MEDICAL AND SURGICAL DEPARTMENTS
LOCATION OF COMPANY MEDICAL EXAMINERS, SURGEONS AND OCULISTS

Albany, Mo.	DR. W. T. MARTIN	Local Surgeon
Atchison, Kan.	DR. M. T. DINGESS	Local Surgeon
Bedford, Ia.	DR. J. F. HARDIN	Local Surgeon
Bethany, Mo.	DR. WATKINS A. BROYLES	Local Surgeon
Chariton, Ia.	DR. JAMES B. ROBB	Local Surgeon
Chariton, Ia.	DR. A. L. YOCUM	Local Surgeon
Clarinda, Ia.	DR. FRANK H. CLARK	Local Surgeon
Creston, Ia.	DR. HOWARD G. BEATTY	Local Surgeon
Creston, Ia.	DR. JAMES G. MACRAE	Local Surgeon
Creston, Ia.	DR. O. S. BARBER	Oculist
Grant City, Mo.	DR. JOHN ANDREWS	Local Surgeon
Hamburg, Ia.	DR. R. C. DANLEY	Local Surgeon
Hamburg, Ia.	DR. W. H. KERR	Local Surgeon
Humeston, Ia.	DR. C. N. HYATT	Local Surgeon
Kansas City, Mo.	DR. E. 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. CARROLL P. HUNGATE	Local Surgeon
Kansas City, Mo.	DR. A. W. McALESTER	Oculist
Kansas City, Mo.	DR. A. W. McALESTER, III.	Oculist
Leavenworth, Kan.	DR. R. S. McKEE	Local Surgeon
Leon, Ia.	DR. FRED A. BOWMAN	Local Surgeon
Maryville, Mo.	DR. CHAS. T. BELL	Local Surgeon
Maryville, Mo.	DR. W. M. WALLIS, JR.	Local Surgeon
Mound City, Mo.	DR. F. E. HOGAN	Local Surgeon
Mt. Ayr, Ia.	DR. CHARLES L. SEAMAN	Local Surgeon
St. Joseph, Mo.	DR. H. F. MUNDY	Medical Examiner
St. Joseph, Mo.	DR. H. K. WALLACE	Local Surgeon
St. Joseph, Mo.	DR. F. GREGG THOMPSON	Local Surgeon
St. Joseph, Mo.	DR. H. S. CONRAD	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
Tarkio, Mo.	DR. C. M. WAUGH	Local Surgeon
Tarkio, Mo.	DR. J. M. DAVIS	Local Surgeon
Weston, Mo.	DR. L. C. CALVERT	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

F. B. WHITMAN,
Superintendent, St. Joseph

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

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

H. W. MAXWELL,
Superintendent Terminals, Kansas City

SCHOOL PRINTING CO., ST. JOSEPH, MO.

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE

ST. JOSEPH DIVISION

OF THE

CENTRAL DISTRICT

No. 56

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

SUNDAY, FEBRUARY 2, 1941

DESTROY ALL TIME TABLES OF PREVIOUS DATE

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

Kansas City to St. Joseph—Sub-division—Northward.

ST. JOSEPH DIVISION. **TIME TABLE No. 56.** **EFFECTIVE FEBRUARY 2, 1941.**

FIRST CLASS											SECOND CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Mile Post Location	STATIONS	Capacity of Northward Sidings	Other Tracks	Office Open Week Days	Daily Freight	Daily Freight	Daily Freight	Daily Freight
23	43	21	41	27							71	61	75	67
P. M. L 11.58	P. M. L 8.00	P. M. L 2.30	A.M L 10.00	A. M. L 8.30	B. K. R. Yd.		.....KANSAS CITY U. S.....	Yard	Yard	Continuous				

Trains between Kansas City Union Station and St. Louis Ave. Tower are governed by rules of Kansas City Term. Ry. Co.

