MEDICAL AND SURGICAL DEPARTMENTS

LOCATION OF COMPANY MEDICAL EXAMINERS, SURGEONS AND OCULISTS—CONCLUDED

North St. Louis, Mo.	DR. G. F. CHOPIN	Local Surgeon.
Old Monroe, Mo.	DR. PERCY C. NEUNLIST	Local Surgeon.
Palmyra, Mo.	DR. T. A. ROSELLE	Local Surgeon.
Quincy, Ill.	DR. W. H. BAKER	Surgeon and Examiner.
Quincy, Ill.	DR. JAMES F. MERRITT	Local Surgeon.
Quincy, Ill.	DR. WALTER STEVENSON	Oculist.
Shelbina, Mo.	DR. J. A. FURNISH	Local Surgeon.
South Troy, Mo.	DR. H. S. HARRIS, P. O. Troy, Mo.	Local Surgeon.
St. Joseph, Mo.	DR. H. F. MUNDY	Medical Examiner.
St. Joseph, Mo.	DR. H. S. CONRAD	Local Surgeon.
St. Joseph, Mo.	DR. F. GREGG THOMPSON	Local Surgeon.
St. Joseph, Mo.	DR. H. K. WALLACE	Local Surgeon.
St. Joseph, Mo.	DR. P. P. FULKERSON	Oculist.
St. Joseph, Mo.	DR. W. H. MINTON	Oculist.
St. Joseph, Mo.	DR. ROBERT S. MINTON	Oculist.
St. Louis, Mo.	DR. R. E. MASON	Oculist.
St. Louis, Mo.	DR. RICHARD A. SUTTER	Surgeon and Examiner.
Wellsville, Mo.	DR. SAMUEL J. BYLAND	Local Surgeon.

Whenever any person other than a trespasser sustains injuries on Company property, requiring immediate medical attention, the nearest Company Surgeon should be summoned by the officer or employe of highest rank present.

In cases of emergency, when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives, who, upon arrival, should at once take charge of the case and relieve the called surgeon from further care or attendance, as far as the Company is concerned.

In case of injury to trespassers, a physician, the Company Surgeon when available, should be summoned ONLY in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

The acceptance of the aid of a surgeon called by the Company is entirely optional with injured parties. In case they desire, they can select, at their own expense, other surgical attendance.

This Company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company Surgeon, and then only for such attendance as it appears is clearly and immediately demanded. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

R. B. KEPNER, M.D.
Medical Director Relief Department, Chicago.

O. H. HORRALL, M.D.
Chief Surgeon, Chicago.

J. H. AYDELOTT,
General Manager, Chicago.

J. C. GRISINGER,
General Superintendent, Burlington, Iowa.

H. E. HINSHAW,
Superintendent, Hannibal.

W. P. WILSON,
Superintendent, St. Louis Terminals.

J. E. THIEHOFF,
Assistant Superintendent, Brookfield, Mo.

F. E. SPERRY,
General Superintendent of Transportation, Chicago.

L. C. TWYMAN,
Assistant Superintendent of Transportation, Chicago.

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE

HANNIBAL DIVISION

OF THE

CENTRAL DISTRICT

No. 78

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

SUNDAY, JAN. 5, 1941

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the book of rules of the operating department.

STANDARD PRINTING CO., HANNIBAL, MO

St. Louis to Old Monroe—Sub-division—Northward

HANNIBAL DIVISION. **TIME TABLE No. 78.** **EFFECTIVE JAN. 5, 1941.**

FIRST CLASS								STATIONS	Distance from St. Louis	Signs	SECOND CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily M. K. T. Passenger				Daily M. K. T. Freight	Daily Freight	Daily Freight	Daily M. K. T. Freight	Daily Freight
25	29	43	33	15	17	1	205				275	79	71	271	61
A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.			B.C.K. R.T.W. Y.					
L12.15	L 9.00	L 9.05	L 2.15	L 5.30	L 8.40	L11.47	L11.55	.....UNION STATION.....							
Trains between Union Station and North Market are governed by Rules of the Terminal Railroad Association.															
								3.9							
12.28	9.11	9.16	2.26	5.41	8.52	11.58	A.M. 12.06	.....NORTH MARKET..... Wabash Crossing (Interlocked) Wiggins Crossing (Interlocked)	3.9						
						— A.M. —		3.3							
12.32	9.14	9.20	2.29	5.44	8.56	12.03	12.11	.....NORTH ST. LOUIS.....	7.2	B.C.K. O.R.T. W. Yd.		P.M. L 6.45			P.M. L 9.30
								2.2							
12.35	9.16	9.22	2.31	5.46	8.58	12.05	12.14	.....BADEN.....	9.4		P.M. L 1.00	6.50		P.M. L 8.00	9.35
								1.0							
								.....PROSPECT HILL.....	10.4	F. Yd.					
								4.5							
12.42	9.21	f 9.27	2.36	5.50	9.04	12.12	12.21	.....SPANISH LAKE.....	14.9						
								3.4							
								...FORT BELLEFONTAINE...	18.3	F.					
								2.1					— P.M. —		
12.49	9.26	s 9.35	2.41	5.55	f 9.10	12.18	12.29	.....WEST ALTON.....	20.4	Y.-Yd.			L 7.20		
								6.5							
12.57	9.32	f 9.43	2.47	6.01	f 9.18	12.25	A12.37 A.M.	..... MACHENS.....	26.9	R.B.W.	A 1.35 P.M.	7.25	7.35	A 8.40 P.M.	10.15
								6.6							
1.04	9.37	f 9.51	2.52	6.06	f 9.26	12.32		.....ORCHARD FARM.....	33.5			7.34	7.45		10.30
								3.4							
1.08	9.39	9.55	2.54	6.08	9.31	12.35		.....SEEBURGER.....	36.9	F.		7.39	7.52		10.38
								6.0							
1.15	9.44	f 10.02	2.59	6.13	f 9.38	12.41		.....PERUQUE.....	42.9	F.		7.47	**8.14**		10.50
								3.6							
1.20	9.47	10.06	3.02	6.16	9.43	12.45		.....FIRMA.....	46.5	F.		7.52	**8.37**		10.57
								5.1							
A 1.25 A.M.	A 9.51 A.M.	s A10.13 A.M.	A 3.06 P.M.	A 6.20 P.M.	s A 9.52 P.M.	A12.50 A.M.		.....OLD MONROE.....	51.6	B.C.K. R.W.Y. Yd.		A **8.04** P.M.	A 8.55 P.M.		A11.10 P.M.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily
1:10 44.2	0:51 60.7	1:08 45.5	0:51 60.7	0:50 61.9	1:12 43.0	1:03 49.1	0:42 38.4	.....SCHEDULE TIME..... ....AVERAGE MILES AN HOUR....			0:35 30.0	1:19 33.7	1:35 19.7	0:40 26.3	1:40 26.6

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

Single track between Machens and Old Monroe.

Double track between North Market and Machens. Rules D251, D252 and D254 in effect.

Automatic block system in effect.

Trains not affected by Rule 83 must leave register ticket at Baden, Machens and Old Monroe, and operator will register.

No train order signal at West Alton governing trains to and from Henry Street. Conductors and enginemen must have Clearance Form A.

Train order signal at North Market does not affect northward Hannibal division trains.

Operators will handle switches at Baden during hours on duty.

Operator West Alton will handle junction switch north of depot for trains to and from East St. Louis.

Operator Old Monroe will handle junction switch for No. 25, No. 29 and No. 33.

Conductors of trains and enginemen of light engines, leaving North St. Louis Yard or Baden, must secure permission from Operator Baden or West Alton, before entering main track.

No.25 will stop at Old Monroe Sundays only to pick up mail dispatched from No. 1.

No. 29 and No. 33 will stop on flag at Washington Avenue for revenue passengers for Mexico, Centralia, Marshall, Higginsville, Independence or Kansas City.

No. 29 and No. 33 will stop on flag at West Alton for revenue passengers for Kansas City.

No. 15 will stop at Washington Avenue.

No. 43 will stop on flag at Washington Avenue.

From St. Louis to Machens the centers of double track vary from 11 feet, 4⅞ inches to 12 feet, 0 inches. 11 feet, 9⅝ inches main track to siding and 11 feet, 6 inches siding to adjacent track.

Machens 12 feet 0 inches centers main track to siding.

Kampville, M P 39.95

Blase, M P 35.13

Wilkie, M P 30.71

Whitecorn, M P 28.21

Larimore, M P 13.20

Bissell, M P 11.34

No. 71 leaves East St. Louis at 5:45 P.M.

Old Monroe to St. Louis—Sub-division—Southward

HANNIBAL DIVISION. **TIME TABLE No. 78.** **EFFECTIVE JAN. 5, 1941.**

FIRST CLASS								STATIONS	Capacity of Sidings	Other Tracks	SECOND CLASS				
Daily Passenger	Daily Passenger	Daily M. K. T. Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger				Daily M. K. T. Freight	Daily Freight	Daily Freight	Daily Freight	Daily M. K. T. Freight
8	16	206	26	12	32	44	30				276	80	72	68	274
A A.M. 7.00	A A.M. 6.55	A A.M. 7.30	A A.M. 7.45	A P.M. 12.55	A P.M. 1.20	A P.M. 9.20	A P.M. 9.30	.....UNION STATION.....							
Trains between North Market and Union Station are governed by Rules of the Terminal Railroad Association.															
								3.9							
6.44	6.38	7.13	7.28	12.38	1.03	9.03	9.14	.....NORTH MARKET..... Wabash Crossing (Interlocked) Wiggins Crossing (Interlocked)							
								3.3							
6.40	6.30	7.05	7.18	12.33	12.59	8.59	9.11	.....NORTH ST. LOUIS.....	Yard	Yard			A A.M. 7.00	A P.M. 9.30	
								2.2							
6.37	6.20	7.00	7.14	12.30	12.57	8.56	9.09	.....BADEN.....	Yard	Yard	A A.M. 4.30		6.55	7.55	A P.M. 8.30
								1.0							
								.....PROSPECT HILL.....		40					
								4.5							
6.32	6.10	6.51	7.06	f 12.24	12.53	8.50	9.04	.....SPANISH LAKE.....	13	5					
								3.4							
								...FORT BELLEFONTAINE...	40						
								2.1							
6.26	6.00	6.41	f 6.56	12.17	12.46	s 8.43	8.58	.....WEST ALTON.....	Yard	Yard		A A.M. 5.14			
								6.5							
6.18	5.50	L 6.30 A.M.	6.45	12.09	12.40	f 8.35	8.52	.....MACHENS.....	150	19	L 3.40 A.M.	4.59	6.25	7.20	L 7.45 P.M.
								6.6							
6.11	5.40		f 6.36	f 12.01 P.M.	12.34	f 8.27	8.46	.....ORCHARD FARM.....	78	22		4.45	6.17	7.08	
								3.4							
6.07	5.35		6.31	11.56	12.32	8.22	8.44	.....SEEBURGER.....	91	10		4.39	6.12	7.02	
								6.0							
6.00	5.27		6.24	f 11.50	12.27	**8.14**	8.39	.....PERUQUE.....	100	24		4.30	6.04	6.54	
								3.6							
5.57	5.22		6.18	11.45	12.25	8.09	**8.37**	.....FIRMA.....	72	10		4.23	5.59	6.48	
								5.1							
L **5.52** A.M.	L 5.15 A.M.		L 6.10 A.M.	L 11.40 A.M.	L 12.21 P.M.	L **8.04** P.M.	L 8.33 P.M.	.....OLD MONROE.....	100	Yard		L 4.15 A.M.	L **5.52** A.M.	L 6.40 P.M.	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily
1:08 45.5	1:40 30.9	1:00 26.9	1:35 32.6	1:15 41.2	0:59 52.5	1:16 40.7	0:57 54.3	.....SCHEDULE TIME..... .... AVERAGE MILES AN HOUR			0:50 21.0	0:59 31.7	1:08 39.2	2:50 15.7	0:45 23.3

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

Single track between Old Monroe and Machens.

Double track between Machens and North Market. Rules D251, D252 and D254 in effect.

Automatic block system in effect.

Trains not affected by Rule 83 must leave register ticket at Old Monroe, Machens and Baden, and operator will register.

No train order signal at West Alton governing trains to and from Henry Street. Conductors and enginemen must have Clearance Form A.

Operator Old Monroe will handle junction switch for No. 26, No. 30 and No. 32.

Operator West Alton will handle junction switch north of depot for trains to and from East St. Louis.

Operators will handle switches at Baden during hours on duty.

No. 8 will stop at Washington Ave.

No. 8 will stop at West Alton to discharge revenue passengers from Hannibal or beyond.

