MISSOURI PACIFIC HOSPITAL ASSOCIATION, ST. LOUIS, MO.
H. J. Mohler, President O. B. Zeinert, M.D., Chief Surgeon

The Names and Locations of Local and Dispensary Surgeons

F. W. Brian (Medical Director).....Bloomington, Ill.
D. M. Jenkins.....Bloomington, Ill.
O. L. Abbott (Oculist).....Bloomington, Ill.
H. W. Maxfield.....Mason City, Ill.
Ellsworth Black .....Jacksonville, Ill.
A. G. Schultz (Oculist) .....Jacksonville, Ill.
Nathaniel Bucklin .....Roodhouse, Ill.
F. E. Walker.....Roodhouse, Ill.
A. K. Baldwin.....Carrollton, Ill.
J. R. Goodman, Jr. .....Pleasant Hill, Ill.
H. R. Bohannon.....Jerseyville, Ill.
Robert L. Andrae.....Louisiana, Mo.
E. L. Livine.....Vandalia, Mo.
W. K. McCall.....Laddonia, Mo.
J. Frank Jolley.....Mexico, Mo.
T. L. Dwyer.....Mexico, Mo.
Fred Griffin (Oculist).....Mexico, Mo.
Geo. Woods.....Fulton, Mo.
Leopold Lachance .....Centralia, Mo.
J. W. Gardner.....Glasgow, Mo.
M. C. Duggins.....Slater, Mo.
C. A. McBurney.....Slater, Mo.
S. T. Mead (Oculist).....Slater, Mo.
W. K. Nix.....Marshall, Mo.
R. B. Best.....Higginsville, Mo.
J. E. Bumgarner .....Higginsville, Mo.
W. E. Martin.....Odessa, Mo.
J. W. Williams.....Oak Grove, Mo.
J. R. Green.....Independence, Mo.
R. D. Irland.....Kansas City, Mo.
Union Station Hospital
J. E. Castles (Div. Surgeon & Staff)—Kansas City, Mo.

HOSPITALS

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

LOCATION OF WATCH INSPECTORS

Chas. L. Miller, 113 W. Front St.....Bloomington
R. P. Wiggins Co., 23 North 18th St.....St. Louis
Frank H. Hopkins .....Roodhouse
Q. R. Johnson.....Louisiana
Worrell Jewelry Co.....Mexico
J. G. Bellamy.....Slater
C. W. Penn.....Slater
S. A. Hardin.....Odessa
J. H. Mace Co., Union Station.....Kansas City
Mace's Inc., 1100 Grand Ave.....Kansas City
L. A. Drenon.....Kansas City

Gulf, Mobile and Ohio R. R.

WESTERN DIVISION

TIME TABLE No. 3

Taking Effect 12:01 A.M.
SUNDAY, JANUARY 7, 1951
Superseding Time Table No. 2
Dated Sunday, October 2, 1949

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

G. P. BROCK, Vice President and General Manager
P. B. BRIDGES, General Superintendent
C. E. LANHAM, Superintendent Transportation
R. B. Mc ALPIN, Rules Director
J. R. CONERLY, Superintendent
B. V. BODIE, Superintendent

DIVISION STAFF

J. R. Conerly, Superintendent.....Slater, Mo.

W. Henley, Trainmaster.....Slater, Mo.

A. H. Burton, Asst. Trainmaster.....Roodhouse, Ill.

G. A. Greene, Chief Dispatcher.....Kansas City, Mo.

J. J. Ireland, Night Chief Dispatcher.....Kansas City, Mo.

T. H. Peters, Dispatcher.....Kansas City, Mo.

W. R. Branscom, Dispatcher.....Kansas City, Mo.

J. V. Brower, Dispatcher.....Kansas City, Mo.

G. C. Mattics, Dispatcher.....Kansas City, Mo.

A. F. Bergschneider, Dispatcher.....Kansas City, Mo.

C. E. Beard, Dispatcher.....Kansas City, Mo.

G. H. Riley, Dispatcher.....Kansas City, Mo.

E. G. Wall, Division Engineer.....Bloomington, Ill.

H. R. Kinney, Master Mechanic.....Chicago, Ill.

E. G. Smith, Road Foreman of Engines.....Roodhouse, Ill.

J. E. Roberts, Claim Agent.....Mexico, Mo.
(Roodhouse to Kansas City and Fulton Branch)

B. V. Bodie, Superintendent.....Bloomington, Ill.

S. G. Thomason, Supt. Terminals.....E. St. Louis, Ill.

C. J. Pennebaker, Trainmaster.....Bloomington, Ill.

F. E. Wall, Asst. Trainmaster.....Bloomington, Ill.

J. R. Callans, Asst. Trainmaster.....Joliet, Ill.

T. J. Nevin, Chief Dispatcher.....Bloomington, Ill.

L. L. Blakeman, Night Chief Dispatcher.....Bloomington, Ill.

E. D. Mills, Dispatcher.....Bloomington, Ill.

H. F. Wilson, Dispatcher.....Bloomington, Ill.

J. A. Jones, Dispatcher.....Bloomington, Ill.

E. D. Lakin, Dispatcher.....Bloomington, Ill.

F. E. Pfeiffer, Dispatcher.....Bloomington, Ill.

W. F. Sparrow, Dispatcher.....Bloomington, Ill.

H. R. Stockum, Dispatcher.....Bloomington, Ill.

W. J. Oney, Jr., Relief Dispatcher.....Bloomington, Ill.

J. V. Montague, Relief Dispatcher.....Bloomington, Ill.

J. W. Tennill, Road Foreman of Engines.....Roodhouse, Ill.

J. L. Batts, Claim Agent.....Bloomington, Ill.
(Bloomington to Woodson, inclusive)

B. A. Sturdevant, Claim Agent.....Springfield, Ill.
(Air Line—Roodhouse—Godfrey Line)

When passengers or employees are injured, Station Agent, Conductor or any official present, will at once notify the nearest Company surgeon, and if deemed necessary, may call the most available surgical aid to serve until his arrival, which will be sufficient authority for visiting an injured employee or passenger.

The surgeons of this Company are so selected as to warrant confidence in their ability, and are so located as to be reasonably accessible. No other surgeons will be expected, at Company's expense, to perform more than temporary service, or until the arrival of Company surgeon, who will take charge, except in such cases where delay would be dangerous to the injured person or persons. The acceptance of the aid of a Company surgeon is entirely optional with the injured, who may, if desired, select, at his own expense, other medical or surgical attention.

When trespassers are injured, they should be sent to their homes or placed in charge of the local city or village authorities, and no expense incurred on the part of this Company through such persons being treated by Company or other surgeon.

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS

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

2. JOINT OR SPECIAL USE OF TRACKS

Unless otherwise instructed, passenger trains will operate to and from Union Station; and freight trains will operate to and from GM&O 12th St. Yard at Kansas City.

Between Rock Creek Jct. and Union Station trains will be governed by rules of the KCT Ry. Trains will use KCT Ry. tracks between Rock Creek Jct. and Bridge Jct. and between St. Louis Avenue Tower and 12th St. Yard, and CB&Q tracks between Bridge Jct. and St. Louis Avenue Tower, and will be governed by the rules of those companies.