							2.05						P. M.	P. M.
					B.C.K.O.R T. W.Yd.	.0	..KANSAS CITY FRT YDS..	Yard	Yard	8:30a.m. to 5:30p.m.			L 6.30	L 7.15
							0.36							
						.36	...ST. LOUIS AVE. TOWER..			Continuous				
							0.54							
						.90	..... BROADWAY TOWER			Continuous				
							0.61							
						1.51	..... USTICK			Continuous				
							1.20				A.M.	A.M.		
					C. K. O. Y. R.T.W.Yd.	2.71	..... MURRAY	Yard	Yard	No Office	L 6.00	L 9.00		
A.M.							1.54							
12.13	8.12	2.41	s10.13	8.42	F. Yd.	4.25	.....BLOCK 4.....			2:00p.m. to 10:00p.m.			7.30	8.15
							5.24							
12.21	8.18	2.46	s10.20	s 8.48		9.49	..... PARKVILLE		30	8:00a.m. to 5:00p.m.				
							7.01							
f12.30	8.25	2.51	s10.29	8.56		16.50	.....WALDRON.....	85	8	6:10a.m. to 10:10p.m.				
							4.54							
f12.36	8.29	2.54	f10 35	9.00	W.	21.04	..... FARLEY		22	7:45a.m. to 4:45p.m.				
							2.86							
12.40	8.31	2.56	s10.38	9.03	Y. F.	23.90	....EAST LEAVENWORTH....		64	No Office				
							3.46							
12.45	s 8.38	s 3.02	s10.45	s 9.09		27.36	..... BEVERLY ..... R. R. Crossing (Interlocked)	100	23	Continuous	7.50	10.00	8.09	8.55
							3.50							
f12.50	8.42	3.06	s10.51	s 9.15		30.86	..... WESTON		24	Continuous	8.00	10.08	8.21	9.00
							5.38							
12.57	8.48	3.11	10.59	9.21	F.	36.24	..... BLOCK 36			No Office	8.17	10.22	8.30	9.10
							0.88							
			f11.00		F.	37.12	.....IATAN.....		12	No Office				
							2.08							
			f		F.	39.20	..... BEAN LAKE		6	No Office				
							4.25							
f 1.10	s 9.00	s 3.22	s11.13	s 9.34	B. W.	43.45	..... ARMOUR	85	35	Continuous	8.40	10.40	8.45	9.25
							2.47							
1.13	9.03	3.25	11.16	9.37		45.92	..... DAVIES ..... R. R. Crossing (Interlocked)			Continuous				
							0.24							
			s11.17			46.16	..... RUSHVILLE	80	35	No Office				
							4.50							
1.20	9.08	3.29	s11.23	9.42	F.	50.66	.....HALLS.....		31	No Office				
							7.47							
1.31	9.17	3.36	11.32	9.50	Yd.	58.13	..... BAILEY ..... R. R. Crossing (Interlocked)			Continuous				
							0.78							
			f11.33		F. Yd.	58.91	.....SOUTH ST. JOSEPH.....			No Office				
							1.24							
					B.C.K.O.R T. W.Yd.	60.15	....ST. JOSEPH FRT YDS.....	Yard	Yard	Continuous	A 9.45 A.M.	A11.30 A.M.	A 9.15 P.M.	A10.15 P.M.
							1.60							
							R. R. Crossing (Grade)							
							0.40							
							R. R. Crossing (Grade)							
							0.50							
							R. R. Crossing (Grade) R. R. Crossing (Grade)							
							0.30							
A 1.43 A.M.	A 9.30 P.M.	A 3.47 P.M.	A11.50 A.M.	A10.02 A.M.	B. K. R. Y. Yd.	61.75	..... ST. JOSEPH U. S.	Yard	Yard	Continuous				
Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily
1:45	1:30	1:17	1:50	1:32			.....SCHEDULE TIME.....				3:45	2:30	2:45	3:00
36.4	42.5	49.7	34.8	41.6			...AVERAGE MILES AN HOUR...				16.0	22.9	21.8	20.0

Double Track between Ustick and Beverly, Weston and Block 36, Armour and St. Joseph Union Station, Rules D-251, D-252 and D-254 in effect.

Manual Block System Rule 318-A in effect for trains No. 20, and No. 21, Rule 318-B for other trains, between Ustick and Beverly.

Controlled Manual Block System in effect between Beverly and Weston.