No. 16 will stop at Washington Ave.

No. 26 will stop at Washington Avenue.

No. 12 will stop at Washington Avenue.

No. 44 will stop on flag at Washington Avenue.

No. 30 and No. 32 will stop on flag at Washington Avenue on request to discharge revenue passengers from Mexico, Centralia, Marshall, Higginsville, Independence or Kansas City.

No. 30 and No. 32 will stop on flag at West Alton on request to discharge revenue passengers from Kansas City.

Station	OFFICE OPEN: Week Days	Sundays
Baden	5:45 a.m. to 1:45 p.m. 6:00 p.m. to 2:00 a.m.	5:45 a.m. to 1:45 p.m. 6:00 p.m. to 2:00 a.m.
Spanish Lake	7:00 a.m. to 4:00 p.m.	Closed
West Alton	Continuous	Continuous
Machens	Continuous	Continuous
Orchard Farm	8:30 a.m. to 5:30 p.m.	8:30 a.m. to 10:30 a.m.
Old Monroe	Continuous	Continuous
Other Stations	No Office	No Office

No. 80 arrives East St. Louis at 7:00 A.M.

Old Monroe to Hannibal—Sub-division—Northward

HANNIBAL DIVISION. **TIME TABLE No. 78.** **EFFECTIVE JAN. 5, 1941.**

FIRST CLASS											SECOND CLASS		
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Distance from St. Louis	STATIONS	Distance from Hannibal	Capacity of Sidings	Other Tracks	Office Open Week Days	Daily Freight	Daily Freight	Daily Freight
1	43	15	17								79	71	61
A.M. L12.50	A.M. L10.13	P.M. L 6.20	P.M. L 9.52	B.C.K. R.W.Y. Yd.	51.6	OLD MONROE	68.1	100	Yard	Continuous.	P.M. L 8.04	P.M. L 8.55	P.M. L11.10
						4.6							
12.55	s10.21	**6.24**	f 9.57		56.2	WINFIELD	63.5	90	23	8:30 a.m. to 5:30 p.m.	8.20	9.05	11.20
						3.3							
12.58	f10.27	6.27	f10.03	F.	59.5	FOLEY	60.2	81	19	No Office.	8.30	9.13	11.28
						5.6							
1.03	f10.34	6.32	f10.09	F.	64.1	APEX	55.6	100	4	No Office.	8.40	9.23	11.37
						4.1							
1.07	s10.42	s 6.37	s10.17	W.	68.2	ELSBERRY	51.5	90	45	8:30 a.m. to 4:30 p.m. 6:00 p.m. to 2:00 a.m.	8.50	9.33	11.46
						3.7							
1.11	10.47	6.41	f10.23	F.	71.9	DAMERON	47.8	90	13	No Office.	8.58	9.41	11.54
						3.4							A.M.
1.14	f10.52	6.44	f10.28		75.3	ANNADA	44.4	100	20	8:30 a.m. to 5:30 p.m.	9.07	9.48	12.01
						3.3							
1.17	f **10.58**	6.47	10.33	F.	78.6	KISSENGER	41.1	82	13	No Office.	9.15	9.55	12.12
						5.4							
1.23	s11.06	s 6.52	s10.41		84.0	CLARKSVILLE	35.7	78	53	8:00 a.m. to 5:00 p.m.	9.26	10.05	12.22
						4.6							
1.29	11.12	6.57	10.48	F.	88.6	McINTOSH	31.1	97	5	No Office.	9.36	10.14	12.34
						4.9							
					93.5	ALTON TOWER . Alton Crossing (Interlocked)	26.2			Continuous.			
						0.6							
s 1.41	s11.22	s **7.08**	s11.00	W. F. Yd.	94.1	LOUISIANA	25.6	125	Yard	No Office.	9.52	10.30	12.48
						5.7							
1.50	11.30	7.15	11.10	F.	99.8	READING	19.9	77	10	No Office.	10.05	10.44	1.03
			f		101.8	RIVERLAND	17.9		8	No Office.			
						2.0							
1.56	s11.36	7.19	f11.16		104.3	ASHBURN	15.4	78	27	8:30 p.m. to 5:30 a.m.	10.14	10.53	1.13
						2.5							
2.01	11.42	7.23	11.22	F.	107.9	HOPE	11.8	69		No Office.	10.24	11.01	1.23
						3.6							
2.07	f11.51	7.29	f11.30	F.	113.5	SAVERTON	6.2	90	8	No Office.	10.36	11.13	1.33
						5.6							
				F.	116.6	ILASCO	3.1			No Office.			
						3.1							
2.13	11.56	7.34	11.37	Yd.	118.0	McBRIDE	1.7	Yard	Yard	8:30 p.m. to 5:30 a.m.	A11.05 P.M.	A11.25 P.M.	A 1.45 A.M.
						1.4							
2.15	11.58	7.36	11.39	B.C.K. O.R.T. W.Y. Yd.	119.4	HANNIBAL	0.3	Yard	Yard	Continuous.			
	— P.M. —					0.3							
A 2.20 A.M.	A12.03 P.M.	A 7.40 P.M.	A11.46 P.M.	Y.R. F.	119.7	Wabash Crossing (Grade) HANNIBAL U. D.				No Office.			
Daily	Daily	Daily	Daily								Daily	Daily	Daily
1:30 45.4	1:50 37.1	1:20 51.1	1:54 35.8			SCHEDULE TIME AVERAGE MILES AN HOUR					3:01 22.5	2:30 26.5	2:35 25.7

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

Automatic block system in effect.

Trains not affected by Rule 83 must leave register ticket at Old Monroe, and operator will register.

No train order signal at Hannibal. Conductors and Enginemen, except northward trains completing trip on Old Monroe and Hannibal Sub-division, must have Clearance Form A.

McIntosh 12 feet 3⅝ inches centers siding to adjacent track. Hannibal 12 feet 2⅜ inches centers main track to siding and 12 feet 3⅝ inches centers siding to adjacent track.

Busch spur M. P. 106.91.

Clemens, M. P. 110.99.

No. 17 will stop at Reading on flag Wednesdays and Saturdays.

No. 17 will stop at Busch on flag.

Way freight trains will carry passengers between Ashburn and Old Monroe.

No. 43 will stop at Busch and Clemens on flag.

Hannibal to Old Monroe—Sub-division—Southward

HANNIBAL DIVISION. **TIME TABLE No. 78.** **EFFECTIVE JAN. 5, 1941.**

FIRST CLASS											SECOND CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Distance from St. Louis	STATIONS	Distance from Hannibal	Capacity of Sidings	Other Tracks	Office Open Sundays	Daily Freight	Daily Freight	Daily Freight	
8	16	12	44								80	72	68	
A.M. A 5.52	A.M. A 5.15	A.M. A11.40	S P.M. A 8.04	B.C.K. R.W.Y. Yd.	51.6	OLD MONROE	68.1	100	Yard	Continuous.	A.M. A 4.15	A.M. A 5.35	P.M. A 6.40	
						4.6								
S 5.46	5.08	f 11.33	S 7.56		56.2	WINFIELD	63.5	90	23	8:45 a.m. to 10:45 a.m.	4.02	5.24	6.24	
						3.3								
5.42	5.04	11.27	f 7.51	F.	59.5	FOLEY	60.2	81	19	No Office.	3.54	5.18	6.09	
						5.6								
5.36	4.58	11.21	7.45	F.	64.1	APEX	55.6	100	4	No Office.	3.46	5.08	6.02	
						4.1								
S 5.31	4.51	S 11.15	S 7.40	W.	68.2	ELSBERRY	51.5	90	45	8:30 a.m. to 4:30 p.m. 6:00 p.m. to 2:00 a.m.	3.40	5.02	5.56	
						3.7								
5.25	4.45	f 11.10	7.34	F.	71.9	DAMERON	47.8	90	13	No Office.	3.33	4.55	5.50	
						3.4								
5.22	4.40	f 11.04	7.31		75.3	ANNADA	44.4	100	20	Closed.	3.26	4.48	5.45	
						3.3								
5.19	4.35	f 10.58	7.28	F.	78.6	KISSENGER	41.1	82	13	No Office.	3.20	4.42	5.40	
						5.4								
S 5.12	4.26	S 10.48	S 7.22		84.0	CLARKSVILLE	35.7	78	53	9:30 a.m. to 11:30 a.m.	3.12	4.33	5.32	
						4.6								
5.04	4.18	10.39	7.16	F.	88.6	McINTOSH	31.1	97	5	No Office.	3.05	4.26	5.25	
						4.9								
					93.5	ALTON TOWER Alton Crossing (Interlocked)	26.2			Continuous.				
						0.6								
S 4.57	4.10	S 10.31	S 7.08	W. F. Yd.	94.1	LOUISIANA	25.6	125	Yard	No Office.	2.57	4.18	5.17	
						5.7								
4.44	4.00	10.21	6.58	F.	99.8	READING	19.9	77	10	No Office.	2.46	4.07	5.08	
						2.0								
					101.8	RIVERLAND	17.9		8	No Office.				
						2.5								
4.39	3.54	S 10.15	f 6.54		104.3	ASHBURN	15.4	78	27	8:30 p.m. to 5:30 a.m.	2.39	4.00	5.01	
						3.6								
4.35	3.49	10.09	6.50	F.	107.9	HOPE	11.8	69		No Office.	2.33	3.54	4.56	
						5.6								
4.29	3.42	f 10.02	6.44	F.	113.5	SAVERTON	6.2	90	8	No Office.	2.25	3.46	4.48	
						3.1								
		f		F.	116.6	ILASCO	3.1			No Office.				
						1.4								
4.22	3.36	9.56	6.39	Yd.	118.0	McBRIDE	1.7	Yard	Yard	8:30 p.m. to 5:30 a.m.	L 2.15 A.M.	L 3.37 A.M.	L 4.40 P.M.	
						1.4								
4.20	3.34	9.54	6.37	B.C.K. O.R.T. W.Y. Yd.	119.4	HANNIBAL	0.3	Yard	Yard	Continuous.				
						0.3								
L 4.15 A.M.	L 3.30 A.M.	L 9.50 A.M.	L 6.33 P.M.	Y.R. F.	119.7	Wabash Crossing (Grade) HANNIBAL U. D.				No Office.				
Daily	Daily	Daily	Daily								Daily	Daily	Daily	
1:37 42.1	1:45 38.9	1:50 37.1	1:31 44.9			SCHEDULE TIME AVERAGE MILES AN HOUR					2:00 33.7	1:58 34.6	2:00 34.0	

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

Automatic block system in effect.

Trains not affected by Rule 83 must leave register ticket at Old Monroe, and operator will register.

No train order signal at Hannibal. Conductors and Enginemen must have Clearance Form A.

No. 8 will stop at Old Monroe to discharge revenue passengers from Hannibal or beyond.

No. 12 will stop at Clemens and Busch on flag.

Way freight trains will carry passengers between Ashburn and Old Monroe.