3. REGISTER STATIONS

Bloomington, Target Shanty and Yard Office	Roodhouse Godfrey Slater	Kansas City, Union Station Train Dispatcher's Office

First class trains and CB&Q second class trains operating through Slater will register by ticket, except when signals are carried.

4. BULLETIN BOARDS

Crew Dispatcher's Office	Bloomington
Yard Office	Bloomington
Target Shanty	Bloomington
Round House	Bloomington
Telegraph Office	Roodhouse
Locker Room	Roodhouse
Engine House	Mexico
Telegraph Office	Mexico
Crew Dispatcher's Office	Slater
Telegraph Office	Slater
Telegraph Office, Union Station	Kansas City
Train Dispatcher's Office, 12th Street	Kansas City
Rest Room, Round House	Kansas City
Yard Office	Kansas City
CB&Q (Murray Yard)	Kansas City
CB&Q	Brookfield, Mo.
CB&Q	Hannibal, Mo.

5. STANDARD CLOCKS

Target Shanty	Bloomington
Yard Office	Bloomington
Round House	Bloomington
Telegraph Office	Roodhouse
Telegraph Office	Mexico
Telegraph Office	Slater
Telegraph Office, Union Station	Kansas City
Train Dispatcher's Office, 12th Street	Kansas City
Rest Room, Round House	Kansas City
CB&Q (Murray Yard)	Kansas City

6. WATER STATIONS

Bloomington
Roodhouse
Mexico
Slater
Kansas City

7. YARDS

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

8. FUEL STATIONS

Bloomington	Slater
Roodhouse	Kansas City
Mexico	

9. RAILROAD CROSSINGS

	MAXIMUM SPEED Passenger	Freight
Interlocked:		
IC, Delavan	20	20
IC, Mason City	20	20
B&O, Ashland	20	20
Wabash, Jacksonville	20	20
CB&Q, Jacksonville	20	20
Wabash, Iles	30	20
CB&Q, Whitehall	20	20
CB&Q, West Roodhouse	20	20
CB&Q, Louisiana	15	15
Wabash, Mexico	10	10
Wabash, Clark	20	20
AT&SF, Rock Creek Jct.	25	20
MP, Rock Creek Jct.	25	20
Not Interlocked:		
CCC&StL, Bloomington		
NYC&St.L, Bloomington		
KCS (Gillis St.), Kansas City		
KCS-MP (Big Blue), Kansas City		
Gates:		
PRR, Minier	15	15
GM&O QC Line, Carrollton	15	15
MK&T, Higbee	15	15
Drawbridges Interlocked:		
Illinois River, Pearl	10	10
Mississippi River, Louisiana	15	15

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, Wabash R.R. crossing-westward, West Roodhouse, Pearl, Clark, White Hall, and Godfrey-westward.

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

At Louisiana, absolute signals governing main track routes are semi-automatic and act as block signals as well as governing routes through interlocking. The absolute signals at this interlocking are equipped with restricting signals.

Trains receiving this signal must understand that the route through the interlocking is set, but does not indicate block is clear, nor provide automatic block protection. Trains receiving a restricting indication, may pass the absolute signal without stopping at restricted speed not exceeding 15 miles per hour to the next signal in advance, prepared to stop short of train or obstruction or anything that may require the speed of a train to be reduced.

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

The railroad crossings at Higbee, Miner and Carrollton are protected by hand-operated gates. The normal position of these gates will be clear for G. M. & O. trains. The gate at Higbee is operated by M. K. & T. trainmen, the gate at Miner is operated by Pennsylvania trainmen, and the gate at Carrollton is operated by G. M. & O. trainmen operating over the Q. C. Line. 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.

10. WHISTLE SIGNALS

Approaching Rock Creek Junction, in both directions, passenger trains to and from Union Station will sound one long and one short sound (——o) of the whistle.

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

11. 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."

12. SPEED RESTRICTIONS

	(Diesel Electric)
Between Bloomington and Kansas City..	Passenger 50 mph Freight 40 mph
Between Iles and Murrayville.....	Passenger 50 mph Freight 40 mph
Between Roodhouse and Godfrey.....	Passenger 50 mph Freight 40 mph
Between Carrollton and East Hardin....	Passenger 25 mph Freight 20 mph
Between South Branch Jct. and Fulton..	Passenger 30 mph Freight 30 mph

Exceptions

All trains using turnouts not to exceed.....	15 mph
All trains handling steam derricks and clam-shells, boom trailing:	
Sub-divisions 1, 2, 4, 5 and 6.....	25 mph
Sub-divisions 3 and 7	15 mph
GM&O derrick 66409, located at Bloomington, must be separated from the engine by not less than three cars. It must not be operated on subdivisions 3 and 7.	
All trains, Bloomington station to West end Ralston Purina Plant.....	Restricted Speed
Between Curtis and Petersburg	
Passenger	40 mph
Freight	30 mph
All trains between Wabash and Burlington Towers, Jacksonville	20 mph
All trains, Murrayville Jct. switch.....	25 mph
Piasa Bridge G-356, Sub-division 6	
Passenger	30 mph
Freight	20 mph
All trains Bridge K-83 Macoupin River near Wilcoxson-Eldred Line	10 mph
All trains Spring switch East End North Yard, Roodhouse	20 mph
All trains, Palm Street, Roodhouse.....	15 mph
All trains Spring switch West of Depot, Roodhouse	15 mph
All trains, curve on station platform, Louisiana....	25 mph
Bowling Green Hill, between Blocks 46 and 43	
Passenger	30 mph
Freight	20 mph
All trains, Clark Street to Maple Street, Vandalia..	20 mph
Walnut Street to Morris Street, Mexico	
Passenger	30 mph
Freight	20 mph
All trains, Jefferson Street to Columbia Street, Centralia	25 mph
Missouri River Bridge, Glasgow	
Passenger	30 mph
Freight	20 mph
Margrove Street to Broadway, Slater	
Passenger	30 mph
Freight	20 mph
All trains, Slater Street to Miami Street, Marshall..	15 mph
All trains, Shelby Street to Brand Street, Higginsville	15 mph
All trains using siding over Russell Street, Higginsville	5 mph

Between automatic block signals 46 and 43, on Bowling Green Hill, passenger trains will not exceed 30 miles per hour, and freight trains will not exceed 20 miles per hour at any point, strictly complying with permanent slow boards designating speed over certain portions of the track. Operators at Bowling Green will maintain block sheet showing the movement of all trains through this territory.

Trains handling derrick cars, steam shovels, and similar pivoted machinery as well as pivoted machines shipped on their own wheels will not exceed 15 miles per hour unless given written instructions by Chief Dispatcher to exceed this speed. This does not apply to trains handling the Company's steam derricks.

All eastward freight and extra passenger trains via Jacksonville Line must approach P. & N. Jct. switch at San Jose with caution, expecting to find trains entering or leaving the new wye or fouling main track. This in no way relieves crews from strict observance of Rule 99.

Both eastward and westward trains and engines using track north of main track between Bowling Green and Booth will move with caution, prepared to stop short of train, obstruction or any thing that may require the speed of train to be reduced.

Authorized Diesel Operation

All classes of GM&O diesel-electric engines may be operated over all subdivisions of Western Division, except the following diesels will not be operated between:

Carrollton and East Hardin.....	B 60 — B 70 B 80 — B 82 800 A — 813 A 880 — 885 1001 — 1012 1200 100 — 103 270 — 272 280 — 281 290 — 292

Between Bloomington and Kansas City the operation is limited to 4 units; and between Mexico and Fulton is limited to 2 units.