In case of failure of communication or of Controlled Manual Block signals between Beverly and Weston, trains Southward are superior to trains of the same class Northward.

Automatic Block System in effect between signal N-29.9 south of Weston and Block 36 and between south switch at Armour and End of Block sign at Mile Post 60.20.

Centralized Traffic Control System in effect between Block 36 and south switch of siding Armour.

Trains between St. Louis Ave. and Ustick will be governed by interlocking signal indication.

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

Signals governing movement through interlocking at Broadway Tower also govern movement over draw span of Missouri River bridge.

Spring Switch located Northward track, Block 4, leading from Murray Yard.

No train order signal at Kansas City Union Station. Conductors and enginemen must have Clearance Form A.

Trains leaving Murray Yard must obtain block and clearance, Form A, from operator at Ustick before entering upon main track at Block 4.

Normal position of junction switch at Weston and Armour is for Northward track.

Northward trains and engines must move at restricted speed between End of Block sign at Mile Post 60.20 and St. Joseph Union Depot Co. tracks at Monterey Street.

Trains using tracks of St. Joseph Union Depot Co. between Sixth St. and Monterey St. St. Joseph, will be governed by the rules of that Company.

Freight trains may follow freight trains with caretakers, with permissive signal or permissive Form C.

No. 27 will stop at South St. Joseph to discharge revenue passengers from Kansas City, also to discharge U.S. mail when Mail Clerks request Conductor to do so.

No. 23 will stop on flag at Parkville to discharge revenue passengers from Kansas City, or beyond, and to receive revenue passengers for St. Joseph or beyond.

No. 23 will stop at South St. Joseph to discharge revenue passengers.

Local Extra leaves Murray 5:30 a.m., Tuesday, Thursday and Saturday for St. Joseph.

St. Joseph to Kansas City—Sub-division—Southward.