Hannibal to Burlington—Sub-division—Northward

HANNIBAL DIVISION. **TIME TABLE No. 78.** **EFFECTIVE JAN. 5, 1941.**

FIRST CLASS												SECOND CLASS		
Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Signs	Distance from St. Louis	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days	Daily Freight	Daily Ex. Sunday Way Frt.	Daily Ex. Saturday Mixed
39	17	1	43	15	19	31							79	91	45
	P.M. L11.39	A.M. L 2.15	A.M. L11.58	P.M. L 7.36			B.C.K. O.R.T. W.Y.Yd.	119.4	**HANNIBAL**	Yard	Yard	Continuous.	A.M. L 4.40		
			— P.M. —						0.3						
	s 11.46 11.56	s 2.20 2.26	s 12.03 12.13	s 7.40 7.50	P.M. L 6.30		Y. R.F.	119.7	**HANNIBAL U. D.** **Wabash Crossing (Grade)**			No Office.			
									1.1						
								120.8	**Wabash Crossing** **(Interlocked)**			No Office.			
	— A.M. —								4.7						
	12.06	2.35	12.21	7.58	6.42		F.	125.5	**HELTON**	77	10	No Office.	5.00		
	12.16	2.45	f 12.29	8.06	f 6.54		F.	133.6	**MARK**	95	10	No Office.	5.23		
									3.9						
	12.21	**2.51**	12.34	8.11	f 7.00		Y. Yd.	137.5	**WEST QUINCY**	32	Yard	Continuous.	5.37		
									2.1						
	A 12.28 A.M.	s 3.15	s 12.47	s 8.23	A 7.07 P.M.		B.C.K. O.R.T. W.Y.Yd.	139.5	**QUINCY**	Yard	Yard	Continuous			
									3.0						
		3.22	12.53	8.29			Yd.	142.6	**LOWRIE**	80	52	No Office.	5.40		
									7.9						
		f 3.31	s 1.02	**8.38**			W.	150.1	**LA GRANGE**	74	45	7:00 a.m. to 11:00 p.m.	6.00		
									6.1						
		s 3.41	s 1.12	s 8.46				156.2	**CANTON**	92	75	8:20 a.m. to 5:30 p.m.	6.15		
									5.3						
		3.48	1.18	8.51			F.	161.5	**FENWAY**	80		No Office.	6.30		
									5.1						
		3.54	1.24	8.57			F.	166.6	**GREGORY**	81	13	No Office.	6.45		
									6.0						
P.M. L 8.40		4.02	1.31	9.04			R.	172.6	**ALEXANDRIA**		29	7:00 a.m. to 3:00 p.m. 4:00 p.m. to Midnight	7.00		P.M. L12.10
									5.3						
A 8.55 P.M.		s 4.25	s 1.47	s 9.15			B.C.K. O.R.T. W. Yd.	177.9	**KEOKUK** **T. P. & W. Jct.**	Yard	Yard	Continuous.	**8.00**	P.M. L12.05	A12.30 P.M.
									5.4						
		4.32	1.54	9.21			F.	183.3	**SANDUSKY**	80	22	No Office.	8.35	12.30	
									6.0						
		4.39	s 2.01	9.28				189.3	**MONTROSE**	90	16	7:20 a.m. to 4:40 p.m.	9.05	1.00	
									6.3						
		4.47	2.09	9.36		P.M. L 9.50	R.	195.6	**VIELE**	80	14	7:30 a.m. to 4:30 p.m.	**9.45**	1.15	
									1.5						
						f 9.53	F.	197.1	**BULLARD**		13	No Office.			
									4.9						
		s 5.05	s 2.21	s 9.48		s 10.15	K.O.T. W. Yd.	202.0	**FT. MADISON**	80	Yard	6:35 a.m. to 10:35 p.m.	10.20	1.55	
									7.9						
		5.15	2.30	9.57		f 10.25		209.9	**WEVER**	90	37	7:15 a.m. to 4:15 p.m.	10.50	2.10	
									4.3						
		5.21	2.34	10.02		f 10.32	F.	214.2	**SPRING GROVE**	79	16	No Office.	11.10	2.20	
									6.1						
								220.3	**WOOD TOWER**			Continuous.			
									0.6						
		A 5.35 A.M.	A 2.50 P.M.	A10.15 P.M.		A10.45 P.M.	B.C.K. O.R.T. W. Yd.	220.9	**BURLINGTON**	Yard	Yard	Continuous.	A11.50 A.M.	A 2.34 P.M.	
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday							Daily	Daily Ex. Sunday	Daily Ex. Saturday
0:15 21.2	0:32 36.9	3:09 32.1	2:37 36.6	2:25 41.2	0:37 31.9	0:55 27.6			SCHEDULE TIME AVERAGE MILES AN HOUR				7:10 13.6	2:29 17.3	0:20 15.9

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

Automatic block system in effect between Hannibal and Mark.

Centralized Traffic Control in effect between Mark and Quincy.

Manual block system rule 318-A in effect for No. 8, No. 15, No. 43 and No. 44 between north switch of freight wye West Quincy and Burlington. Rule 318-B in effect for other trains.

Rule 221-A in effect at Alexandria, Keokuk and Viele for Centerville division trains.

Centerville Division Crossing Interlocked, on freight wye, West Quincy.

Trains not affected by rule 83 must leave register tickets at Alexandria and Viele, and operator will register.

No train order signals at Hannibal, Quincy, Keokuk, Wood Tower and Burlington. Conductors and Enginemen must have Clearance Form A.

Dispatcher will handle south switch of east siding at West Quincy for trains using this siding.

No. 43 stop at Helton to discharge revenue passengers from south of Hannibal.

No. 43 will stop at Alexandria to discharge revenue passengers or receive revenue passengers for points north of Keokuk.

No. 43 will stop at Viele to discharge or receive revenue passengers.

No. 15 will stop at LaGrange to receive or discharge revenue passengers.

No. 15 will stop on flag at Alexandria Sunday only to handle mail.

No. 91 will carry passengers between Keokuk and Burlington.

Hannibal 12 feet 2⅜ inches centers main track to siding and 12 feet 3⅝ inches centers siding to adjacent track. Mark 13 feet centers siding to adjacent track. Quincy 11 feet 9 inches centers, main track to siding and 11 feet 10¾ inches centers, siding to adjacent track. Ft. Madison 12 feet 0 inches centers main track to siding and siding to adjacent track. Burlington 12 feet 0 inches centers main track to siding and siding to adjacent track.

Main line switch south of T. P. & W. Jct. will be lined and locked for U D track No. 1.

Drawbridge 138.02 over Mississippi River at Quincy Interlocked.

Mungers M. P. 122.96 Huiskamp M. P. 128.50 Griffith M. P. 148.04

Beck M. P. 193.93 Kemper M. P. 215.7 Cascade Wye M. P. 219.0

Galesburg Div. No. 96 connection Hannibal 3:45 a.m., Quincy 4:45 a.m.

Galesburg Div. No. 74 connection Hannibal 1:45 p.m., Quincy 2:45 p.m.

Burlington to Hannibal—Sub-division—Southward

HANNIBAL DIVISION. **TIME TABLE No. 78.** **EFFECTIVE JAN. 5, 1941.**

FIRST CLASS												SECOND CLASS		
Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Signs	Distance from St. Louis	STATIONS	Capacity of Sidings	Other Tracks	Office Open Sundays	Daily Ex. Sunday Way Frt.	Daily Freight	Daily Ex. Saturday Mixed
16	18	12	34	44	8	40							92	80	38
A.M. A 3.34		A.M. A 9.54		P.M. A 6.37	A.M. A 4.20		B.C.K. O.R.T. W.Y.Yd.	119.4	**HANNIBAL**	Yard	Yard	Continuous.		P.M. A1 1.00	
									0.3						
3.30 s 3.20	A.M. A 8.45	9.50 s 9.43		6.33 s 6.25	4.15 s 4.05		Y. R.F.	119.7	**HANNIBAL U. D.** **Wabash Crossing (Grade)**			No Office.			
									1.1						
								120.8	**Wabash Crossing** **(Interlocked)**			No Office.			
									4.7						
3.10	8.34	9.33		6.16	3.56		F.	125.5	**HELTON**	77	10	No Office.		10.35	
									8.1						
3.00	f 8.24	f 9.23		6.06	3.46		F.	133.6	**MARK**	95	10	No Office.		10.10	
									3.9						
2.51	f 8.17	9.18		6.01	3.41		Y. Yd.	137.5	**WEST QUINCY**	32	Yard	Continuous.		9.55	
									2.1						
L 2.46 A.M.	L 8.10 A.M.	s 9.12		s 5.55	s 3.35		B.C.K. O.R.T. W.Y.Yd.	139.5	**QUINCY**	Yard	Yard	Continuous.			
									3.0						
		8.55		5.37	**3.22**		Yd.	142.6	**LOWRIE**	80	52	No Office.		8.55	
									7.9						
		s 8.43		s 5.29	s 3.11		W.	150.1	**LA GRANGE**	74	45	8:30 a.m. to 1:15 p.m. 5:15 p.m. to 8:40 p.m.		**8.38**	
									6.1						
		s 8.32		s 5.20	s 3.03			156.2	**CANTON**	92	75	8:20 a.m. to 5:30 p.m.		8.05	
									5.3						
		8.25		5.13	2.55		F.	161.5	**FENWAY**	80		No Office.		7.55	
									5.1						
		f 8.17		f 5.07	2.49		F.	166.6	**GREGORY**	81	13	No Office.		7.45	
									6.0						
		8.09		f 5.00	2.42	A.M. A 8.45	R.	172.6	**ALEXANDRIA**		29	7:00 a.m. to 3:00 p.m. 4:00 p.m. to Midnight		7.35	P.M. A 9.45
									5.3						
		s **8.00**		s 4.53	s 2.35	L 8.30 A.M.	B.C.K. O.R.T. W. Yd.	177.9	**KEOKUK** **T. P. & W. Jct.**	Yard	Yard	Continuous.	A.M. A10.55	7.25	L 9.20 P.M.
									5.4						
		7.42		4.40	2.18		F.	183.3	**SANDUSKY**	80	22	No Office.	10.30	6.27	
									6.0						
		s 7.32		s 4.32	2.12			189.3	**MONTROSE**	90	16	7:20 a.m. to 9:20 a.m. 12:50 p.m. to 2:50 p.m.	10.15	6.17	
									6.3						
		7.22	A.M. A 8.00	4.25	2.05		R.	195.6	**VIELE**	80	14	2:30 p.m. to 4:30 p.m.	**9.45**	6.05	
									1.5						
							F.	197.1	**BULLARD**		13	No Office.			
									4.9						
		s 7.12	s 7.48	s 4.17	s 1.57		K.O.T. W. Yd.	202.0	**FT. MADISON**	80	Yard	6:35 a.m. to 10:35 p.m.	9.10	5.50	
									7.9						
		6.57	f 7.34	f 4.05	1.44			209.9	**WEVER**	90	37	Closed.	8.25	5.25	
									4.3						
		6.49	f 7.25	3.59	1.38		F.	214.2	**SPRING GROVE**	79	16	No Office.	8.05	5.15	
									6.1						
								220.3	**WOOD TOWER**			Continuous			
									0.6						
		L 6.40 A.M.	L 7.15 A.M.	L 3.50 P.M.	L 1.30 A.M.		B.C.K. O.R.T. W. Yd.	220.9	**BURLINGTON**	Yard	Yard	Continuous.	L 7.45 A.M.	L 5.00 P.M.	
Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday							Daily Ex. Sunday	Daily	Daily Ex. Saturday
0:34 34.8	0:35 33.7	3:03 33.3	0:45 33.7	2:35 39.2	2:35 39.2	0:15 21.2			SCHEDULE TIME AVERAGE MILES AN HOUR				3:10 13.6	6:00 16.2	0:25 12.7

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

Automatic block system in effect between Mark and Hannibal.

Centralized Traffic Control in effect between Quincy and Mark.

Manual block system rule 318-A in effect for No. 8, No. 15, No. 43 and No. 44 between north switch of freight wye, West Quincy and Burlington. Rule 318-B in effect for other trains.

Rule 221-A in effect at Alexandria, Keokuk and Viele for Centerville division trains.

Centerville Division Crossing Interlocked, on freight wye, West Quincy.

Trains not affected by rule 83 must leave register tickets at Alexandria and Viele, and operator will register.

No train order signals at Burlington, Wood Tower, Keokuk, Quincy and Hannibal. Conductors and Enginemen must have Clearance Form A.

At Burlington, passenger trains will be cleared at passenger station, all other trains at Wood Tower.

Drawbridge 138.02 over Mississippi River at Quincy Ill. Interlocked.

Main line switch south of T. P. & W. Jct. will be lined and locked for U. D. track No. 1.

Dispatcher will handle south switch of east siding at West Quincy for trains using this siding.

No. 44 will stop at Viele to discharge or receive revenue passengers.

No. 12 will stop at Alexandria for revenue passengers destined Quincy and beyond and will stop at Alexandria on Sunday to dispatch mail.

No. 92 will carry passengers between Burlington and Keokuk.

Galesburg Div. No. 75 connection Quincy 12:30 p. m., Hannibal 1:30 p. m.
Galesburg Div. No. 67 connection Quincy 10.00 p. m., Hannibal 11.05 p. m.