Maximum Speed Over Submerged Tracks

Diesel-electric engines, diesel-electric motor cars, and passenger cars must not be operated, either by towing or using power, through water having a greater depth over rail, or at a greater speed, than that shown in the following table:

	Depth of Water	Speed
Electro-Motive Passenger and Freight Diesel Engines	4″	5 mph
Alco Passenger, Freight & Switching Diesel Engines	4″	5 mph
Diesel Electric Motor Cars.....	4″	5 mph
Passenger Cars with Roller Bearings....	8″	5 mph
Passenger Cars, Standard Friction Bearings	12″	5 mph

13. CLEARANCES—TRAIN-ORDER SIGNALS

Unless otherwise provided, a train must not leave its initial station on any subdivision without a clearance. In addition, all eastward trains must secure clearance before leaving Rock Creek Jct.

The train order signals at Godfrey and Iles govern only Eastern Division trains moving on subdivision No. 2. Western Division trains must secure clearance before leaving Godfrey or Iles.

Trains moving to or from subdivision 5 may leave Murrayville without clearance.

Trains may leave Fulton 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."

14. 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.

TWO SWITCH INDICATORS of the semaphore type are located at the C. B. & Q. junction switch, Francis, to indicate the approach of trains separately from each direction and must be observed before main track switch is opened. Switch indicator marked "EAST," when in the clear position, will indicate that block east is clear. Switch indicator marked "WEST," when in the clear position, will indicate that block west is clear. Trains must not open switch or enter main track when either switch indicator indicates "STOP," except under flag protection, or it is definitely known that a train is preceding through block.

MANUAL BLOCK SYSTEM is in effect between Clark and Roodhouse.

The following rules govern the operation of manual block system, in effect between Clark 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.

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) or 333. 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.

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).

15. CONDITIONAL STOPS

20, 21, 27, 28 will stop on flag at Strawns crossing (between Sinclair and Brownton) for revenue passengers.

16. SPACING TRAINS

In addition to showing scheduled meeting or passing stations in full-faced type, the time of trains running in the same direction will be shown in full-faced type at first station where such schedules are ten (10) or less minutes apart.

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 170, 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, in such cases, each move must be handled by special orders and surrounded by every safeguard.

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.

On the following districts: Air Line, Iles to Murrayville; Jacksonville Line, Bloomington to Murrayville; Eldred Line, Carrollton to East Hardin; Godfrey Line, Roodhouse to Godfrey; South Branch, 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, provided 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.

17. SPRING SWITCHES

Spring switch is in use at west switch of crossover west end of Roodhouse yard, and at east end of north yard at Roodhouse.

When necessary to operate spring switch by hand while engine or cars are holding switch points open, extreme care must be used in operating switch stand to avoid injury.

18. 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."

19. AIR BRAKES, HAND BRAKES, TESTING, ETC.

(a) 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:

(b) 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.

When there is any change in the make-up of the train, or the locomotive has been detached for any reason, a complete terminal test will be made in accordance with the rules.

(c) Designated Repair Points: Bloomington, Roodhouse, Slater and Kansas City.

20. ACCIDENTS, ETC.

Employees who witness or have any knowledge whatever of an accident involving members of 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 General Claim Agent.

An employee served with a subpoena to report to any court or officer must at once notify superior official and communicate with or report in person to the Railroad attorney or representative of the Claim Department and act under his direction.

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

Station No.	Name	Mile Post	Car Capacity	Opens
F 274	Pike, Ill	273.80	15	East
F 277	Stark Bros. Nursery....	277.30	22	East
F 281	Stark Bros. Apple Co....	280.97	15	East
F 295	Grand Pass, Ill.....	294.32	12	East
F 306	Walsh Brick Co.....	305.85	20	East
	South Branch			
CK 14	Auxvasse Quarry Co....	14.02	26	North
CK 21	Mexico Refactories Co...	21.20	6	North
	Jacksonville Line			
F 210	Strawn's Crossing.....	210.00	7	East
	Air Line			
CG 22	McCarty		8	East

EASTWARD

Distance from Kansas City		Sub-Division No. 1 TIME TABLE No. 3 January 7, 1951	Station Numbers	Passing Sidings Cap. 45 ft. Cars	FIRST CLASS			SECOND CLASS					THIRD CLASS	
					20			92	64	60	94		72	
					Daily			*Daily*	*CB&Q Daily*	*CB&Q Daily*	*Daily*		*Tues Thur. Sat.*	
					AM			AM	AM	PM	PM		AM	
.....	DN	.....KANSAS CITY....W.F.T.	F-489	Yard	.....	.....	.....	L 6.30	.....	.....	L 7.30	.....	L 6.00	.....
		1.2 12th St. Yard												
.....	DN	.....KANSAS CITY.....	F-488	...	L 7.15	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.2 Union Station												
.....	...	.....K. C. S. CROSSING.....X.	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.6												
2.8	...	.....EAST LYDIA AVE.....S.	F-486	Yard	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.9												
5.7	...	.....BIG BLUE.....X.	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.1												
6.8	DN	.....ROCK CREEK JCT.....X.	F-482	...	7.27	.....	.....	7.05	L 7.40	L 7.40	8.00	.....	**6.30**	.....
		3.6											65	
10.4	DN	.....INDEPENDENCE.....	F-478	78	*s* 7.33	.....	.....	7.16	7.54	7.54	8.14	.....	6.40	.....
		6.3												
16.7	TB	.....SELSA.....	F-472	53	*f* 7.41	.....	.....	7.27	8.05	8.05	8.25	.....	6.54	.....
		4.5												
21.2	D	.....BLUE SPRINGS.....	F-468	52	*s* 7.47	.....	.....	7.36	8.14	8.14	8.34	.....	7.04	.....
		4.7												
25.9	D	.....GRAIN VALLEY.....	F-463	125	*s* **7.53**	.....	.....	**7.53**	8.22	8.22	8.42	.....	7.16	.....
		4.1			92			20						
30.0	D	.....OAK GROVE.....	F-459	46	*s* 7.59	.....	.....	8.09	8.29	8.29	8.49	.....	7.26	.....
		3.5												
33.5	TB	.....BATES CITY.....	F-455	63	*s* 8.04	.....	.....	8.15	8.35	8.35	8.55	.....	7.35	.....
		6.9												
40.4	D	.....ODESSA.....	F-448	129	*s* 8.16	.....	.....	8.28	8.48	8.48	9.08	.....	7.50	.....
		7.5												
47.9	TB	.....MAYVIEW.....	F-441	71	*s* 8.26	.....	.....	8.39	8.59	8.59	9.19	.....	8.06	.....
		7.0											**8.20**	
54.9	DN	.....HIGGINSVILLE.....	F-434	105	*s* **8.39**	.....	.....	**8.50**	**9.10**	9.10	9.30	.....	**9.20**	.....
		4.7			72-71			72-71	72-71				20-92-64	
59.6	D	.....CORDER.....	F-429	53	*s* 8.46	.....	.....	8.59	9.19	9.19	9.39	.....	9.29	.....
		5.1												
64.7	D	.....ALMA.....	F-424	53	*s* 8.54	.....	.....	9.07	9.27	9.27	9.47	.....	9.39	.....
		3.5												
68.2	D	.....BLACKBURN.....	F-421	116	*s* 8.59	.....	.....	9.13	9.33	9.33	9.53	.....	9.49	.....
		5.2												
73.4	TB	.....MT. LEONARD.....	F-415	58	*s* 9.06	.....	.....	9.21	9.41	9.41	10.01	.....	9.59	.....
		5.5												
78.9	TB	.....SHACKELFORD.....	F-410	70	*f* 9.14	.....	.....	9.29	9.49	9.49	10.09	.....	10.10	.....
		5.4												
84.3	D	.....MARSHALL.....	F-405	80	*s* 9.28	.....	.....	9.39	9.59	9.59	10.19	.....	10.55	.....
		6.4												
90.7	TB	.....NORTON.....	F-398	56	*f* 9.37	.....	.....	9.49	10.09	10.09	10.29	.....	11.10	.....
		4.5												
95.2	DN	.....SLATER.....W.F.T.S.	F-394	Yard	A 9.45	.....	.....	A10.00	A10.20	A10.20	A10.40	.....	A11.25	.....
					AM			AM	AM	PM	PM		AM	
		Time over Sub-Division.....			2:30			3:30	2:40	2:40	3:10		5:25	
		Average speed per hour.....			38.1			27.2	33.4	33.4	30.1		17.5	