ST. JOSEPH DIVISION. **TIME TABLE No. 56.** **EFFECTIVE FEBRUARY 2, 1941.**

FIRST CLASS												SECOND CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Distance from Kansas City Union Station Miles	STATIONS	Capacity of Southward Sidings	Other Tracks	Office Open Sundays		Daily Freight	Daily Freight	Daily Freight	
26	42	20	44	22								68	72	76	
P.M.	P.M.	P.M.	A.M.	A.M.	B. K. R. Yd.		..... KANSAS CITY U. S.	Yard	Yard	Continuous					
A 9.15	A 7.00	A 12.50	A 8.05	A 7.00											
Trains between St. Louis Ave. Tower and Kansas City Union Station are governed by rules of Kansas City Term. Ry. Co.															
							2.05						P.M.	A.M.	
					B.C.K.O.R T.W.Yd.	2.05	.. KANSAS CITY FRT. YDS. ..	Yard	Yard	8:30a.m. to 5:30p.m.			A 4.10	A 3.30	
							0.36								
						2.41	... ST. LOUIS AVE. TOWER ...			Continuous					
							0.54								
						2.96	..... BROADWAY TOWER			Continuous					
							0.61								
						3.56	..... USTICK			Continuous					
							1.20						A.M.		
					C. K. O. Y. R.T.W.Yd.	4.76	..... MURRAY	Yard	Yard	No Office		A 3.45	3.55	3.00	
							1.54								
8.57	6.36	12.35	7.45	6.36	F. Yd.	6.30	..... BLOCK 4			2:00p.m. to 10:00p.m.					
							5.24								
8.51	s 6.30	12.30	7.40	s 6.30		11.54	..... PARKVILLE		30	8:00a.m. to 11:00a.m.					
							7.01								
8.43	6.20	12.24	7.33	f 6.20		18.55	..... WALDRON		8	6:10a.m. to 10:10p.m.					
							4.54								
8.38	6.13	12.19	7.28	f 6.12	W.	23.09	..... FARLEY		22	8:45a.m. to 10:45a.m.					
							2.86								
8.35	s 6.10	12.17	7.25	6.07	Y. F.	25.95	.... EAST LEAVENWORTH		64	No Office					
							3.46								
f 8.31	s 6.05	s 12.14	7.21	6.02		29.41	..... BEVERLY ..... R. R. Crossing (Interlocked)		23	Continuous		2.47	2.54	1.00	
							3.50								
8.25	s 5.55	12.09	7.17	s 5.56		32.91	..... WESTON	85	24	Continuous		2.40	2.47	12.50	
							5.38								
8.18	5.47	12.04 P.M.	7.11	5.48	F.	38.29	..... BLOCK 36			No Office		2.30	2.35	12.30	
							0.88								
	f 5.46				F.	39.17	..... IATAN		12	No Office					
							2.08								
					F.	41.25	..... BEAN LAKE		6	No Office					
							4.25								
8.08	s 5.36	s 11.56	7.04	5.36	B. W.	45.50	..... ARMOUR	85	35	Continuous		2.15	2.20	12.05 A.M.	
							2.47								
8.05	5.26	11.51	7.02	5.31		47.97	..... DAVIES ..... R. R. Crossing (Interlocked)			Continuous					
							0.24								
	f 5.25					48.21	..... RUSHVILLE		35	No Office					
							4.50								
7.59	5.19	11.47	6.57	5.23	F.	52.71	..... HALLS		31	No Office					
							7.47								
7.51	5.12	11.41	6.50	5.14	Yd.	60.18	..... BAILEY ..... R. R. Crossing (Interlocked)			Continuous					
							0.78								
	s 5.10				F. Yd.	60.96	..... SOUTH ST. JOSEPH			No Office					
							1.24								
					B.C.K.O.R T. W.Yd.	62.20	... ST. JOSEPH FRT. YDS. ..	Yard	Yard	Continuous		L 1.45 A.M.	L 1.45 P.M.	L 11.00 P.M.	
							1.60								
							R. R. Crossing (Grade)								
							0.40								
							R. R. Crossing (Grade)								
							0.50								
							R. R. Crossing (Grade) R. R. Crossing (Grade)								
							0.30								
L 7.40 P.M.	L 5.00 P.M.	L 11.34 A.M.	L 6.40 A.M.	L 5.00 A.M.	B. K. R. Y. Yd.	63.80	..... ST. JOSEPH U. S.	Yard	Yard	Continuous					
Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	
1:35	2:00	1:16	1:25	2:00			..... SCHEDULE TIME					2:00	2:25	4:30	
42.9	31.9	50.3	45.0	31.9			... AVERAGE MILES AN HOUR ...					28.6	24.8	13.3	

Double Track between Ustick and Beverly, Weston and Block 36, Armour and St. Joseph Union Station, Rules D-251, D-252 and D-254 in effect.

Manual Block System Rule 318-A in effect for trains No. 20, and No. 21, Rule 318-B for other trains, between Ustick and Beverly.

Controlled Manual Block System in effect between Beverly and Weston.

In case of failure of communication or of Controlled Manual Block signals between Beverly and Weston, trains Southward are superior to trains of the same class Northward.

Centralized Traffic Control System in effect between Block 36 and south switch of siding Armour.

Automatic Block system in effect between signal S-60.2 north of South St. Joseph and south switch at Armour and between Block 36 and Weston.

Trains between St. Louis Ave. and Ustick will be governed by interlocking signal indication.

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

Spring Switch located Northward track, Block 4, leading from Murray Yard.

Normal position of junction switch at Weston and Armour is for Northward track.

Trains using tracks of St. Joseph Union Depot Co. between Sixth St. and Monterey St. St. Joseph, will be governed by the rules of that Company.

Southward trains and engines must move at restricted speed between St. Joseph Union Depot Co. tracks at Monterey Street and signal S-60.2.

No train order signal at St. Joseph Freight Yards or St. Joseph Union Station. Conductors and Enginemen must have Clearance Form A.

Freight trains may follow freight trains with caretakers, with permissive signal or permissive Form C.

Harbo is trailing point spur located on southward track 1.28 miles south of Bailey, capacity six cars.

No. 44 will stop at Beverly to discharge revenue passengers for Leavenworth from Denver or beyond.

Local Extra leaves St. Joseph 5:30 a.m., Monday, Wednesday, and Friday for Murray.

St. Joseph to Pacific Junction—Sub-division—Northward.