Old Monroe and Francis—Sub-division

HANNIBAL DIVISION. **TIME TABLE No. 78.** **EFFECTIVE JAN. 5, 1941.**

WESTWARD												EASTWARD			
SECOND CLASS	FIRST CLASS			Office Open Week Days	Signs	Distance from St. Louis	Distance from Old Monroe	STATIONS	Distance from Francis	Capacity Sidings	Other Tracks	Office Open Sundays	FIRST CLASS			SECOND CLASS
Daily Ex. Sunday Mixed	Daily Passenger	Daily Passenger	Daily Passenger										Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Mixed
123	33	29	25										26	32	30	124
— A.M.	P.M.	A.M.	A.M.										A.M.	P.M.	P.M.	P.M.
L 10.15	L 3.06	L 9.51	L 1.25	Continuous.	B.C.K. R.W.Y. Yd.	51.6		OLD MONROE	63.0	100	Yard	Continuous.	A 6.05	A 12.21	A 8.33	A 5.10
								4.6								
s 10.23	3.11	9.56	1.33	No Office.	F.	56.2	4.6	ETHLYN	58.4		17	No Office.	5.58	12.17	8.29	s 4.58
								5.1								
s 10.35	3.15	10.00	1.41	8:30 a.m. to 5:30 p.m.		61.3	9.7	MOSCOW	53.3	61	16	Closed.	5.48	12.13	8.25	s 4.45
								4.2								
s 10.45	3.19	10.04	1.48	No Office.	F.	65.5	13.9	SOUTH TROY	49.1		25	No Office.	5.38	12.09	8.21	s 4.35
								7.4								
s 11.02	3.26	10.11	1.58	8:30 a.m. to 5:30 p.m.	W.	72.9	21.3	HAWK POINT	41.7		28	Closed.	5.26	12.03	8.15	s 4.19
								5.8						— P.M. —		
s 11.15	3.31	10.16	2.07	No Office.	F.	78.7	27.1	NEW TRUXTON	35.9		11	No Office.	5.16	11.57	8.10	s 3.55
								6.5								
s **11.52**	**3.38**	10.23	2.16	8:30 a.m. to 5:30 p.m.		85.2	33.6	LIEGE-BELLFLOWER	29.4		28	Closed.	5.05	**11.52**	8.04	s **3.38**
— P.M. —								5.4								
s 12.05	3.43	10.28	2.24	No Office.		90.6	39.0	BUELL	24.0		22	No Office.	4.54	11.48	8.00	s 3.05
								7.6								
s 12.31	3.50	10.35	2.34	8:00 a.m. to 5:00 p.m.		98.2	46.6	WELLSVILLE	16.4	18	12	Closed.	4.44	11.42	7.54	s 2.48
								5.0								
f 12.46	3.54	10.39	2.43	No Office.	F.	103.2	51.6	MARTINSBURG	11.4	30	11	No Office.	4.32	11.37	7.49	s 2.38
								6.4								
f 1.00	3.59	10.44	2.52	No Office.	F.	109.6	58.0	HAIG	5.0	34		No Office.	4.20	11.32	7.44	f 2.28
								5.0								
A 1.15 P.M.	A 4.04 P.M.	A 10.49 A.M.	A 3.00 A.M.	9:30 a.m. to 5:30 p.m. 7:10 p.m. to 3:10 a.m.	B.K. R.T. W. Yd.	114.6	63.0	FRANCIS		Yard	Yard	10:30 a.m. to 12:30 p.m. 3:15 p.m. to 5:15 p.m. 7:15 p.m. to 9:15 p.m. 2:30 a.m. to 4:30 a.m.	L 4.10 A.M.	L 11.28 A.M.	L 7.40 P.M.	L 2.20 P.M.
Daily Ex. Sunday	Daily	Daily	Daily										Daily	Daily	Daily	Daily Ex. Sunday
3:00	0:58	0:58	1:35					SCHEDULE TIME					1:55	0:53	0:53	2:40
21.0	65.0	65.0	39.7					AVERAGE MILES AN HOUR					32.8	71.3	71.3	23.6

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

Manual block system rule 318-A in effect for No. 29, No. 30, No. 32 and No. 33. Rule 318-B in effect for other trains.

Rule 907 in effect.

No train order signals at Old Monroe and Francis, Conductors and Enginemen must have Clearance Form A.

Operator Old Monroe will handle junction switch for No. 25, No. 26, No. 29, No. 30, No. 32 and No. 33.

No. 30 and No. 32 will stop at Old Monroe to receive or discharge revenue passengers.

Operator Francis will handle Alton Jct. switch for No. 29, No. 30, No. 32 and No. 33, also No. 25 and No. 26 when on duty.

The authorized abbreviation for Liege-Bellflower in train orders will be Liege.

Sidings at Ethlyn and Martinsburg are stub tracks, switches leading from east.

No. 25 will stop at South Troy and Liege-Bellflower to discharge revenue passengers from St. Louis.

No. 26 will stop at Liege-Bellflower and South Troy to pick up revenue passengers for St. Louis.

No. 25 and No. 26 will stop on flag on Sunday to receive and discharge revenue passengers to or from any station between Old Monroe and Francis.

LEAVES KANSAS CITY
Via The Alton

No. 32 ..... 8:20 A. M.
No. 30 ..... 4:30 P. M.
No. 26 ..... 11:45 P. M.

ARRIVES KANSAS CITY
Via The Alton

No. 25 ..... 7:45 A. M.
No. 29 ..... 2:00 P. M.
No. 33 ..... 7:15 P. M.

LEAVES MEXICO
Via The Alton

No. 124 ..... 2:05 P. M.

ARRIVES MEXICO
Via The Alton

No. 123 ..... 1:30 P. M.

Illinois Jct. and Quincy—Sub-division

HANNIBAL DIVISION. **TIME TABLE No. 78.** **EFFECTIVE JAN. 5, 1941.**

SOUTHWARD										NORTHWARD			
SECOND CLASS		FIRST CLASS								FIRST CLASS		SECOND CLASS	
	Tuesday Thursday and Sunday Way Frt. Mixed		Daily Ex. Sunday Passenger	Office Open Week Days	Signs	Distance from Illinois Jct.	STATIONS	Distance from Quincy	Capacity of other tracks	Office Open Sundays	Daily Ex. Sunday Passenger		Monday Wednesday and Friday Way Frt. Mixed	
	94		110								109		95	
	A.M. L 8.10		P.M. L 3.45	Continuous.	B.C.K. O.R.T. W. Yd.		.....BURLINGTON.....	72.0	Yard	Continuous.	A.M. A10.55		P.M. A 2.50	
				Continuous.			0.6 .....WOOD TOWER.....	71.4	Yard	Continuous.				
	8.20		3.50	No Office.		0.3	0.6 .....ILLINOIS JCT.....	70.8		No Office.	10.50		2.35	
	s 8.35		s 3.58	No Office.		5.0	4.7 .....CARMAN.....	66.1	28	No Office.	s10.40		s 2.17	
				No Office.		8.4	3.4 ....T. P. & W. Crossing .....(Interlocked).....	62.7		No Office.				
	s 8.55		s 4.09	7:55 a.m. to 4:55 p.m.		9.3	0.9 .....LOMAX.....	61.8	36	Closed.	s10.27		s 1.50	
	s 9.30		s 4.20	8:05 a.m. to 5:05 p.m.		15.0	5.7 .....DALLAS CITY.....	56.1	25	Closed.	s10.16		s 1.25	
	s 10.04		s 4.31	8:30 a.m. to 5:30 p.m.		19.7	4.7 .....COLUSA.....	51.4	24	Closed.	s 10.04		s 1.00	
	s10.30		s 4.37	8:30 a.m. to 5:30 p.m.		23.0	3.3 .....ADRIAN.....	48.1	24	Closed.	s 9.57		s12.45	
	s10.50		s 4.43	No Office.		26.7	3.7 .....FERRIS..... T. P. & W. Crossing (Grade)	44.4	17	No Office.	s 9.49		s12.30	
	s11.35		s 4.54	8:30 a.m. to 5:30 p.m.		30.8	4.1 .....CARTHAGE.....	40.3	46	Closed.	s 9.39		P.M. s11.59	
	— P.M. —			No Office.		30.9	0.1 ..Wabash Crossing (Grade)..	40.2		No Office.				
	s12.01		s 5.05	8:30 a.m. to 5:30 p.m.		37.7	6.8 .....BASCO.....	33.4	18	Closed.	s 9.25		s11.05	
	s12.20		s 5.16	8:30 a.m. to 5:30 p.m.		42.8	5.1 .....WEST POINT.....	28.3	26	Closed.	s 9.14		s10.45	
	s12.30		s 5.20	No Office.		45.4	2.6 .....STILLWELL.....	25.7	25	No Office.	s 9.07		s10.25	
	s12.55		s 5.30	No Office.		50.5	5.1 .....LORAINE.....	20.6	21	No Office.	s 8.57		s10.01	
	s 1.20		s 5.40	8:30 a.m. to 5:40 p.m.		56.1	5.6 .....MENDON.....	15.0	24	Closed.	s 8.47		s 9.35	
	s 1.45		s 5.50	8:30 a.m. to 5:50 p.m.		61.2	5.1 .....URSA.....	9.9	23	Closed.	s 8.36		s 9.15	
	s 2.00		f 5.55	No Office.		64.1	2.9 .....ROCK CREEK.....	7.0	15	No Office.	f 8.28		f 9.00	
	A 2.30 P.M.		A 6.15 P.M.	Continuous.	B.C.K. O.R.T. W.Y. Yd.	71.1	7.0 .....QUINCY.....		Yard	Continuous.	L 8.15 A.M.		L 8.40 A.M.	
	Tuesday Thursday and Sun.		Daily Ex. Sunday								Daily Ex. Sunday		Monday Wed. and Friday	
	6:20 11.2		2:30 28.4				.....SCHEDULE TIME..... .....Average Miles an Hour.....				2:40 26.6		6:10 11.5	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF SAME CLASS SOUTHWARD.

Manual Block System—Rule 318-B in effect.

Rule 907 in effect.

No train order signal at Burlington, Wood Tower and Quincy. Conductors and Enginemen must have Clearance Form A. At Burlington, passenger trains will be cleared at passenger station, all other trains at Wood Tower.

Water tank 2 miles north of Dallas City. M. P. 12.97

Water tank 1 mile north of Basco. M. P. 36.55

Capacity of siding at top of Dallas Hill is 12 cars. M. P. 16.92

Carthage Lake M. P. 1.36, Silver Lake M. P. 3.27, Bentondale M. P. 54.15, Cross M. P. 58.71, Homan M. P. 66.93, Bay View M. P. 68.24 and Ideal Club Dallas City tank M. P. 12.96 are flag stops for No. 109 and No. 110.

No. 95 will carry passengers between Quincy and Burlington.

No. 94 will carry passengers between Burlington and Quincy.

Brookfield, Quincy and Hannibal—Sub-division—Westward

HANNIBAL DIVISION. **TIME TABLE No. 78.** **EFFECTIVE JAN. 5, 1941.**

FIRST CLASS												SECOND CLASS				
		Daily Passenger	Daily Passenger	Signs	Distance from Quincy and Hannibal	Distance from Kansas City Union Station	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days		Daily Freight	Daily Freight	Daily Freight		
		3	55									61	75	67		
			L A.M. 1.00	B.C.K.O.R. T.W.Y.Yd.		227.9	QUINCY	Yard	Yard	Continuous.			L A.M. 8.30	L P.M. 10.00		
			1.05	Y.Yd.	2.0	225.9	2.0 WEST QUINCY	32	Yard	Continuous.			8.39	10.09		
			1.10	F.	5.8	222.1	3.8 MARK			No Office.			8.43	10.13		
			1.15	F.	9.0	218.9	3.2 NORTH RIVER	41	20	No Office.			8.50	10.20		
			s 1.25 A A.M.	R.W. Yd.	14.5	213.4	5.5 PALMYRA	Yard	Yard	8:00 a.m. to 4:00 p.m. 10:00 p.m. to 6:00 a.m.			A 9.10 A.M.	A 10.40 P.M.		
				B.C.K.O.R T.W.Y.Yd.		228.2	HANNIBAL	Yard	Yard	Continuous.		A.M. L 3.15				
		P.M. L 12.20		Y. R.F.	0.3	227.9	0.3 Wabash Crossing (Grade) HANNIBAL U. D.			No Office.						
		12.35		F.	6.2	222.0	5.9 WHITE BEAR		35	No Office.						
		f 12.38		F.	8.0	220.2	1.8 WITHER'S MILL	61	5	No Office.		3.34				
		s 12.49	L A.M. 1.26	R.W. Yd.	14.8	213.4	6.8 PALMYRA	Yard	Yard	8:00 a.m. to 4:00 p.m. 10:00 p.m. to 6:00 a.m.		3.53	L A.M. 9.10	L P.M. 10.40		
		f 12.56	1.32	F.	19.0	209.2	4.2 WOODLAND	94	13	No Office.		4.03	9.20	10.50		
		f 1.05	1.40	F.	23.7	204.5	4.7 ELY	90	27	No Office.		4.13	9.29	10.59		
		s 1.18	f 1.52		30.1	198.1	6.4 MONROE CITY	E 50 W 98	60	Continuous.		4.24	9.40	11.10		
		s 1.28	2.01		36.8	191.4	6.7 HUNNEWELL	94	24	8:30 a.m. to 5:30 p.m.		4.35	9.50	11.22		
		f 1.36	2.07	W.-F.	41.7	186.5	4.9 LAKENAN	110	10	No Office.		4.44	9.58	11.30		
		s 1.48	s 2.19		46.7	181.5	5.0 SHELBINA	E 44 W 96	38	7:00 a.m. to 3:30 a.m.		4.55	10.08	11.38		
		f 1.57	2.27	F.	52.7	175.5	6.0 LENTNER	92	25	No Office.		5.05	10.18	11.50		
		s 2.09	f 2.40	C.	59.0	169.2	6.3 CLARENCE	E 42 W 91	57	8:30 a.m. to 5:30 p.m.		5.15	10.29	11.59		
		f 2.14	2.45	F.	62.9	165.3	3.9 ANABEL	94	9	No Office.		5.21	10.36	A.M. 12.06		
		s 2.30	s 3.01	W.	70.4	157.8	7.5 MACON	92	39	10:00 a.m. to 6:00 p.m. 11:00 p.m. to 7:00 a.m		5.32	10.48	12.25		
		s 2.39	3.09	Y.Yd.	75.4	152.8	5.0 BEVIER	103	Yard	7:00 a.m. to 11:00 p.m.		5.41	10.57	12.35		
		s 2.44	3.14		78.9	149.3	3.5 CALLAO	51	23	7:30 a.m. to 4:30 p.m.		5.47	11.03	12.41		
		f 2.49	3.19	F.	83.2	145.0	4.3 KERN	78	10	No Office.		5.53	11.10	12.48		
		s 2.55	3.24		86.0	142.2	2.8 NEW CAMBRIA	90	16	8:00 a.m. to 4:00 p.m.		6.02	11.19	12.53		
		s 3.09	s 3.36		93.9	134.3	7.9 BUCKLIN	85	14	8:30 a.m. to 4:30 p.m.		6.15	11.37	1.05		
		f 3.18	3.44	F.	99.8	128.4	5.9 ST. CATHERINE	75	22	No Office.		6.24	11.47	1.13		
		A 3.26 P.M.	A 3.51 A.M.	B.C.K.O.R. T.W.Yd.	104.1	124.1	4.3 BROOKFIELD	Yard	Yard	Continuous.		A 6.35 A.M.	A 11.57 A.M.	A 1.25 A.M.		
		Daily	Daily									Daily	Daily	Daily		
		3:05 33.8	2:51 36.5				SCHEDULE TIME AVERAGE MILES AN HOUR					3:20 31.2	3:27 30.2	3:25 30.4		