Passenger trains will not exceed a speed of 50 miles per hour.

Speed shown in special rule 12, and such other restrictions as may be in effect, will apply.

WESTWARD

Distance from Chicago		Sub-Division No. 1 TIME TABLE No. 3 January 7, 1951	Station Numbers	Passing Siding Cap. 45 ft. Cars	FIRST CLASS			SECOND CLASS					THIRD CLASS	
					21			97	65	63	93		71	
					Daily			*Daily*	*CB&Q Daily*	*CB&Q Daily*	*Daily*		*Mon. Wed. Fri.*	
					PM			AM	AM	PM	PM		AM	
393.6	DN	SLATER.....W.F.T.S.	F 394	Yard	L 4.45			L 3.00	L 3.30	L 1.55	L 3.47		L 6.00	
		4.5												
398.1	TB	NORTON	F-398	56	*f* 4.53			3.08	3.40	2.06	3.58		6.10	
		6.4												
404.5	D	MARSHALL	F-405	80	*s* 5.07			3.20	3.55	2.23	4.10		7.10	
		5.4												
409.9	TB	SHACKELFORD	F-410	70	*f* 5.15			3.29	4.10	2.38	4.19		7.20	
		5.5												
415.4	TB	MT. LEONARD	F-415	58	*s* 5.23			3.38	4.19	2.48	4.29		7.35	
		5.2												
420.6	D	BLACKBURN	F-421	116	*s* 5.31			3.46	4.27	2.57	4.38		7.55	
		3.5												
424.1	D	ALMA	F-424	53	*s* 5.37			3.52	4.33	3.03	4.44		8.10	
		5.1												
429.2	D	CORDER	F-429	53	*s* 5.45			4.00	4.41	3.11	4.52		8.23	
		4.7											**8.32**	
433.9	DN	HIGGINSVILLE	F-434	105	*s* 5.55			4.09	4.51	3.21	5.01		**9.42**	
		7.0											20-92-64	
440.9	TB	MAYVIEW	F-441	71	*s* 6.07			4.20	5.02	3.32	5.12		10.15	
		7.5												
448.4	D	ODESSA	F-448	129	*s* 6.22			4.32	5.15	3.45	5.24		10.50	
		6.9												
455.3	TB	BATES CITY	F-455	63	*s* 6.35			4.43	5.26	3.56	5.35		11.05	
		3.5												
458.8	D	OAK GROVE	F-459	46	*s* 6.42			4.49	5.32	4.02	5.41		11.15	
		4.1												
462.9	D	GRAIN VALLEY	F-463	125	*s* 6.50			4.56	5.39	4.09	5.48		11.25	
		4.7												
467.6	D	BLUE SPRINGS	F-468	52	*s* 6.58			5.05	5.52	4.22	5.57		11.45	
		4.5												
472.1	TB	SELSA	F-472	53	*f* 7.05			5.13	6.00	4.30	6.05		11.59	
		6.3												
478.4	DN	INDEPENDENCE	F-478	78	*s* 7.24			5.28	6.15	4.48	6.20		12.30	
		3.6												
482.0	DN	ROCK CREEK JCT.....X.	F-482	...	7.30			5.38	A **6.30**	A 5.00	6.30		12.40	
		1.1							72					
483.1	...	BIG BLUE.....X.	...	...										
		2.9												
486.0	...	EAST LYDIA AVE.....S.	F-486	Yard										
		1.6												
...	...	K. C. S. CROSSING.....X.	...	...										
		6.2												
488.2	DN	KANSAS CITY..... Union Station	F-488	...	A 7.45									
		1.2												
488.8	DN	KANSAS CITY....W.F.T. 12th St. Yard	F-489	Yard				A 6.45			A 7.30		A 1.30	
					PM			AM	AM	PM	PM		PM	
		Time over Sub-Division.....			3:00			3:45	3:00	3:05	3:43		7:30	
		Average speed per hour.....			31.7			25.3	29.5	28.3	25.3		12.7	

Passenger trains will not exceed a speed of 50 miles per hour.

Speed shown in special rule 12, and such other restrictions as may be in effect, will apply.