ST. JOSEPH DIVISION. **TIME TABLE No. 56.** **EFFECTIVE FEBRUARY 2, 1941.**

FIRST CLASS													
		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Mile Post Location	STATIONS	Distance from St. Joseph Freight Yards Miles	Capacity of Northward Sidings	Other Tracks	Office Open Week Days
		43	31	21	41	27	23							
								B.C.K.O. R.T.W. Yd.	60.15	... ST. JOSEPH FRT. YDS. ...		Yard	Yard	Continuous
										1.30				
										R. R. Crossing (Grade) R. R. Crossing (Grade)				
		—P.M.—	—P.M.—	—P.M.—	—P.M.—	—A.M.—	—A.M.—			0.20				
		L 9.40	L 3.55	L 3.53	L 12.10	L 10.15	L 2.00	B.K.R.Y. Yd.	61.75	..... ST. JOSEPH U. S.	1.50	Yard	Yard	Continuous
										0.20				
										R. R. Crossing (Grade)				
										0.60				
		9.44	s 3.58	3.56	12.20	10.18	2.04	Yd.	64.01	..... FRANCIS STREET ..... R. R. Crossing (Interlocked)	2.30			No Office
										2.89				
									66.90	..... WATER WORKS	5.19		26	No Office
										5.26				
		9.52	A 4.09 —P.M.—	4.03	12.33	10.26	2.16		72.16	..... AMAZONIA	10.45	86	48	8:15a.m. to 5:15p.m.
		9.57		4.07	f 12.41	10.31	f 2.23		77.03	4.87 ..... NODAWAY	15.32		50	No Office
										6.25				
		10.04		4.12	f 12.53	10.37	f 2.32		83 28	..... FORBES	21.57	85	26	8:00a.m. to 5:00p.m.
										4.67				
									87.95	..... CURZONS	26.24		16	No Office
										3.57				
		10.12		4.18	s 1.07	s 10.46	s 2.45		91.52	..... FOREST CITY	29.81	80	45	8:30a.m. to 4:30p.m. 9:30p.m. to 5:30a.m.
										5.90				
		A 10.20 —P.M.—		4.24	A 1.20 —P.M.—	s 10.54	s 2.57	B.K.R. W.Y.Yd.	97.42	..... NAPIER	35.71	90	175	Continuous
										4.46				
				4.28		s 11.02	s 3.03	Y.	101.88	..... BIGELOW	40.17	80	29	8:30a.m. to 5:30p.m.
										7.39				
				4.35		s 11 14	s 3.15		109.27	..... CRAIG	47.56	76	29	8:30a.m. to 5:30p.m.
										5.71				
				4.40		s 11.25	3.24	Y.	114.98	..... CORNING	53.27	85	40	8:30a.m. to 5:30p.m.
										4.41				
				4.44		f 11.30	3.31		119.39	..... NISHNABOTNA	57.68	90	30	8:30a.m. to 5:30p.m.
										5.57				
				s 4.50		s 11.40	s 3.40	W.	124.96	..... LANGDON	63.25	67	26	10:00p.m. to 6:00a.m. 9:00a.m. to 5:00p.m.
										3.29				
				4.54		f 11.46	3.46		128.25	..... PHELPS	66.54	75	25	8:30a.m. to 5:30p.m.
										5.53				
				5.01		s 11.56	3.56		133.78	..... WATSON	72.07	70	25	8:30a.m. to 5:30p.m.
						—P.M.—				8.22				
				s 5.10		s 12.10	s 4.10	B.C.W.Y. Yd.	142.00	..... HAMBURG	80.29	92	40	Continuous
										7.25				
				s 5.21		s 12.22	s 4.30	Yd.	149.25	..... PAYNE	87.54	85	24	1:00a.m. to 9:00a.m. 9:30a.m. to 6:00p.m.
										6.36				
				5.28		f 12.32	4.45		155.61	..... PERCIVAL	93.90	77	30	8:30a.m. to 5:55p.m.
										5.02				
				5.32		s 12.40	5.00		160.63	..... McPAUL	98.92	78	13	8:30a.m. to 5:45p.m.
										4.49				
				5.36		f 12.47	5.12		165.12	..... BARTLETT	103.41	77	19	8:30a.m. to 5:30p.m.
										9.06				
				A 5.45 P.M.		A 1.00 P.M.	A 5.30 A.M.	B.C.K.R. T.W.Y. Yd.	174.18	..... PACIFIC JUNCTION ..... R. R. Crossing (Interlocked)	112.47	Yard	Yard	Continuous
		Daily	Daily	Daily	Daily	Daily	Daily							
		0:40	0:14	1:52	1:10	2:45	3:30			..... SCHEDULE TIME				
		51.3	38.5	59.0	29.4	40.3	31.7			... AVERAGE MILES AN HOUR ...				