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

Automatic block system in effect Mark to Palmyra and Hannibal to Brookfield.

Centralized Traffic Control in effect between Quincy and Mark.

No train order signal at Hannibal, Quincy, Palmyra or Brookfield. Conductors and Enginemen must have Clearance Form A.

Trains passing Palmyra, when operator is not on duty, will not be required to have Clearance Form A. Trains not receiving train order check of register at Palmyra are required to check register as prescribed by Rule 83.

Local Extra leaves Hannibal for Brookfield 6:30 a.m. daily except Sunday, and will carry passengers Monroe City to Macon.

No. 55 will stop at Bevier to receive passengers for Kansas City, St. Joseph and beyond and to discharge passengers from Quincy, Hannibal and beyond.

No. 55 will stop at Monroe City and Clarence to unload perishable express.

Operator will handle junction switch at Palmyra for No. 61, except between 6:00 a.m. and 8:00 a.m.

Oakwood M. P. 2.70

No. 3 will stop at Oakwood daily except Sunday; Sunday on flag.

Lingo M. P. 90.0

No. 3 will stop at Lingo on flag.

East leg of wye at Bevier is the Bevier and Southern main track. C. B. & Q. engines turning on this wye must protect themselves against Bevier and Southern trains and engines.

Dispatcher will handle west switch of east siding at West Quincy for trains using this siding.

Drawbridge 138.02 over Mississippi River at Quincy interlocked.

Brookfield, Quincy and Hannibal—Sub-division—Eastward

HANNIBAL DIVISION. **TIME TABLE No. 78.** **EFFECTIVE JAN. 5, 1941.**

FIRST CLASS											SECOND CLASS			
		Daily Passenger	Daily Passenger	Signs	Distance from Quincy and Hannibal	Distance from Kansas City Union Station	STATIONS	Capacity of Sidings	Other Tracks	Office Open Sundays	Daily Freight	Daily Freight	Daily Freight	Daily Freight
		4	56								68	74	72	70
			A.M. A 2.30	B.C.K.O.R. T.W.Y.Yd.		227.9	QUINCY	Yard	Yard	Continuous.		P.M. A 3.00		A.M. A 2.30
			2.15	Y.Yd.	2.0	225.9	2.0 WEST QUINCY	32	Yard	Continuous.		2.27		1.35
			2.10	F.	5.8	222.1	3.8 MARK			No Office.		2.21		1.25
			2.05	F.	9.0	218.9	3.2 NORTH RIVER	41	20	No Office.		2.15		1.15
			L 1.56 A.M.	R.W. Yd.	14.5	213.4	5.5 PALMYRA	Yard	Yard	8:00 a.m. to 4:00 p.m. 10:00 p.m. to 6:00 a.m.		L 2.00 P.M.		L 1.00 A.M.
				B.C.K.O.R. T.W.Y.Yd.		228.2	HANNIBAL	Yard	Yard	Continuous.	P.M. A 3.00		A.M. A 2.00	
		P.M. A 6.05		Y. R.F.	0.3	227.9	0.3 Wabash Crossing (Grade) HANNIBAL U. D.			No Office.				
		5.53		F.	6.2	222.0	5.9 WHITE BEAR		35	No Office.				
		f 5.50		F.	8.0	220.2	1.8 WITHER'S MILL	61	5	No Office.	2.30		1.30	
		s 5.41	f A.M. A 1.56	R.W. Yd.	14.8	213.4	6.8 PALMYRA	Yard	Yard	8:00 a.m. to 4:00 p.m. 10:00 p.m. to 6:00 a.m.	2.15 1.05	P.M. A 2.00	1.15 A.M. 11.40	A.M. A 1.00
		f 5.33	1.48	F.	19.0	209.2	4.2 WOODLAND	94	13	No Office.	**12.56**	1.54	11.30	12.50
		f 5.25	**1.40**	F.	23.7	204.5	4.7 ELY	90	27	No Office.	12.30	1.47	11.20	12.41
		s 5.14	f 1.29		30.1	198.1	6.4 MONROE CITY	E 50 W 98	60	Continuous.	12.16	1.38	**11.10**	12.30
		s 5.01	1.18		36.8	191.4	6.7 HUNNEWELL	94	24	Closed.	12.01 P.M.	**1.28**	10.56	12.18
		f 4.53	1.11	W.-F.	41.7	186.5	4.9 LAKENAN	110	10	No Office.	11.46	1.15	10.47	12.09
		s 4.45	s 1.04		46.7	181.5	5.0 SHELBINA	E 44 W 96	38	7:00 a.m. to 3:30 a.m.	11.34	1.05	10.38	12.01
		f 4.35	12.51	F.	52.7	175.5	6.0 LENTNER	92	25	No Office.	11.21	12.55	10.28	A.M. **11.50**
		s 4.25	f 12.42	C.	59.0	169.2	6.3 CLARENCE	E 42 W 91	57	8:30 a.m. to 5:30 p.m.	11.07	12.44	10.17	11.39
		f 4.18	12.34	F.	62.9	165.3	3.9 ANABEL	94	9	No Office.	11.00	12.36	10.08	11.31
		s 4.08	s **12.25**	W.	70.4	157.8	7.5 MACON	92	39	10:00 a.m. to 6:00 p.m. 11:00 p m to 7:00 a.m	**10.48**	12.24	9.55	11.19
		s 3.57	12.10	Y.Yd.	75.4	152.8	5.0 BEVIER	103	Yard	7:00 am. to 11:00 p.m.	10.25	12.13	9.44	11.08
		s 3.51	12.05		78.9	149.3	3.5 CALLAO	51	23	1:30 p.m. to 4:30 p.m.	10.10	12.06	9.37	11.01
		f 3.45	A.M. 11.59	F.	83.2	145.0	4.3 KERN	78	10	No Office.	9.53	P.M. 11.55	9.27	10.52
		s 3.40	11.55		86.0	142.2	2.8 NEW CAMBRIA	90	16	8:00 a.m. to 4:00 p.m.	9.45	11.48	9.22	10.47
		s 3.28	f 11.45		93.9	134.3	7.9 BUCKLIN	85	14	8:30 a.m. to 4:30 p.m.	9.30	**11.37**	9.08	10.36
		f **3.18**	11.36	F.	99.8	128.4	5.9 ST. CATHERINE	75	22	No Office.	9.15	11.25	8.57	10.25
		L 3.10 P.M.	L 11.28 P.M.	B.C.K.O.R. T.W.Yd.	104.1	124.1	4.3 BROOKFIELD	Yard	Yard	Continuous.	L 9.00 A.M.	L 11.15 A.M.	L 8.45 P.M.	L 10.15 P.M.
		Daily	Daily								Daily	Daily	Daily	Daily
		2:55 35.7	3:02 34.2				SCHEDULE TIME AVERAGE MILES AN HOUR				6:00 17.3	3:45 27.7	5:15 19.8	4:15 24.5

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

Automatic block system in effect Brookfield to Hannibal and Palmyra to Mark.

Centralized Traffic Control in effect between Mark and Quincy.

No train order signal at Brookfield, Palmyra, Quincy or Hannibal. Conductors and Enginemen must have Clearance Form A.

Trains passing Palmyra, when operator is not on duty, will not be required to have Clearance Form A. Trains not receiving train order check of register at Palmyra are required to check register as prescribed by Rule 83.

Local Extra leaves Brookfield for Hannibal 7:00 a.m. daily except Sunday.

No. 56 will stop at Bevier on flag to receive passengers for St. Louis and Chicago and to discharge passengers from Missouri River points or beyond.

No. 56 will stop at Monroe City and Clarence to unload perishable express.

Operator will handle junction switch at Palmyra for No. 72, except between 6:00 am. and 8:00 a.m.

Oakwood M. P. 2.70

No. 4 will stop at Oakwood daily except Sunday; Sunday on flag.

Lingo M. P. 90.0

No. 4 will stop at Lingo on flag.

East leg of wye at Bevier is the Bevier and Southern main track. C. B. & Q. engines turning on this wye must protect themselves against Bevier and Southern trains and engines.

Dispatcher will handle west switch of east siding at West Quincy for trains using this siding.

Drawbridge 138.02 over Mississippi River at Quincy interlocked.

Brookfield to Kansas City—Sub-division—Westward

HANNIBAL DIVISION. **TIME TABLE No. 78.** **EFFECTIVE JAN. 5, 1941.**

FIRST CLASS											SECOND CLASS				
		Daily Passenger	Daily Passenger	Signs	Distance from Quincy and Hannibal	Distance from Kansas City	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days	Daily Freight	Daily Freight	Daily Freight	Daily Freight	
		3	55								67	61	75	71	
		P.M. L 3.33	A.M. L 4.01	B.C.K. O.R.T.W. Yd.	104.1	124.1	**BROOKFIELD**	Yard	Yard	Continuous.	A.M. L 1.50	A.M. L 7.00	P.M. L 12.15	P.M. L 11.30	
				F.	106.2	121.3	2.1 **NEEDLES**			No Office.					
		s 3.49	4.10	Y.	109.1	119.1	2.9 **C. B. & Q. Crossing at Station (Interlocked) LACLEDE**	103	76	11:00 p.m. to 10:30 p.m.	2.10	7.20	12.33	11.50 A.M.	
		s 3.59	4.20		116.5	111.7	7.4 **MEADVILLE**	62	34	7:30 a.m. to 4:30 p.m.	2.21	**7.31**	12.44	12.03	
		s 4.06	4.26		121.0	107.2	4.5 **WHEELING**	E44 W57	15	7:30 a.m. to 4:30 p.m.	2.30	7.40	12.51	12.11	
					129.2	99.0	8.2 **WABASH CROSSING (Interlocked)**			No Office.					
		s 4.20	s 4.42	W. Yd.	129.7	98.5	0.5 **CHILLICOTHE**	88	65	Continuous.	2.47	7.57	1.08	12.30	
		s 4.28	4.49	F.	134.9	92.9	5.6 **UTICA**	62	14	No Office.	2.56	8.06	1.17	12.40	
		s 4.37	4.57	F.	140.9	87.3	5.6 **MOORESVILLE**	62	33	No Office.	3.10	8.24	1.32	12.59	
		s 4.43	5.04		145.9	82.3	5.0 **BRECKENRIDGE**	108	22	8:00 a.m. to 5:00 p.m.	3.17	8.33	**1.44**	1.10	
		f 4.51	5.11	F.	151.5	76.7	5.6 **NETTLETON**	68	12	No Office.	3.26	8.42	1.53	1.21	
		s 5.01	s 5.21		156.8	71.4	5.3 **HAMILTON**	95	49	12:59 a.m. to 11:00 p.m.	3.36	8.52	2.03	1.32	
		s 5.10	**5.30**		163.2	65.0	6.4 **KIDDER**	91	21	8:00 a.m. to 5:00 p.m.	3.46	**9.15**	2.13	1.43	
		s		F.	171.0	57.2	7.8 **CAMERON**	Yard	15	No Office.					
		s 5.23 5.38	s 5.50 6.05	B.C.K.R. T.W.Yd.	171.6	56.6	0.6 **CAMERON JUNCTION**	Yard	Yard	Continuous.	4.06	A 9.35 A.M.	2.33	A 2.01 A.M.	
		f 5.46	6.13	F.	177.0	51.2	5.4 **KEYSTONE**	53		No Office.	4.16		2.43		
		s 5.53	6.18		181.0	47.2	4.0 **TURNEY**	57	29	No Office	4.22		2.49		
		s 6.02	f 6.28		187.3	40.9	6.3 **LATHROP**	78	55	8:30 a.m. to 5:30 p.m.	4.32		2.59		
					187.7	40.5	0.4 **A. T. & S. F. CROSSING (Automatic)**			No Office.					
		s 6.13	f 6.37	F.	194.4	33.8	6.7 **HOLT**	85	25	No Office.	4.44		3.11		
		s 6.22	f 6.46	W.	200.3	27.9	5.9 **KEARNEY**	75	36	8:30 a.m. to 5:30 p.m.	4.53		3.20		
		f 6.30	6.55		205.7	22.5	5.4 **CHANDLER**	75	22	No Office	5.03		3.30		
		s **6.39**	s 7.05		210 5	17.7	4.8 **LIBERTY**	75	33	6:30 a.m. to 2:30 p.m. 4:00 p.m. to Midnight	5.13		3.40		
		s 6.49	7.15	R.	216.2	12.0	5.7 **C. M. & St. P. Crossing at Station (Interlocked) BIRMINGHAM**	65	42	Continuous.	A 5.23 A.M.		A 3.50 P.M.		