EASTWARD

Distance from Kansas City		Sub-Division No. 2 TIME TABLE No. 3 January 7, 1951	Station Numbers	Passing Sidings Cap. 45 ft. Cars	FIRST CLASS			SECOND CLASS					THIRD CLASS	
					20			92	64	60	94		74	
					Daily			Daily	CB&Q Daily	CB&Q Daily	Daily		Daily Ex Sunday	
					AM			AM	AM	PM	PM		AM	
95.2	DN	SLATER.....W.F.T.S.	F-394	Yard	L 9.50			L10.15	L10.26	L10.26	L11.15		L 6.00	
		3.1												
98.3	TB	GILLIAM	F-392	66	s 9.55			10.20	10.31	10.31	11.20		6.10	
		7.0												
105.3	TB	HARMONY	F-384	139	f10.04			10.31	10.42	10.42	11.31		6.21	
		2.0												
107.3	D	GLASGOW	F-382	31	s10.09			10.37	10.48	10.48	11.35		6.30	
		4.9												
112.2	TB	STEINMETZ	F-377	82	f10.15			10.48	11.00	11.00	11.46		6.40	
		4.2												
116.4	D	ARMSTRONG	F-372	45	s10.22			10.55	11.08	11.08	11.53		6.50	
		6.2												
122.6	TB	YATES	F-366	136	s10.30			11.05	11.19	11.19	12.03		7.02	
		4.6												
127.2	...	M. K. & T. CROSSING....X.	...	...	...	...	...	...	...	...	...	...	...	...
		0.1												
127.3	D	HIGBEE	F-361	50	s10.37			11.15	11.30	11.30	12.13		7.15	
		5.0												
132.3	TB	RYDER	F-357	50	10.44			11.23	11.38	11.38	12.21		7.25	
		4.5												
136.8	DN	CLARK.....X.	F-352	128	s10.51			11.32	11.47	11.47	**12.34**		7.35	
		6.4									97			
143.2	TB	LARRABEE	F-346	77	10.59			11.42	11.58	11.58	12.44		7.47	
		5.6												
148.8	D	CENTRALIA	F-340	67	s11.08			**11.51**	**12.08**	**12.08**	12.53		8.05	
		8.6						63-73	73-63	97				
157.4	TB	THOMPSON	F-331	57	f**11.19**			12.04	12.25	12.25	1.06		8.23	
		4.2			73									
161.6	TB	WEST SIDING	F-327	140	**11.25**			12.11	12.35	12.35	**1.13**		8.32	
		1.4			63						65			
163.0	DN	MEXICO.....W.F.S.Y.X.	F-326	Yard	s11.43			12.16	12.40	12.40	1.17		9.50	
		1.8												
164.8	DN	FRANCIS	F-324	...	11.46			12.20	A12.45	A**12.45**	1.20		9.53	
		3.3								65				
168.1	TB	LITTLEBY	F-321	53	11.51			12.25	...	...	1.25		9.58	
		4.0												
172.1	TB	RUSH HILL	F-317	51	s11.57			12.32	...	...	1.31		10.05	
		4.9												
177.0	D	LADDONIA	F-312	128	s12.04			**12.49**	...	...	1.39		**10.22**	
		4.2						93					73	
181.2	D	FARBER	F-308	56	s12.10			12.59	...	...	1.46		10.30	
		5.3												
186.5	DN	VANDALIA	F-302	90	s**12.20**			1.07	...	...	1.55		11.10	
		8.4			93									
194.9	TB	CURRYVILLE	F-294	55	s12.31			1.20	...	...	2.13		11.24	
		6.0												
200.9	TB	BOOTH	F-288	58	f12.39			**1.35**	...	...	2.25		11.35	
		1.1						21						
202.0	D	BOWLING GREEN	F-287	36	s12.43			1.37	...	...	2.28		**11.48**	
		4.5											93	
206.5	TB	VERA	F-282	123	f12.50			1.48	...	...	2.39		11.59	
		5.9												
212.4	...	STOCK YARDS	F-276	40	...	...	...	1.57	...	...	2.50		12.08	
		1.3											**12.11**	
213.7	...	LOUISIANA.....S.Y.	F 275	85	s **1.08**			2.05	...	...	2.58		**1.20**	
		0.4			21-74								20-21	
.....	DN	C. B. & Q. CROSSING....X.	...	...	...	...	...	...	...	...	...	...	...	...
		0.9												
215.0	...	QUINCY JUNCTION	F-274	52	1.12			2.12	...	...	3.05		1.27	
		8.2												
223.2	D	PLEASANT HILL	F-266	50	s 1.24			2.25	...	...	3.18		1.40	
		4.7												
227.9	D	NEBO	F-261	112	s 1.31			2.33	...	...	3.26		1.50	
		4.5												
232.4	TB	STRAUT	F-256	60	f 1.38			2.45	...	...	3.38		2.00	
		5.2												
237.6	D	PEARL	F-251	51	s 1.49			2.57	...	...	3.48		2.15	
		4.6												
242.2	D	HILLVIEW	F-247	97	s 1.56			3.08	...	...	3.59		2.25	
		3.9												
246.1	D	DRAKE	F-243	57	s 2.02			3.18	...	...	4.09		2.35	
		4.0												
.....	...	C. B. & Q. CROSSING....X.	...	...	...	...	...	...	...	...	...	...	...	...
		1.5												
251.6	DN	ROODHOUSE....W.F.T.Y.	F-238	Yard	A 2.20			A 3.40	...	...	A 4.30		A 2.55	
					PM			PM	PM	AM	AM		PM	
		Time over Sub-Division.....			4:30			5:25	2:19	2:19	5:15		8:55	
		Average speed per hour.....			34.7			28.4	30.1	30.1	29.7		17.7	

Passenger trains will not exceed a speed of 50 miles per hour.

Speed shown in special rule 12, and such other restrictions as may be in effect, will apply.

WESTWARD

Distance from Chicago		Sub-Division No. 2 TIME TABLE No. 3 January 7, 1951	Station Numbers	Passing Sidings Cap. 45 ft. Cars	FIRST CLASS		SECOND CLASS					THIRD CLASS		
					21		65	93	63	97		73		
					Daily		CB&Q Daily	Daily	CB&Q Daily	Daily		Daily Ex Sunday		
					PM		AM	AM	AM	PM		AM		
237.2	DN	ROODHOUSE....W.F.T.Y.	F-238	Yard	L12.01			L10.00		L 9.00		L 6.00		
		1.5												
		C. B. & Q. CROSSING....X.												
		4.0												
242.7	D	DRAKE	F-243	57	s12.10			10.11		9.10		6.10		
		3.9												
246.6	D	HILLVIEW	F-247	97	s12.16			10.18		9.16		6.18		
		4.6												
251.2	D	PEARL	F-251	51	s12.25			10.28		9.26		6.33		
		5.2												
256.4	TB	STRAUT	F-256	60	f12.32			10.40		9.38		6.43		
		4.5												
260.9	D	NEBO	F-261	112	s12.39			10.48		9.45		6.53		
		4.7												
265.8	D	PLEASANT HILL	F-266	50	s12.46			10.57		9.53		7.05		
		8.2												
273.8		QUINCY JUNCTION	F-274	52	12.56			11.10		10.05		7.18		
		0.9												
	DN	C. B. & Q. CROSSING....X.												
		0.4												
275.1		LOUISIANA.....Y.S.	F-275	85	s **1.08** 20-74			11.16		10.10		7.50		
		1.3												
276.4		STOCK YARDS	F-276	40				11.20		10.13		8.00		
		5.9												
282.3	TB	VERA	F-282	123	f 1.19			11.33		10.25		8.12		
		4.5												
286.8	D	BOWLING GREEN	F-287	36	s 1.32			**11.48** 74		10.40		8.35		
		1.1												
287.9	TB	BOOTH	F-288	58	**1.35** 92			11.51		10.43		8.45		
		6.0												
293.9	TB	CURRYVILLE	F-294	55	s 1.43			12.01		10.53		9.00		
		8.4												
302.3	DN	VANDALIA	F-302	90	s 1.58			**12.20** 20		11.05		9.40		
		5.3												
307.6	D	FARBER	F-308	56	s 2.08			12.32		11.13		9.55		
		4.2												
311.8	D	LADDONIA	F-312	128	s 2.15			**12.49** 92		11.20		**10.22** 74		
		4.9												
316.7	TB	RUSH HILL	F-317	51	s 2.21			1.00		11.28		10.30		
		4.0												
320.7	TB	LITTLEBY	F-321	53	2.26			1.06		11.34		10.36		
		3.3												
324.0	DN	FRANCIS	F-324		2.30		L**12.45** 60	1.11	L11.15	11.39		10.41		
		1.8												
325.8	DN	MEXICO.....W.F.S.Y.X.	F-326	Yard	s 2.45		12.50	1.15	11.20	11.43		11.00		
		1.4												
327.2	TB	WEST SIDING	F-327	140	2.48		**1.13** 94	1.19	**11.25** 20	11.47		11.05		
		4.2												
331.4	TB	THOMPSON	F-331	57	f 2.55		1.26	1.26	11.37	11.54		**11.19** 20		
		8.6							**11.51**					
340.0	D	CENTRALIA	F-340	67	s 3.09		1.40	1.40	**12.08** 92-64-73	**12.08** 60		**11.35** **12.18** 92-64-63		
		5.6												
345.6	TB	LARRABEE	F-346	77	3.16		1.49	1.49	12.18	12.19		12.29		
		6.4												
352.0	DN	CLARK.....X.	F-352	128	s 3.26		1.59	1.59	12.27	**12.34** 94		12.39		
		4.5												
356.5	TB	RYDER	F-357	50	3.33		2.07	2.07	12.35	12.46		12.47		
		5.0												
361.5	D	HIGBEE	F-361	50	s 3.42		2.15	2.15	12.44	12.55		12.55		
		0.1												
361.6		M. K. & T. CROSSING....X.												
		4.6												
366.2	TB	YATES	F-366	136	s 3.52		2.25	2.25	12.54	1.05		1.05		
		6.2												
372.4	D	ARMSTRONG	F-372	45	s 4.01		2.35	2.35	1.04	1.15		1.15		
		4.2												
376.6	TB	STEINMETZ	F-377	82	f 4.08		2.42	2.42	1.11	1.23		1.22		
		4.9												
381.5	D	GLASGOW	F-382	31	s 4.18		2.50	2.50	1.19	1.31		1.30		
		2.0												
383.5	TB	HARMONY	F-384	139	f 4.22		2.53	2.53	1.24	1.36		1.35		
		7.0												
390.5	TB	GILLIAM	F-392	66	s 4.35		3.08	3.08	1.39	1.51		1.50		
		3.1												
393.6	DN	SLATER.....W.F.T.S.	F-394	Yard	A 4.40		A 3.15	A 3.15	A 1.45	A 2.00		A 2.00		
					PM		AM	PM	PM	AM		PM		
		Time over Sub-Division			4:39		2:30	5:15	2:30	5:00		8:00		
		Average speed per hour			33.6		27.8	29.7	27.8	31.2		19.5		

