore, sufficient hand brakes should be applied to this cut of cars as a further precaution in the event the air supply becomes depleted.

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

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

"At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20-pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly."

(d) Designated Repair Points: Bloomington, Roodhouse, Mexico and Kansas City.

19. ACCIDENTS

Employees who witness or have any knowledge whatever of an accident involving the public, must not give information of the same to attorneys, the injured persons, or anyone else except this company's officers and claim agents, unless legally required. Persons seeking information as to any accident should be referred to the claim agent.

An employe served with subpoena to report to any court or officer must at once notify superior official and act under his direction.

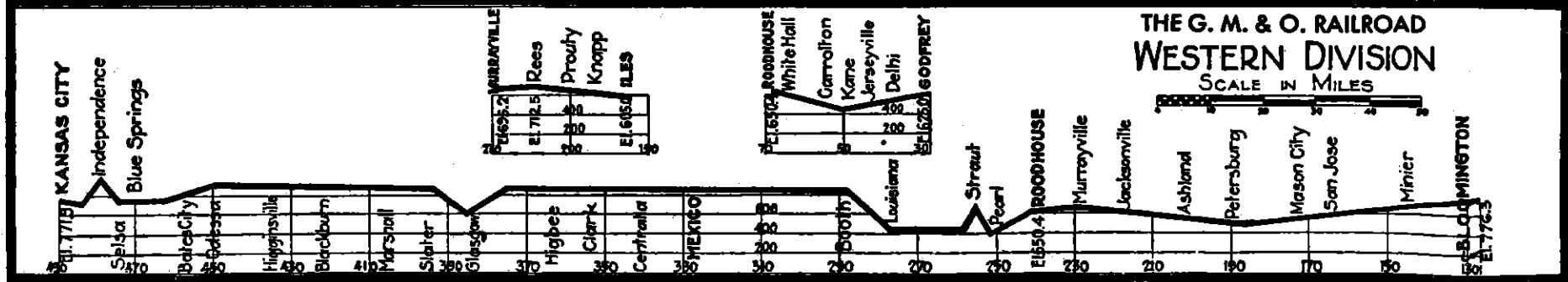
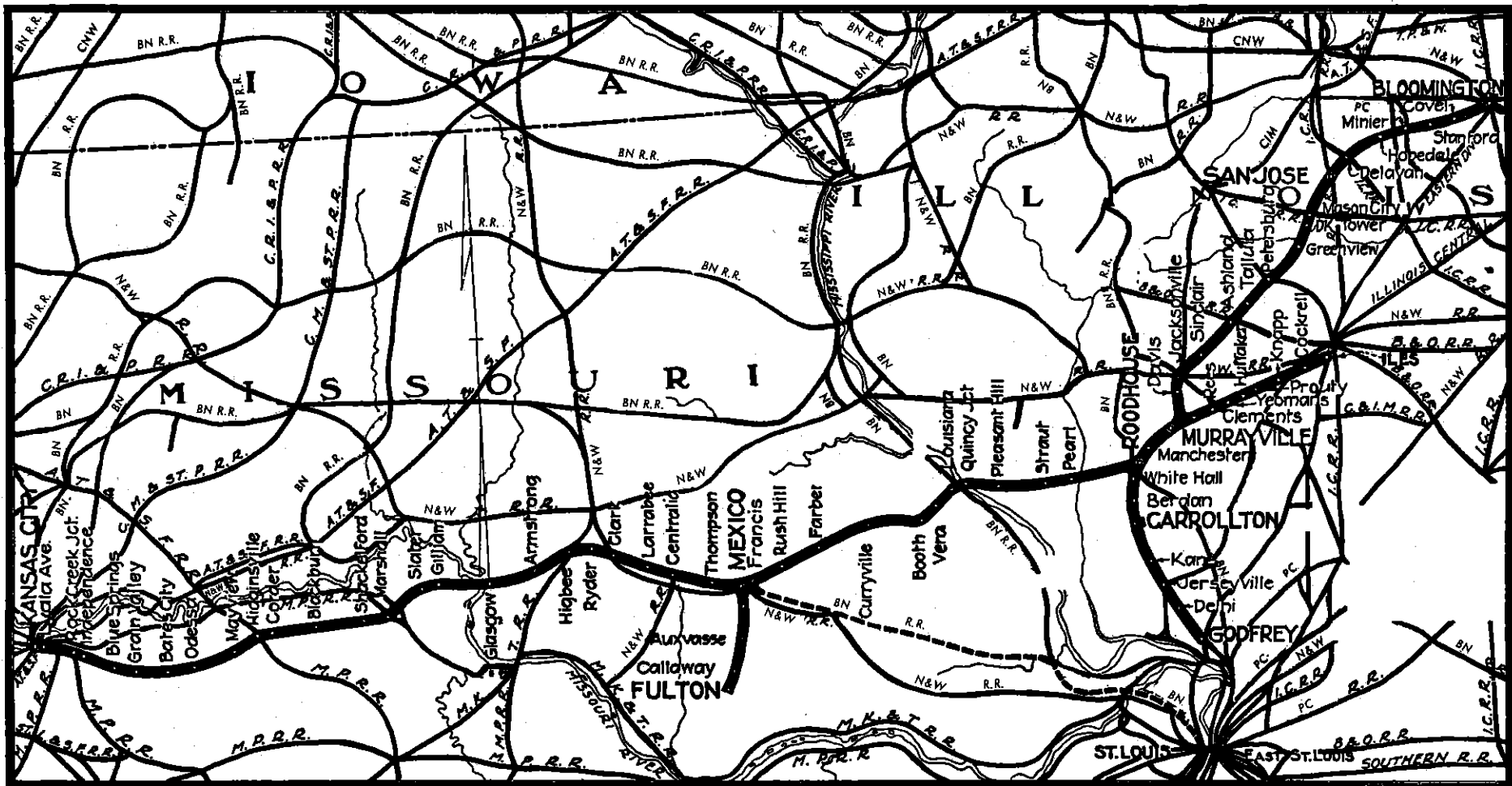
20. WARNING