Trains between Birmingham and St. Louis Ave. are governed by Joint Time Table of C. B. & Q. and Wabash R. R. Co.

		A 7.20 P.M.	A 7.45 A.M.				KANSAS CITY								
		Daily	Daily								Daily	Daily	Daily	Daily	
		3:47 32.8	3:44 33.2				SCHEDULE TIME AVERAGE MILES AN HOUR				3:33 31.6	2:35 26.1	3:35 31.3	2:31 26.8	

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

Automatic block system in effect between Brookfield and Birmingham. Westward trains will leave register ticket at Birmingham.

No train order signal at Brookfield or Cameron Jct. Conductors and Enginemen must have Clearance Form A.

Spring switch located at west end of South track at Needles.

Remote Control Switch located at west end of siding at Laclede is controlled by operator at Laclede.

Spring switch located east end of siding at Liberty.

No. 55 will stop at Laclede on Sunday and slow down to 15 miles an hour other days to dispatch mail. Will also stop for revenue passengers for Kansas City or St. Joseph, and to discharge passengers from Chicago or St. Louis. Also stop at Breckenridge and Kidder to receive passengers for Kansas City and St. Joseph and discharge passengers from Chicago and St. Louis and at Birmingham to discharge revenue passengers from Brookfield or east.

Local extra leaves Brookfield 6:00 a. m. daily except Sunday for Birmingham.

ARRIVES MURRAY

No. 67.....6:00 A. M.
No. 75.....4:30 P. M.

Kansas City to Brookfield—Sub-division—Eastward

HANNIBAL DIVISION. **TIME TABLE No. 78.** **EFFECTIVE JAN. 5, 1941.**

FIRST CLASS											SECOND CLASS			
		Daily Passenger	Daily Passenger	Signs	Distance from Quincy and Hannibal	Distance from Kansas City	STATIONS	Capacity of Sidings	Other Tracks	Office Open Sundays	Daily Freight	Daily Freight	Daily Freight	Daily Freight
		56	4								68	74	72	70
		P.M. A 11·23	P.M. A 3·00	B.C.K. O.R.T.W. Yd.	104.1	124.1	**BROOKFIELD**	Yard	Yard	Continuous.	A.M. A 8·20	A.M. A 10·55	P.M. A 8·15	P.M. A 9·55
				F.	106.2	121.3	2.1 **NEEDLES**			No Office.				
		s 11·13	s 2·45	Y.	109.1	119.1	2.9 **C. B. & Q. Crossing at Station (Interlocked) LACLEDE**	103	76	11:00 p.m. to 10:30 p.m.	7·50	10·42	8·04	9·42
		10·59	s 2·31		116.5	111.7	7.4 **MEADVILLE**	62	34	2:00 p.m. to 4:00 p.m.	**7·31**	10·30	7·55	9·31
		10·54	s 2·25		121.0	107.2	4.5 **WHEELING**	E 44 W 57	15	7:30 a.m. to 9:30 a.m. 2:15 p.m to 4:15 p.m.	7·20	10·23	7·47	9·23
					129.2	99.0	8.2 **WABASH CROSSING (Interlocked)**			No Office.				
		s 10·42	s 2·13	W. Yd.	129.7	98.5	0.5 **CHILLICOTHE**	88	65	Continuous.	7·05	10·10	7·33	9·10
		10·28	f 2·01	F.	134.9	92.9	5.6 **UTICA**	62	14	No Office.	6·38	10·01	7·25	9·01
		10·20	f 1·53	F.	140.9	87.3	5.6 **MOORESVILLE**	62	33	No Office.	6·26	9·54	7·18	8·54
		10·13	s 1·44		145.9	82.3	5.0 **BRECKENRIDGE**	108	22	8:00 a.m. to 5:00 p.m.	6·16	9·45	7·10	8·45
		10·05	f 1·34	F.	151.5	76.7	5.6 **NETTLETON**	68	12	No Office.	6·04	9·35	7·01	8·36
		s 9·58	s 1·26		156.8	71.4	5.3 **HAMILTON**	95	49	12:59 a.m. to 11:00 p.m.	5·50	9·26	6·53	8·27
		9·48	s 1·15		163.2	65.0	6.4 **KIDDER**	91	21	1:00 p.m. to 5:00 p.m.	**5·30**	**9·15**	6·43	8·17
			s	F.	171.0	57.2	7.8 **CAMERON**	Yard	15	No Office.				
		9·37 s 9·22	1·00 s 12·45	B.C.K.R. T.W.Yd.	171.6	56.6	0.6 **CAMERON JUNCTION**	Yard	Yard	Continuous.	L 5·05 A.M.	9·00	L 6·25 P.M.	8·00
		9·15	f 12·33	F.	177.0	51.2	5.4 **KEYSTONE**	53		No Office.		8·42		7·42
		9·10	s 12·27		181.0	47.2	4.0 **TURNEY**	57	29	No Office.		8·37		7·37
		9·02	s 12·17		187.3	40.9	6.3 **LATHROP**	78	55	Closed.		8·27		7·27
					187.7	40.5	0.4 **A. T. & S. F. CROSSING (Automatic)**			No Office.				
		8·52	s 12·05	F.	194.4	33.8	6.7 **HOLT**	85	25	No Office.		8·08		7·08
		— P.M. — 8·44	s 11·56	W.	200.3	27.9	5.9 **KEARNEY**	75	36	11:00 a.m. to 1:00 p.m.		7·58		6·58
		8·36	f 11·47		205.7	22.5	5.4 **CHANDLER**	75	22	No Office.		7·49		6·49
		s 8·28	s 11·37		210.5	17.7	4.8 **LIBERTY**	75	33	6:30 a.m. to 3:30 p.m. 4:00 p.m. to Midnight		7·39		**6·39**
		8·20	s 11·27	R.	216.2	12.0	5.7 **C. M. & St. P. Crossing at Station (Interlocked) BIRMINGHAM**	65	42	Continuous.		L 7·25 A.M.		L 6·25 P.M.

Trains between St. Louis Ave. and Birmingham are governed by Joint Time Table of C. B. & Q. and Wabash R. R. Co.

		L 8.00 P.M.	L 11.00 A.M.				KANSAS CITY							
		Daily	Daily								Daily	Daily	Daily	Daily
		3:23 36.7	4:00 31.1				SCHEDULE TIME AVERAGE MILES AN HOUR				3:15 20.8	3:30 32.0	1:50 36.8	3:30 32.0

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

Automatic block system in effect between Birmingham and Brookfield. Westward trains will leave register ticket at Birmingham.

No train order signal at Cameron Jct. or Brookfield. Conductors and Enginemen must have Clearance Form A.

Spring switch located at west end of south track at Needles.

Remote Control Switch located at west end of siding at Laclede is controlled by operator at Laclede.

Spring switch located east end of siding at Liberty.

No. 56 will stop at Kidder, Breckenridge, Mooresville, Utica, Wheeling and Meadville, to discharge passengers from Kansas City or St. Joseph and to receive passengers for Chicago or St. Louis.

No. 56 will stop at Kearney to discharge revenue passengers from Kansas City.

LEAVES MURRAY

No. 74 ..... 7:00 A. M.
No. 70 ..... 6:00 P. M.

St. Joseph and Cameron Junction—Sub-division

HANNIBAL DIVISION. **TIME TABLE No. 78.** **EFFECTIVE JAN. 5, 1941.**

WESTWARD												EASTWARD			
SECOND CLASS		FIRST CLASS		Office Open Week Days	Signs	Distance from Quincy and Hannibal	STATIONS	Distance from St. Joseph	Capacity of Sidings	Other Tracks	Office Open Sundays	FIRST CLASS		SECOND CLASS	
Daily Freight	Daily Freight	Daily Mixed	Daily Passenger									Daily Mixed	Daily Passenger	Daily Freight	Daily Freight
61	71	303	355									304	356	68	72
A.M.	A.M.	P.M.	A.M.									P.M.	P.M.	A M.	P.M.
L 9.35	L 2.15	L 5.33	L 6.10	Continuous.	B.C.K.R. T.W.Yd.	171.6	....CAMERON JUNCTION....	34.7	Yard	Yard	Continuous.	A12.45	A 9.10	A 5.00	A 6·25
							—6.0—								
9.46	2.30	s 5.48	s 6.22	8:30 a.m. to 5:30 p.m.		177.6	.....OSBORN.....	28.7	88	36	10:45 a.m. to 12:45 p.m.	s 12.32	s 8.58	4.48	6.10
							—7.5—								
10.01	2.47	s **5.58**	s 6.33	8:30 a.m. to 5:30 p.m.	F.	185.1	.....STEWARTSVILLE.....	21.2	45	14	4:30 p.m. to 6:30 p.m.	s 12.18	s 8.48	4.30	**5.58**
							—4.1—								
10.10	2.56	f 6.05	f 6.42	No Office.	F.	189.2	.....HEMPLE.....	17.1	85	14	No Office.	s 12.10	f 8.43	4.20	5.43
							—4.5—								
10.20	3.06	f 6.13	s 6.50	No Office.	F.	193.7	.....EASTON.....	12.6	54	12	No Office.	s 12.03	f 8.36	4.08	5.33
							—6.4—					— P.M. —			
10.30	3.17	f 6.22	f 7.04	No Office.	F.	200.1	.....SAXTON.....	6.2	82		No Office.	f 11.53	8.28	3.55	5.23
							—4.7—								
						204.8	.C. R. I. & P. Crossing (Grade).								
							—0.4—								
10.48	3.32	6.32	7.12	No Office.	F. Yd.	205.2	.....SOUTH PARK.....	1.5			No Office.	11.45	8.20	3.40	5.09
							—0.4—								
						205.6	.C. R. I. & P. Crossing (Grade).	0.7							
							—0.4—								
						206.0	.C. R. I. & P. Crossing (Grade).	0.3							
							—0.3—								
		A 6.50 P.M.	A 7.20 A.M.	Continuous.	B.K.R.Y. Yd.	206.3	.St. Joseph Terminal Crossing at Station (Grade). .ST. JOSEPH UNION STATION.		Yard	Yard	Continuous.	L 11.35 A.M.	L 8.15 P.M.		
10.48	3.32			No Office.	F. Yd.	205.2	.....SOUTH PARK.....	1.2			No Office.			3.40	5.09
							—0.1—								
						205.3	.A. T. & S. F. Crossing (Grade).	0.7							
							—0.2—								
						205.5	..C. R. I. & P. and St. Joseph ...Division Crossings (Grade)...	0.5							
							—0.5—								
A 11.30 A.M.	A 4.00 A.M.			Continuous.	B.C.K.O.R. T.W.Y.Yd.	206.0	..St. Joseph Division Crossing .....at Station (Grade)..... ..ST. JOSEPH FRT. YARDS..		Yard	Yard	Continuous.			L 3.30 A.M.	L 5.00 P.M.
Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily
1:55 18.2	1:45 19.8	1:17 27.2	1:10 29.7				.....SCHEDULE TIME..... .....AVERAGE MILES AN HOUR.....					1:10 29.7	0:55 37.8	1:30 22.9	1:25 24.5

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS WESTWARD.