BETWEEN NAPIER AND PACIFIC JCT. TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.

Double Track between St. Joseph Union Station and Napier, Rules D-251, D-252 and D-254 in effect.

Automatic Block System in effect between signal N-63.5, just north of Middle Yard Office, St. Joseph and Napier.

Manual Block System Rule 318-A in effect for trains No. 20 and No. 21, Rule 318-B for other trains between Napier and Pacific Junction.

No train order signal at St. Joseph Union Station or St. Joseph Freight Yard. Conductors and Enginemen must have clearance Form A.

Signal between Fourth and Sixth streets north of Union Station, St. Joseph, govern movement of trains as follows:
Signal to right of mast, northward movements from St. Joseph Terminal Tracks.
Signal to left of mast, northward movements on C. B. & Q. northward Main Track.

Trains using tracks of St. Joseph Union Depot Co. between Sixth St. and Monterey St. St. Joseph, will be governed by the rules of that Company.

Northward trains and engines must move at restricted speed between St. Joseph Union Depot Co. tracks at Sixth Street and signal N-63.5.

Train order signal opposite General Office Building St. Joseph, governs trains using C. B. & Q. tracks north of Francis Street.

Operator at Napier will register for No. 21, No. 41 and No. 43.

Operator at Pacific Junction will register for first class trains. Conductors will leave register ticket Form 1643.

Sargent Spur located 2.07 miles south of Pacific Jct., capacity seven cars.

No. 23 will stop at Amazonia, daily except Monday to discharge U. S. Mail.

No. 23 will stop at Corning and Watson to receive and discharge revenue passengers to and from Omaha, Council Bluffs, St. Joseph and Kansas City and beyond.

St. Joseph to Pacific Junction—Sub-division—Northward.