Passenger trains will not exceed a speed of 50 miles per hour.

Speed shown in special rule 12, and such other restrictions as may be in effect, will apply.

EASTWARD — WESTWARD

EASTWARD THIRD CLASS	EASTWARD SECOND CLASS		EASTWARD FIRST CLASS		Distance from Bloomington	Train Order Stations	Sub-Division No. 4 TIME TABLE No. 3 January 7, 1951	Station Numbers	Passing Sidings Cap. 45 ft. Cars	WESTWARD FIRST CLASS		WESTWARD SECOND CLASS		WESTWARD THIRD CLASS
76	94	92	28	20						21	27	93	97	75
Mon. Wed. Fri.	Daily	Daily	Daily Ex Sunday	Daily						Daily	Daily Ex Sunday	Daily	Daily	Tues Thur. Sat.
PM	AM	PM	AM	PM						AM	PM	AM	PM	AM
A 4.40			A11.15	A 5.45	.....	DN	.....BLOOMINGTON..W.F.S.Y.X. C.C.C.&St.L. N.Y.C.&St.L.	C-126	...	L 8.10	L 2.40			L 8.45
4.25			s11.01	f 5.31	6.2	D	6.2 .....COVEL.....	F-132	62	f 8.20	f 2.50			9.00
4.13			s10.48	s 5.18	12.2	D	6.0 .....STANFORD.....	F-138	80	s 8.29	s 2.59			9.20
4.00			s10.38	s 5.08	17.2	D	5.0 .....MINIER.....Penna.X.	F-143	57	s 8.37	s 3.07			9.35
3.50			s10.28	s 4.58	22.5	D	5.3 .....HOPEDALE.....	F-149	60	s 8.46	s 3.16			9.45
.....			f10.21	f 4.51	26.3	...	3.8 .....BROWNWOOD.....	F-153	...	f 8.51	f 3.21			.....
3.29 27			s**10.12** 75	s 4.42	30.7	DN	4.4 .....DELAVAN.....I.C.X.	F-157	...	s 8.59	s **3.29** 76			**10.12** 28
.....			.....	.....	35.7	...	5.0 .....P. & N. JUNCTION.....	.....	...	.....	.....			.....
2.30			s10.02	s 4.32	36.4	D	0.7 .....SAN JOSE.....	F-163	38	s 9.08	s 3.38			10.45
1.52			f 9.57	f 4.27	39.1	...	2.7 .....NATRONA.....	F-165	...	f 9.12	f 3.42			10.52
1.40			s 9.48	s 4.18	44.9	D	5.8 .....MASON CITY.....I.C.X.	F-171	71	s 9 23	s 3.51			11.25
1.10			s **9.36** 21	s **4.05** 27	53.3	D	8.4 .....GREENVIEW.....	F-179	48	s **9.36** 28	s **4.05** 20			11.45
12.55			f 9.30	f 3.59	56.5	...	3.2 .....CURTIS.....	F-183	...	f 9.41	f 4.10			11.55
12.45			s 9.23	s 3.52	•61.1	D	4.6 .....PETERSBURG...C.&I.M.X.	F-187	27	s 9.50	s 4.19			12.20
.....			.....	.....	64.0	...	2.9 .....HILLTOP.....	F-190	...	.....	.....			.....
12.10			s 9.11	s 3.40	68.3	D	4.3 .....TALLULA.....	F-194	56	s10.02	s 4.31			12.40
11.55			s 9.02	s 3.31	73.7	D	5.4 .....ASHLAND.....B.&O.X.	F-200	47	s10.12	s 4.41			12.52
11.40			s 8.57	s 3.26	76.4	D	2.7 .....PRENTICE.....	F-203	...	s10.18	s 4.47			12.59
11.30			f 8.48	f 3.17	82.2	...	5.8 .....SINCLAIR.....	F-208	57	f10.28	f 4.57			1.10
11.20			8.41	3.10	86.4	...	4.2 .....BROWNTON.....	F-213	...	10.36	5.05			1.20
11.00 21			s 8.36	s 3.05	89.2	D	2.8 Wab.....JACKSONVILLE..C.B.&Q.X.	F-216	17	s**11.00** 76	s 5.17			2.25
9.40			8.30	2.55	92.4	...	3.2 .....DAVIS.....	F-219	...	11.06	5.23			2.33
9.30			s 8.24	s **2.49** 75	96.8	D	4.4 .....WOODSON.....	F-223	57	s11.14	f 5.31			**2.49** 20
9.15	A 5.20	A 5.00	s 8.18	s 2.43	100.2	DN	3.4 .....MURRAYVILLE.....	F-227	30	s11.22	s 5.38	L 7.30	L 7.35	3.30
8.45	5.10	4.50	s 8.09	s 2.34	105.8	...	5.6 .....MANCHESTER.....	F-233	...	s11.30	f 5.49	7.45	7.50	3.45
L 8.30	L 5.00	L 4.40	L **8.00** 93	L 2.25	110.6	DN	4.8 .....ROODHOUSE..W.F.T.Y.	F-236	...	A11.40	A 6.00	A **7.55** 28	A 8.00	A 4.15
AM	AM	PM	AM	PM						AM	PM	AM	PM	PM
8:10	:20	:20	3:15	3:20			Time over Sub-Division.....			3:30	3:20	:25	:25	7:30
13.5	31.2	31.2	34.0	33.0			Average speed per hour.....			31.6	33.0	25.0	25.0	14.7

VIA AIR LINE

VIA AIR LINE

VIA AIR LINE

VIA AIR LINE

Passenger trains will not exceed a speed of 50 miles per hour.