All employees are warned that it is dangerous to ride on tops or sides of cars, or to lean out from engines, or cars while passing such as platforms, engine houses, freight houses, storage houses, warehouses and nearby fences, telephone poles, crossing gates, piles of lumber or similar structures.

F. R. MILLER, Trainmaster Slater, Mo.
 F. D. ALLMAN, Asst. Trainmaster Roodhouse, Ill.
 T. E. USNICK, Asst. Trainmaster Mexico, Mo.
 J. F. CHISUM, JR., Asst. Trainmaster-Agent Kansas City, Mo.
 J. M. GABB, Road Foreman of Engines Slater, Mo.
 B. W. GRIFFIN, Chief Dispatcher Kansas City, Mo.
 G. C. MATTICS, Dispatcher Kansas City, Mo.
 J. V. BROWER, Dispatcher Kansas City, Mo.
 G. HEWLETT, Dispatcher Kansas City, Mo.
 C. G. MOORE, Dispatcher Kansas City, Mo.
 D. E. ADAMS, Dispatcher Kansas City, Mo.
 F. W. RAY, Dispatcher Kansas City, Mo.
 R. H. RUSH, Dispatcher Kansas City, Mo.
 P. T. KIRK, Dispatcher Kansas City, Mo.
 W. H. STUMM, Regional Engineer Bloomington, Ill.
 H. R. KINNEY, General Master Mechanic Bloomington, Ill.
 R. L. EHRHARDT, Claim Agent Slater, Mo.
 (Kansas City to Roodhouse, Fulton Branch; Godfrey Line
 Roodhouse to Kane; Jack Line Roodhouse to P&N Junction
 San Jose; Air Line Iles to Murrayville)
 W. A. HARRIS, Asst. Trainmaster Alton, Ill.
 R. E. FOEHR, General Road Foreman Engines Bloomington, Ill.
 A. L. HERING, Chief Dispatcher Bloomington, Ill.
 W. F. THILKING, Night Chief Dispatcher Bloomington, Ill.
 J. A. JONES, Dispatcher Bloomington, Ill.
 W. J. ONEY, JR., Dispatcher Bloomington, Ill.
 J. V. MONTAGUE, Dispatcher Bloomington, Ill.
 W. K. DUNBAR, Dispatcher Bloomington, Ill.
 J. L. MOORE, Dispatcher Bloomington, Ill.
 W. A. SANDERS, Dispatcher Bloomington, Ill.
 R. W. RYBERG, Dispatcher Bloomington, Ill.
 J. L. BATTS, Claim Agent Bloomington, Ill.
 (Jack Line Bloomington to San Jose)
 J. W. SNYDER, Claim Agent E. St. Louis, Ill.
 (Godfrey Line Godfrey to Kane)
 J. P. ELLIOTT, Chief Yard Operations Okolona, Miss.

SPEED TABLE

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



SAFETY - FIRST

PRECAUTIONS

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

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

The time to prevent an accident is before it occurs.

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

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

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

Don't sit on brake wheels of cars.

Don't stand close to pole when poling cars.

Don't go between cars to make a coupling.

Don't attempt to adjust couplers on moving cars.

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

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

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

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

When using jacks under rails, place outside if possible.

Loose ties and rails should be kept away from the track to give trainmen sufficient clearance.

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

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

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

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

Employees must not ride on the forward footboard of yard engines on long moves or transfers in yard.