No train order signal Cameron Jct. and St. Joseph. Conductors and Enginemen must have Clearance Form A.

Automatic block system in effect Cameron Jct. to Hickory Street, St. Joseph. Spring switch located at South Park east end of outbound track from freight yards.

Speed Restrictions

HANNIBAL DIVISION. **TIME TABLE No. 78.** **EFFECTIVE JAN. 5, 1941.**

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

Clear indication of block signals does not modify the requirements of Rule 93. When running against the current of traffic, all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines must approach all hazardous road crossings where view is obstructed prepared to stop; and when advised by train dispatcher that maintenance men have no advice of the movement, also when making movement against the current of traffic, must run at restricted speed on curves and where view is obscured and use extreme care to avoid striking motor cars.

Light engines may operate at maximum speed authorized for freight trains except must not exceed 35 miles an hour.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in sub-division speed restrictions or by train order.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

Gas-electric motor cars may operate on the various sub-divisions at maximum speed authorized for passenger trains, but must not exceed 50 miles an hour. On branch lines when steam is substituted for motor service speed must be reduced 10 miles an hour below authorized speed for motor trains.

Diesel-electric power units running light must not exceed 60 miles an hour.

To prevent damage to traction motors, when handling electrically operated power units, dead in train, the maximum speed must not exceed:

Gas-electric motor cars.....60 MPH
Diesel-electric power units.....75 MPH
Diesel-electric switch engines.....40 MPH

Where sub-division maximum speeds are less, they will govern.

Zephyr-type trains and Gas or Diesel-electric motor train and engines must not be run over inundated tracks if the water is more than five inches above top of rail, and when operating through water, speed must not exceed 6 miles per hour.

3. Steam passenger trains operating on Zephyr schedules will reduce speed 10 miles an hour below speeds for Diesel-operated Zephyr trains as authorized on page 13 and indicated by wayside zone and curve posts. Such trains must observe speed restrictions for other than Diesel-powered Zephyr trains when passing through turnouts or crossovers, or over track or bridges covered by slow order, unless modified by train order.

When Zephyr train equipment is handled over a sub-division not equipped with wayside zone and curve posts, and for which no special speeds have been authorized for such equipment, train will operate on speed restrictions applying to other passenger trains unless modified by train order.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUB-DIVISIONS		
On sidings or through crossovers at end of double track	15	15
Through other turnouts, unless otherwise specified	10	10
B or S-4 or S-4-A engines with drivers blocked up	40	40
O-5 or O-5-A or M engines with drivers blocked up	30	30
Engines under steam disconnected on one side with main rod down:		
Main Line	25	25
Branch Line	20	20

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.
ALL SUB-DIVISIONS Concluded		
Handling steam derricks, pile drivers, Clam shells, and similar equipment, on		
Main Line		30
On Curves		25
Old Monroe-Francis Sub-Division		25
On Curves		15
All other sub-divisions		15
(See Special Instructions 13.)		
Handling scale test cars		
Main Line		25
Old Monroe-Francis Sub-Division		20
Illinois Jct. & Quincy Sub-division		15
(Scale test cars must be handled next ahead of waycar)		

The following will govern the movement of M-4-A engines Quincy to Murray Yard via Hannibal or North River and Cameron Junction to St. Joseph.

Maximum Speed 50 miles an hour.

Must not exceed 35 miles an hour around curves between Hannibal and Palmyra, and 30 miles an hour around curves between Palmyra and North River.

Must not exceed 35 miles an hour around curves between Lathrop and Birmingham, except approaching grades, 40 miles an hour.

Must not cross Bridge 69.90 north of Carthage Branch Wye when turning engines.

Must not cross lower Bay Bridge 262.58 on Route "A" Quincy.

Brookfield, Mo. between East Street and Stock Yards on main or yard track No. 1 to the south, must not operate when the adjacent track is occupied by other large engines or large loads and operate with caution when the adjacent track is occupied by ordinary cars.

Chillicothe, Mo. M. P. 129.6 on passing or yard track on 1° 46′ curve, use extreme caution when operating when the adjacent track is occupied by other large engines or large loads.

Must not use siding at Chillicothe when the west 600 feet of stock yard track is occupied by other large locomotives or by large loads.

Where track centers are less than 12′ 3″ on tangent track, M-4-A engines must not pass other M-4-A or other large engines such as (O-5, O-5-A, O-3, S-4. S-4-A, B-1, O-1-A, M-2-A, S-3), or large loads on the adjacent track.

Curve allowances: For curves up to 6° add 5″ to the above minimum track centers, plus 1½″ for each degree of curvature over six.

Look out for M-4-A engines in yards where track centers on tangent are between 12′ 3″ and 12′ 9″. On curves wider clearance necessary as shown in paragraph next above.

Minimum Track Centers in Yards:

YARD	CURVATURE	MINIMUM TRACK CENTERS
Brookfield	Tangent	11′ 9½″
Hannibal	5°	12′ 4¼″
Bevier	1° 29′	11′ 8⅜″

Speed Restrictions—Continued

HANNIBAL DIVISION — **TIME TABLE No. 78.** — **EFFECTIVE JAN. 5, 1941.**

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ST. LOUIS AND OLD MONROE SUB-DIVISION		
Maximum Speed:		
North Market and West Alton	55	45
West Alton and Old Monroe	65	45
No. 16 handling freight equipment	55	.....
Around curves at MP 7.90, MP 10.20, MP 10.60, MP 12.10, MP 14.80, MP 16.20	50	.....
Between Block Signal 4.6 W and connection with Merchants Terminal tracks at Wright Street, St. Louis	15	15
O Engines must not double head, pass or meet on Mississippi River Bridge, Alton	.....	.....
Over Alton Bridge	10	10
Through interlocking plant Henry St., Alton	15	15
Over Ft. Bellefontaine Bridge 18.79	35	25
Around curve at West Alton	25	25
Trains using north leg of wye at West Alton until entire train has passed	10	10
Engines running backward	20	20
OLD MONROE AND HANNIBAL SUB-DIVISION		
Maximum Speed:		
Old Monroe and Clarksville	65	45
Clarksville and Hannibal	60	45
No. 16 handling freight equipment	60	.....
Around curve at Forgeys Bluff, M. P. 79.75	35	25
Around curve at M. P. 85.15	50	40
Over crossing Georgia Street, Louisiana	6	6
M. P. 93.3 to M. P. 95.1	40	30
M. P. 95.1 to M. P. 95.8	50	40
Around curve at M. P. 106.50	50	40
M. P. 119.1 to M. P. 119.3	30	25
Engines running backward	20	20

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
BURLINGTON AND HANNIBAL SUB-DIVISION		
Maximum Speed	60	45
M. P. 161.75 to M. P. 163.25	50	40
M. P. 169.50 to M. P. 173	50	45
Around curve at M. P. 169.70	45	35
Around curve at M. P. 172.40	40	30
Over Des Moines River Bridge 174.95	25	25
Around curve at M. P. 175.10	25	25
Bank Street Crossing Keokuk	15	.....
Between Keokuk Union Depot Co. Jct. and T. P. & W. Jct. proceed as way is seen to be clear	10	10
Interlocking switches West Quincy	25	25
Entering turnout east end of siding West Quincy	5	5
Through freight wye West Quincy	10	10
Passenger wye West Quincy over east wye switch	10	10
Passenger wye West Quincy over north switch	25	25
East Hannibal Division trains over junction switch Mark	20	20
O or M Engines must not use Centerville Division main line at Alexandria	.....	.....
Engines heavier than O-1 must not operate over Bridge 119.63-A on old main line at Hannibal	.....	.....
O-1, S-2, S-3 Engines over Bridge 119.63-A	10	10
M. P. 217.45 to M. P. 220.3	25	25
Around curve at M. P. 194.80	35	25
Bluff Street at end of Santa Fe Bridge Ft. Madison	8	8
Interlocking switch Bridge Junction, Quincy	20	10
Upper Bay Bridge 140.22, Quincy	10	10
Betwcen Bridge 140.22 Route B and Bridge 262.58 Route A Quincy	10	10
Lower Bay Bridge 262.58, Quincy	6	6
Over Mississippi River Bridge 138.02	20	20
Except M-1, M-2, M-3, M-4-A engines	10	10
Over draw span Mississippi River Bridge 138.02	10	10
Engines running backward	20	20

Speed Restrictions—Continued

HANNIBAL DIVISION. **TIME TABLE No. 78.** **EFFECTIVE JAN. 5, 1941.**

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
OLD MONROE AND FRANCIS SUB-DIVISION		
Maximum Speed	50	35
Over Bridges M 77.66 and 82.23	25	25
Engines running backward	20	20
ILLINOIS JCT. AND QUINCY SUB-DIVISION		
Maximum Speed	40	25
Around curve at M. P. 16	15	15
Over highway crossing at M. P. 19.37	5	5
Over highway crossing at M. P. 19.07	5	5
When using house tracks	5	5
Handling loaded tank cars		20
Engines running backward	10	10
BROOKFIELD, QUINCY AND HANNIBAL SUB-DIVISION		
Maximum Speed:		
Between Brookfield-Macon and Palmyra-Quincy	50	45
Between Macon and Hannibal	55	45
Lindell Ave. Hannibal to Hannibal UD	15	15
Between M. P. 1 and M. P. 10 Hannibal-Palmyra	40	30
Around curves east of Palmyra on Hannibal Line	30	30
Between Bridge 140.22 Route B and Bridge 262.58 Route A Quincy	10	10
Upper Bay Bridge 140.22 Quincy	10	10
Lower Bay Bridge 262.58	6	6
Over Mississippi River Bridge 138.02	20	20
Except M-1, M-2, M-3, M-4-A engines	10	10
Over draw span Mississippi River Bridge 138.02	10	10
Interlocking switch Bridge Junction Quincy	20	10
Entering turnout east end of siding West Quincy	5	5
Interlocking switches West Quincy	25	25
Around curves between Palmyra and North River	40	25

(Continued)

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
BROOKFIELD, QUINCY AND HANNIBAL SUB-DIVISION—Concluded		
Through Jct. switch leading to Quincy at Palmyra	10	10
Main & Vine Streets Monroe City	10	10
Engines, either light or with trains, passing over Center, Second and Fourth Streets, Shelbina	20	20
Over street crossings at Clarence	35	35
Main Street Crossing Bevier	15	15
Westward trains from signal N-80.5 to M. P. 81	40	35
Over Grade Crossings within City limits of Callao	6	6
Eastward trains around curve at M. P. 85 and curve at M. P. 84.60	35	30
Main Street Crossing Brookfield	6	6
Engines running backward	20	20
KANSAS CITY AND BROOKFIELD SUB-DIVISION		
Maximum Speed:		
Birmingham and Lathrop	45	45
Lathrop and Brookfield	50	45
On curves between Birmingham and Lathrop	40	30
O-2, O-3, and M engines on Centerville Division tracks at Laclede	10	10
M engines over Bridge 132.25 over highway 36 south of Laclede station	10	10
South track between Needles and Brookfield	30	20
Main Street crossing Brookfield	6	6
Through city limits Hamilton	15	15
All engines over street crossings Cameron	25	25
Head end of trains over ATSF crossing Lathrop	20	20
At Needles, eastward trains over spring switch	50	45
At Liberty, westward trains on main track over spring switch	25	25
Engines running backward	20	20

Speed Restrictions—Concluded

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ST. JOSEPH AND CAMERON JUNCTION SUB-DIVISION		
Maximum Speed:	50	45
M-4-A Engines over Platte River Bridge 197.24	10	10
Over 22nd Street crossing St. Joseph between the hours 11:00 p. m. and 7:00 a. m.	15	15
At South Park, St. Joseph, eastward trains coming out of yard with the current of traffic may run through this switch without stopping to open or close it. Speed for westward trains on main track over this switch	25	25
Engines running backward	20	20

SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEEDS OF ZEPHYR TYPE MOTOR TRAINS.

Distinctive road way signals have been adopted to indicate maximum speeds of Zephyr type motor trains.

A triangle type signal with reflex letter "Z" thereon indicates zone territory where maximum speed is indicated by the numerals thereon, and will govern until the next zone signal is reached.

Where speed restrictions are required on curves within a zone, a banjo type signal with reflex letter "C" and numerals thereon will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

The triangle and banjo type signals will be located approximately 4000 feet from point of curve, or point where zone speed changes.