Speed shown in special rule 12, and such other restrictions as may be in effect, will apply.

EASTWARD — WESTWARD

SECOND CLASS 90 Daily PM	SECOND CLASS 96 Daily AM		Distance from Roodhouse	Train Order Stations	Sub-Division No. 6 TIME TABLE No. 3 January 7, 1951	Station Numbers	Passing Sidings Cap. 45 ft. Cars	SECOND CLASS 91 Daily AM	SECOND CLASS 95 Daily PM	
A 5.00	A 5.00	.....	.....	DN	ROODHOUSE ..... W.F.T.Y.	R-40	.....	L 5.15	L 5.00	.....
					3.3				90	
4.40	4.50	.....	3.3	D	WHITEHALL ..... C.B.&Q.X.	R-37	48	5.25	5.10	.....
					5.0					
4.15	4.40	.....	8.3	.....	BERDAN	R-34	.....	5.35	5.20	.....
					4.4					
4.05	4.30	.....	12.7	D	CARROLLTON ..... G.M.&O.X.	R-29	26	5.45	5.30	.....
					8.2					
3.45	4.15	.....	20.9	D	KANE	R-21	70	6.00	5.45	.....
					5.1					
3.34	4.05	.....	26.0	D	JERSEYVILLE	R-16	21	6.10	5.55	.....
					6.2					
2.50	3.50	.....	32.2	.....	DELHI	R-10	38	6.22	6.07	.....
					7.8					
L 2.30	L 3.35	.....	40.0	DN	GODFREY ..... Y.W.	R-0	.....	A 6.40	A 6.25	.....
PM	AM							AM	PM	
2:30	1:25				Time over Sub-Division			1:25	1:25	
16.0	26.6				Average speed per hour			28.2	28.2	

Passenger trains will not exceed a speed of 50 miles per hour.
Speed shown in special rule 12, and such other restrictions as may be in effect, will apply.

EASTWARD — WESTWARD

SECOND CLASS 94 Daily AM	SECOND CLASS 92 Daily PM		Distance from Iles	Train Order Stations	Sub-Division No. 5 TIME TABLE No. 3 January 7, 1951	Station Numbers	Passing Siding Cap. 45 ft. Cars	SECOND CLASS 93 Daily AM	SECOND CLASS 97 Daily PM	
A 6.20	A 6.00	.....	.....	DN	ILES ..... Wab.X.	CG-2	.....	L 6.20	L 6.20	.....
					4.4			94		
6.13	5.53	.....	4.4	.....	COCKRELL	CG-6	.....	6.30	6.30	.....
					5.4					
6.05	5.45	.....	9.8	.....	KNAPP	CG-12	65	6.40	6.40	.....
					6.4					
5.55	5.35	.....	16.2	.....	PROUTY	CG-18	65	6.52	6.55	.....
					1.8					
.....	.....	.....	18.0	.....	HUFFAKER	CG-20	.....	.....	.....	.....
					4.6					
5.45	5.25	.....	22.6	D	YEOMANS	CG-25	66	7.05	7.10	.....
					2.8					
5.40	5.20	.....	25.4	.....	REES	CG-27	.....	.....	.....	.....
					3.4					
5.32	5.12	.....	28.8	.....	CLEMENTS	CG-31	66	7.20	7.25	.....
					5.6					
L 5.20	L 5.00	.....	34.4	DN	MURRAYVILLE	CG-36	65	A 7.30	A 7.35	.....
AM	PM							AM	PM	
1:00	1:00				Time over Sub-Division			1:10	1:15	
34.4	34.4				Average speed per hour			29.5	27.5	

Passenger trains will not exceed a speed of 50 miles per hour.
Speed shown in special rule 12, and such other restrictions as may be in effect, will apply.

WESTWARD

EASTWARD

Distance from Carrollton		Sub-Division No. 7 TIME TABLE No. 3 January 7, 1951	Station Numbers			Distance from E. Hardin		Sub-Division No. 7 TIME TABLE No. 3 January 7, 1951	Station Numbers		
.....	D	CARROLLTON..G.M.&O.X.	H-0	.....	.....	.....	D	E. HARDIN.....	H-21	.....	.....
		2.6						1.3			
2.6	...	KASER.....	H-4	.....	.....	1.3	...	BAKERSFIELD.....Y.	H-19	.....	.....
		1.8						2.7			
4.4	...	HURRICANE.....	H-6	.....	.....	4.0	...	WILCOXSON.....	H-17	.....	.....
		3.4						2.6			
7.8	D	ELDRED.....	H-9	.....	.....	6.6	...	COOK.....	H-14	.....	.....
		2.0						2.0			
9.8	...	BOYLE.....	.....	.....	.....	8.6	...	CLARKE.....	H-12	.....	.....
		1.1						1.1			
10.9	...	CLARKE.....	H-12	.....	.....	9.7	...	BOYLE.....	.....	.....	.....
		2.0						2.0			
12.9	...	COOK.....	H-14	.....	.....	11.7	D	ELDRED.....	H-9	.....	.....
		2.6						3.4			
15.5	...	WILCOXSON.....	H-17	.....	.....	15.1	...	HURRICANE.....	H-6	.....	.....
		2.7						1.8			
18.2	...	BAKERSFIELD.....Y.	H-19	.....	.....	16.9	...	KASER.....	H-4	.....	.....
		1.3						2.6			
19.5	D	E. HARDIN.....	H-21	.....	.....	19.5	D	CARROLLTON..G.M.&O.X.	H-0	.....	.....

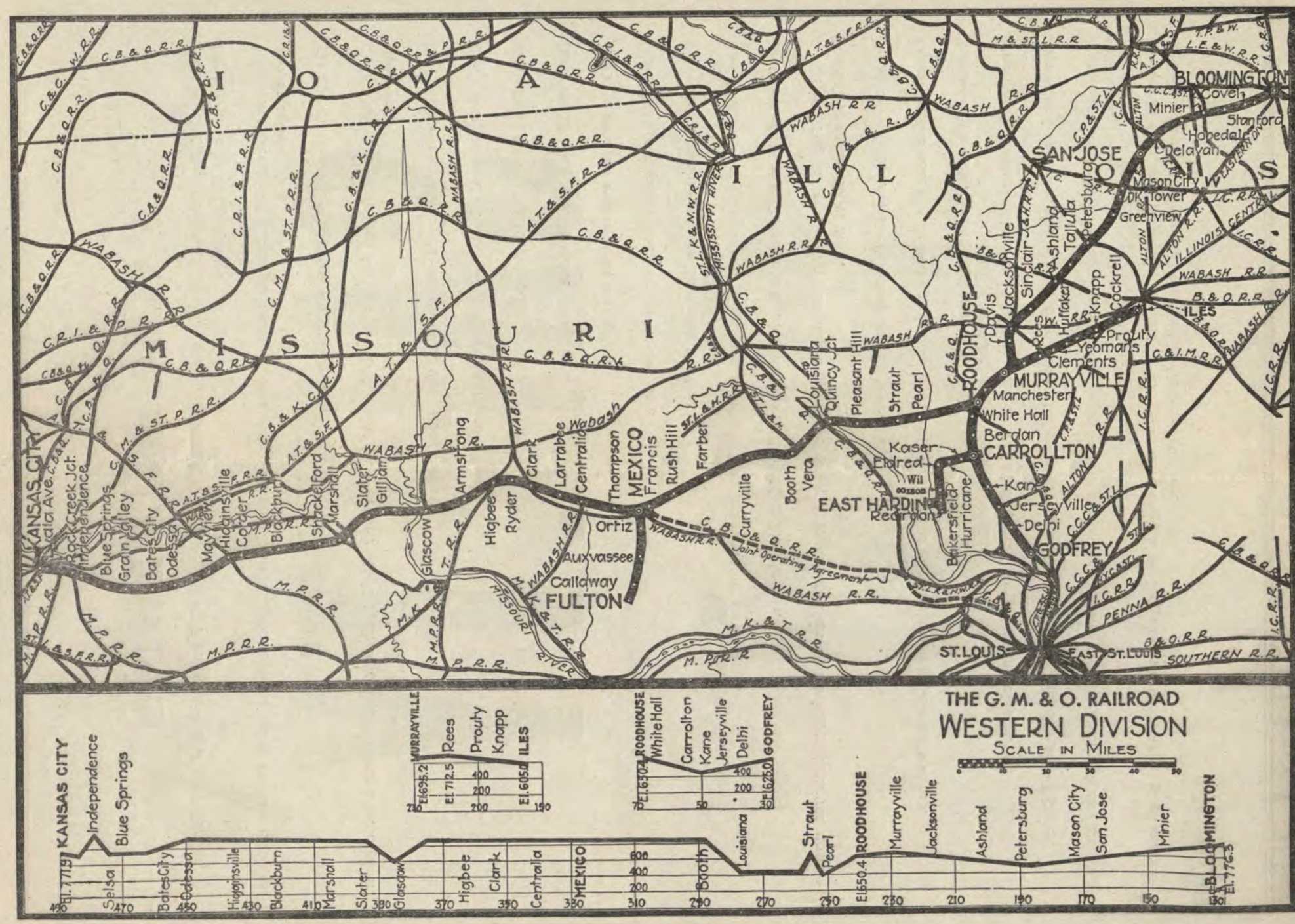
WESTWARD

EASTWARD

Distance from Mexico		Sub-Division No. 3 TIME TABLE No. 3 January 7, 1951	Station Numbers	SECOND CLASS 215 Daily Ex Sunday PM		Distance from Fulton		Sub-Division No. 3 TIME TABLE No. 3 January 7, 1951	Station Numbers	THIRD CLASS 214 Daily Ex Sunday PM	
.....	...	SOUTH BRANCH JCT.....X.	CK-1	L 1.05	.....	.....	D	FULTON.....	CK-24	L 3.00	.....
		11.1						4.3			
11.1	D	AUXVASSE.....	CK-11	1.29	.....	4.3	...	CALLAWAY.....	CK-20	3.15	.....
		4.9						3.5			
16.0	...	M'CREDIE.....	CK-16	1.45	.....	7.8	...	M'CREDIE.....	CK-16	3.25	.....
		3.5						4.9			
19.5	...	CALLAWAY.....	CK-20	1.53	.....	12.7	D	AUXVASSE.....	CK-11	3.35	.....
		4.3						11.1			
23.8	D	FULTON.....	CK-24	A 2.05	.....	23.8	...	SOUTH BRANCH JCT.....X.	CK-1	A 4.00	.....
				PM						PM	
		Time over Sub-Division.....		1:00				Time over Sub-Division.....		1:00	
		Average speed per hour.....		23.8				Average speed per hour.....		23.8	

TABLE OF TRAIN SPEEDS
For Information Only

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
36″	100	53″	67.9	1′ 4″	56.2	1′ 30″	40	2′ 50″	21.2
38″	94.7	54″	66.6	1′ 5″	55.3	1′ 40″	36	3′	20
40″	90	55″	65.4	1′ 6″	54.5	1′ 45″	34.3	3′ 9″	19
42″	85.7	56″	64.2	1′ 7″	53.7	1′ 50″	32.7	3′ 20″	18
45″	80	57″	63.1	1′ 8″	52.9	2′	30	3′ 31″	17
48″	75	58″	62	1′ 9″	52.1	2′ 10″	27.6	3′ 45″	16
49″	73.5	59″	61	1′ 10″	51.4	2′ 15″	26.6	4′	15
50″	72	1′	60	1′ 12″	50	2′ 20″	25.7	5′	12
51″	70.6	1′ 1″	59	1′ 15″	48	2′ 30″	24	6′	10
52″	69.2	1′ 2″	58	1′ 20″	45	2′ 40″	22.5	7′ 30″	8
		1′ 3″	57.1	1′ 25″	42.3	2′ 45″	21.8	10′	6


THE G. M. & O. RAILROAD
WESTERN DIVISION
SCALE IN MILES
IOWA
ILLINOIS
MISSOURI
KANSAS CITY
Independence
Blue Springs
Selsa
Bates City
Odessa
Higginsville
Blackburn
Marshall
Slater
Glasgow
Higbee
Clark
Centralia
MEXICO
Booth
Louisiana
Strout
Pearl
ROODHOUSE
Murrayville
Jacksonville
Ashland
Petersburg
Mason City
San Jose
Minier
BLOOMINGTON
MURRAYVILLE
Rees
Prouty
Knapp
ILES
ROODHOUSE
White Hall
Carrollton
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Delhi
GODFREY
Kaser
Eldred
Wil
Redrdon
EAST HARDIN
Bakersfield
Hurricane
Curryville
Vera
Pleasant Hill
Quincy Jct
Rush Hill
Francis
Thompson
Larrabee
Armstrong
Ortiz
Auxvassee
Callaway
FULTON
Glasgow
Higbee
Ryder
Clark
Centralia
Wabash
Farber
Davis
Sinclair
Ashland
Tallula
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Huffaker
Knapp
Cockrell
Prouty
Yeomans
Clements
Manchester
Berdan
Kane
Delhi
Covel
Minier
Stanford
Hopedale
Delavan
Mason City
Tower
Greenview
ST. LOUIS
EAST ST. LOUIS
Joint Operating Agreement
MISSISSIPPI RIVER
MISSOURI RIVER
WABASH R.R.
C.B.&Q.R.R.
M.P.R.R.
M.K.&T.R.R.
PENNA R.R.
SOUTHERN R.R.
ILLINOIS CENTRAL
ALTON R.R.
I.C.R.R.
B.&O.R.R.
C.&I.M.R.R.
C.R.I.&P.R.R.
A.T.&S.F.R.R.
M.&ST.L.R.R.
C.&E.I.R.R.
El.711.9
El.695.2
El.712.5
El.605.0
El.650.4
El.776.3

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! 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 them 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 engines 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 six feet back from the track to give brakemen 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. This denotes efficiency.

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 and are forbidden to ride on pilots of locomotives between stations.

SAFETY FIRST

391350