Zephyr type motor trains approaching train order signal in stop position will sound four short blasts of the whistle and must not exceed sixty miles an hour passing stations at which train orders or clearance cards are to be delivered. The delivery of all train orders, clearance cards and instructions will be made on the right hand side.

Speed restrictions for Zephyr type motor trains are as follows:

BETWEEN ST. LOUIS AND BURLINGTON

Northward MPH Zone	Northward MPH Other	Condition	M. P. Location	Southward MPH Zone	Southward MPH Other
30	..		St. Louis to Signal 4.6W	30	..
65	..		Signal 4.6W to 21.00	65	..
..	45	Curve	18.50	..	45
..	40	Curve	20.30	..	40
85	..		21.00 to Old Monroe	85	..
..	40	*Crossover	Machens	..	40
80	..		Old Monroe to 84.00	80	..
..	45	Curve	79.80	..	45
65	..		84.00 to 93.70	65	..
..	55	Curve	85.15	..	55
..	40	Curve	93.50	..	40
50	..		93.70 to 95.80	50	..
..	6	*Georgia St.	Louisiana	..	6
65	..		95.80 to 119.00	65	..
..	55	Curve	106.50	..	55
30	..		119.00 to 120.50	30	..
65	..		120.50 to 137.00	65	..
..	40	Curve	133.75	..	40
30	..		137.00 to 142.00	30	..
..	20	*Interlocking switch	Bridge Junction Quincy	..	20
..	10	*Between Bridge 140.22 Route B and Bridge 262.58 Route A	Quincy	..	10
..	6	*Lower Bay Bridge	262.58 Quincy	..	6
65	..		142.00 to 177.00	65	..
..	55	Curve	169.70	..	55
..	45	Curve	172.40	..	45
..	55	Curve	172.75	..	55
..	40	Curve	175.10	..	40
30	..		177.00 to 178.25	30	..
75	..		178.25 to 200.50	75	..
..	50	Curve	194.80	..	50
55	..		200.50 to 203.00	55	..
..	45	Curve	201.85	..	45
..	8	*Bluff St.	Ft. Madison	..	8
70	..		203.00 to 217.45	70	..
50	..		217.45 to 220.00	50	..
30	..		220.00 to Burlington	30	..

BETWEEN OLD MONROE AND FRANCIS

Westward MPH Zone	Westward MPH Other	Condition	M. P. Location	Eastward MPH Zone	Eastward MPH Other
75	..	*	Old Monroe to Francis	75	..
..	30	*	Bridge 51.49 to MP 51.75	..	30
..	30	*Turnout to Alton main track	Francis	..	30

*No roadway signal

When using any turnout or crossover not otherwise specified, must not exceed speed designated for other trains.

SPECIAL INSTRUCTIONS

Master Mechanic, F. R. Butts, Hannibal, Mo.
Trainmaster, E. G. Wesson, Hannibal, Mo.
Road Foreman, F. G. LaMaster, Hannibal, Mo.
Road Foreman, E. Hill, Brookfield, Mo.
Chief Dispatcher, F. C. Hawkins, Hannibal, Mo.
Night Chief Dispatcher, H. F. Clark, Hannibal, Mo.
Chief Dispatcher, R. L. Huffman, Brookfield, Mo.
Asst. Chief Dispatcher, W. T. O'Brien, Brookfield, Mo.

TRAIN DISPATCHERS

Hannibal	West Quincy	Brookfield
G. M. Zinn	L. C. Gibbs	A. G. Rogers
R. E. Ainge	A. P. Boyles	F. D. Brown
R. Cluck	T. G. Line	W. A. Daume
L. D. Howe		C. H. Shoup

1. Between North Market and Old Monroe second class and extra trains must clear the time of No. 29, No. 30, No. 32 and No. 33, 10 minutes.

Between North Market and Burlington second class and extra trains must clear the time of No. 8, No. 15, No. 43 and No. 44, 10 minutes.

Between Old Monroe and Francis second class and extra trains must clear the time of No. 29, No. 30, No. 32 and No. 33, 10 minutes.

Where manual or controlled manual block system rules are in effect, light engines will be handled the same as passenger trains.

Under Rule 93, trains handling occupied company service cars, or carrying caretakers, must be protected as prescribed by Rule 99.

Freight trains carrying passengers or caretakers will be handled the same as passenger trains, except where otherwise stated in foot-notes, or on sub-division where Rule 907 is in effect. Conductors will advise dispatcher when no passengers or caretakers on their train.

Where Rules D-251, D-252 and D-254 are in effect, freight trains stopped by train order signal at stations where sidings are located on or near schedule of first class trains will clear the main track at once unless otherwise advised by signalman. Conductors must advise promptly when clear of main track and receive permission from signalman before he can again return to main track.

Rule 374 in Book of Rules of Operating Department is modified to read as follows:

"When a train is passed by a passenger train at a non-communicating station, except in automatic block signal territory, the train passed must wait ten minutes and then proceed at restricted speed to the next available point of communication."

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

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

3. USE OF TRACK. Where there are two sidings for meeting or passing trains the right-hand track must be used unless otherwise provided.

The south track between Brookfield and Needles will be used only by train order authority. Manual block signal system in effect.

Trains between Bridge Junction and North Wood River will be governed by rules and timetable of the C. C. C. & St. L. Railroad, and those between North Wood River and West Alton by the rules of the Illinois Terminal Company.

In Centralized Traffic Control territory between Mark and Quincy, signals will govern the use of blocks and movement over controlled switches, and, unless otherwise provided, their indications supersede time table superiority and take the place of train orders. They do not dispense with the use or observance of other signals whenever and wherever they may be required.

When a train is stopped by a stop signal it must stay until authorized to proceed. Or, in case of failure of means of communication, it may proceed when preceded by a flagman to the next point of communication or signal displaying a proceed indication.

When the signal does not clear and it is possible to communicate with the signalman, and the dispatcher is advised by the signalman that there is no opposing train in the block, instructions will be issued "Proceed complying with Rule 509-A."

The main track and controlled sidings must not be entered or fouled unless the move is authorized by signal indication, or by permission from dispatcher.

Santa Fe crossing at Lathrop is protected with automatic interlocking signal. Normal indication of home signal is Stop. Distant signal indicates restricted speed. When a train is stopped by home signal and no conflicting train movement is evident a trainman shall proceed to the crossing and operate release marked CB&Q located at crossing. After time interval has elapsed signal will clear automatically. In case the operation of the release does not clear the signal, train may proceed over crossing under protection.

The West Track between McBride and Ilasco must not be used except on permission from dispatcher.

Hannibal Division trains will use tracks between Burlington and Illinois Jct. and be governed by Ottumwa and Creston Divisions Time Table.

Hannibal Division trains between Illinois Jct., Wood Tower, and Sixth Street Burlington will move at restricted speed.

Movement of trains against the current of traffic between Wood Tower and Sixth Street, Burlington, will be made on authority of the yardmaster.

4. When a train is to be advanced as prescribed by Rule 925, the engineman will, in acknowledgment of the signal, sound two long blasts of the whistle, as provided in Rule 14-b.

5. SPRING SWITCHES are designated by a round target bearing the letter S. Facing point movements over spring switches are protected by automatic home block signal. When signal indicates "Stop," trains may proceed on hand signal after switch has been examined and points found to fit properly. Trains trailing through switch may do so without opening or closing it. When sand or snow is blowing the switch points must be cleared before trailing move is made through switch. When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand. Sand must not be used over spring switches. Drop switch will not be made over spring switches unless specifically authorized.

6. When under Rule 951, operators are instructed to handle switches for a train they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.

7. Train orders addressed to motor trains handling trailer, and two car branch line steam passenger trains handling blind end baggage cars must be delivered by Operator to Baggageman in addition to Conductor and Engineman.

8. When occupied outfit cars are set out of a train at a station, or on a track between stations; or when moved from one track to another at a station, the conductor must notify the Chief Dispatcher, from the first available point of communication, giving information as to the track on which the occupied outfit cars were left.

SPECIAL INSTRUCTIONS—Concluded

9. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the move is made under Rule 1012.

10. To avoid stalling and backing up for a run at stations with short grade approaches where it is necessary to take siding, trains should be stopped sufficient distance from the switch to get necessary start and brakeman should go forward and set the switch properly.

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

12. When signals protecting switches operated by remote control are in stop position, train or engine men will promptly communicate with operator, and when so instructed may proceed by stop signal, first examining switches and derails in route designated, assuring themselves that they are in proper position.

13. Derricks, steam shovels, ditchers, draglines, rail loaders, and other similar equipment loaded on flat or other open-top cars with booms connected and handled in freight or mixed trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

When this equipment is moving in freight or mixed trains upon its own wheels, the boom must be disconnected and loaded so as to be entirely free of swinging features. Steam wrecking derricks, and bridge derricks, having specially designed idler cars, are excepted from requirements of this rule.

14. Rule 914 of Rules of the Operating Department is modified to read 4,000 feet instead of 3,000 feet.

15. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and black, and in color light signals one yellow roundel changed to red. Trains may pass grade signal displaying restrictive indication at 10 miles an hour instead of five, and be governed by Rule 509-A or 509-B.

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

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

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

17. SPEED OF TRAINS.

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	55	1	5
10	6	0	60	1	0
15	4	0	65	0	55
20	3	0	70	0	51
25	2	24	75	0	48
30	2	0	80	0	45
35	1	43	85	0	42
40	1	30	90	0	40
45	1	20	95	0	38
50	1	12			

MEDICAL AND SURGICAL DEPARTMENTS

LOCATION OF COMPANY MEDICAL EXAMINERS, SURGEONS AND OCULISTS

Brookfield, Mo.	DR. S. T. BROWNFIELD	Medical Examiner.
Brookfield, Mo.	DR. J. LANE EVANS	Local Surgeon.
Brookfield, Mo.	DR. J. T. McLARNEY	Local Surgeon.
Burlington, Ia.	DR. F. M. TOMBAUGH	Local Surgeon.
Burlington, Ia.	DR. C. J. LOHMANN	Surgeon and Examiner.
Burlington, Ia.	DR. E. F. LAFORCE	Oculist.
Cameron, Mo.	DR. V. B. JANES	Local Surgeon.
Canton, Mo.	DR. P. W. JENNINGS	Local Surgeon.
Carthage, Ill.,	DR. R. A. SLATER	Local Surgeon.
Chillicothe, Mo.	DR. REUBEN BARNEY	Local Surgeon.
Clarence, Mo.	DR. F. K. ROY	Local Surgeon.
East St. Louis, Ill.	DR. O. B. BOYD	Local Surgeon.
Elsberry, Mo.	DR. FORREST V. KEELING	Local Surgeon.
Ft. Madison, Ia.	DR. R. L. FEIGHTNER	Local Surgeon.
Hamilton, Mo.	DR. H. R. BOOTH	Local Surgeon.
Hannibal, Mo.	DR. W. F. LAUTEN	Surgeon and Examiner.
Hannibal, Mo.	DR. J. C. CHILTON	Local Surgeon.
Hannibal, Mo.	DR. E. T. HORNBACK	Oculist.
Hannibal, Mo.	DR. GEORGE A. HORNBACK	Oculist.
Kansas City, Mo.	DR. EDWARD P. HELLER	Surgeon and Examiner.
Kansas City, Mo.	DR. E. F. ROBINSON	Local Surgeon.
Kansas City, Mo.	DR. D. B. ROBINSON	Local Surgeon.
Kansas City, Mo.	DR. C. P. HUNGATE	Local Surgeon.
Kansas City, Mo.	DR. A. W. McALESTER	Oculist.
Kansas City, Mo.	DR. A. W. McALESTER III	Oculist.
Keokuk, Ia.	DR. B. L. GILFILLAN	Surgeon and Examiner.
Keokuk, Ia.	DR. H. A. GRAY	Local Surgeon.
Lathrop, Mo.	DR. F. J. LONGFIELD	Local Surgeon.
Liberty, Mo.	DR. WM. H. GOODSON	Local Surgeon.
Louisiana, Mo.	DR. ERIC A. CUNNINGHAM	Local Surgeon.
Machens, Mo.	DR. C. A. BARNARD, P. O. Portage Des Sioux, Mo.	Local Surgeon.
Macon, Mo.	DR. T. P. GRONOWAY	Local Surgeon.
Meadville, Mo.	DR. E. F. WEIR	Local Surgeon.
Mexico, Mo.	DR. N. R. RODES	Local Surgeon.
Monroe City, Mo.	DR. W. D. PIPKIN	Local Surgeon.
New Cambria, Mo.	DR. C. O. WEST	Local Surgeon.

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