ST. JOSEPH DIVISION. **TIME TABLE No. 56.** **EFFECTIVE FEBRUARY 2, 1941.**

SECOND CLASS													
Daily Freight	Daily Freight	Daily Freight	Daily Freight	Daily Except Sunday Mixed	Monday Wednesday Friday Way Frt.	Daily Except Sunday Freight	Signs	Mile Post Locations	STATIONS	Distance from St. Joseph Freight Yards Miles	Capacity of Northward Siding	Other Tracks	Office Open Sundays
67	75	61	71	85	91	63							
P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	B. C. K. O. R. T. W. Yd.	60.15	...ST. JOSEPH FRT. YDS....		Yard	Yard	Continuous
L11.15	L10.15	L 1.30	L11.00	L 8.30	L 5.00	L12.30			1.30				
									R. R. Crossing (Grade)				
									R. R. Crossing (Grade)				
									0.20				
							B. K. R. Y. Yd.	61.75	.....ST. JOSEPH U. S.....	1.50	Yard	Yard	Continuous
									0.20				
									R. R. Crossing (Grade)				
									0.60				
				s 8.40			Yd.	64.01	.....FRANCIS STREET.....	2.30			No Office
									R. R. Crossing (Interlocked)				
									2.89				
								66.90	.....WATER WORKS.....	5.19		26	No Office
									5.26				
				A 8.50				72.16	..... AMAZONIA	10.45	86	48	9:25 a.m. to 11:25 a.m.
				—A.M.—					4.87				
								77.03	.....NODAWAY	15.32		50	No Office
									6.25				
								83.28	.....FORBES.....	21.57	85	26	Closed
									4.67				
								87.95	..... CURZONS.....	26.24		16	No Office
									3.57				
								91.52	.....FOREST CITY.....	29.81	80	45	Midnight to 5:30 a.m. 10:30 a.m. to 1:45 p.m. 9:30 p.m. to Midnight
			—P.M.—						5.90				
A12.45 —A.M.—	11.25	A 2.45 —P.M.—	12.30		7.00	A 2.00 —A.M.—	B. K. R. W. Y. Yd.	97.42	..... NAPIER	35.71	90	175	Continuous
									4.46				
	11.34		12.45		7.15		Y.	101.88	..... BIGELOW	40.17	80	29	10:00 a.m. to 12:00 Noon 3:00 p.m. to 5:00 p.m.
									7.39				
	11.50 —A.M.—		1.20		7.45			109.27	.....CRAIG.....	47.56	76	29	10:00 a.m. to 12:00 Noon 3:00 p.m. to 5:00 p.m.
									5.71				
	12.01		1.40		8.05		Y.	114.98	..... CORNING	53.27	85	40	10:00 a.m. to 12:00 Noon 3:00 p.m. to 5:00 p.m.
									4.41				
	12.10		1.50		8.20			119.39	..... NISHNABOTNA	57.68	90	30	Closed
									5.57				
	12.21		2.05		8.50		W.	124.96	.....LANGDON.....	63.25	67	26	Midnight to 6:00 a.m. 9:00 a.m. to 5:00 p.m. 10:00 p.m. to Midnight
									3.29				
	12.30		2.13		9.05			128.25	..... PHELPS	66.54	75	25	10:05 a.m. to 12:05 p.m.
									5.53				
	12.45		2.30		9.25			133.78	.....WATSON	72.07	70	25	9:40 a.m. to 12:10 p.m.
									8.22				
	1.15		3.15		20 9.50 11.00		B.C.W.Y. Yd.	142.00	.....HAMBURG	80.29	92	40	Midnight to 5:30 a.m. 8:00 a.m. to 9:00 p.m.
									7.25				
	1.42		3.47		11.30		Yd.	149.25	.....PAYNE	87.54	85	24	1:00 a.m. to 9:00 a.m. 9:30 a.m. to 11:30 a.m. 4:00 p.m. to 6:00 p.m.
									6.36				
	2.12		4.10		11.55 —P.M.—			155.61	.....PERCIVAL.....	93.90	77	30	9:15 a.m. to 1:15 p.m.
									5.02				
	2.30		4.25		12.30			160.63	.....McPAUL.....	98.92	78	13	8:30 a.m. to 5:45 p.m.
									4.49				
	2.45		4.35		12.47			165.12	.....BARTLETT	103.41	77	19	9:30 a.m. to 1:00 p.m.
									9.06				
	A 3.30 A.M.		A 5.00 P.M.		A 1.30 P.M.		B. C. K. R. T. W. Y. Yd.	174.18	.....PACIFIC JUNCTION.... R. R. Crossing (Interlocked)	112.47	Yard	Yard	Continuous
Daily	Daily	Daily	Daily	Daily Except Sunday	Monday Wednesday Friday	Daily Except Sunday							
1:30	5:15	1:15	6:00	0:20	8:30	1:30			.....SCHEDULE TIME.....				
23.8	21.4	28.6	18.7	31.3	13.2	23.8			...AVERAGE MILES AN HOUR...				

BETWEEN NAPIER AND PACIFIC JCT. TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.

Double Track between St. Joseph Freight Yard and Napier, Rules D-251, D-252 and D-254 in effect.

Automatic Block System in effect between signal N-63.5, just north of Middle Yard Office, St. Joseph and Napier.

Manual Block System Rule 318-A in effect for trains No. 20 and No. 21, Rule 318-B for other trains between Napier and Pacific Junction.

No train order signal at St. Joseph Union Station or St. Joseph Freight Yard. Conductors and Enginemen must have clearance Form A.

Freight trains may follow freight trains with caretakers, with permissive signal or permissive Form C.

Train order signal opposite General Office Building St. Joseph, governs trains using C. B. & Q. tracks north of Francis Street.

Sargent Spur located 2.07 miles south of Pacific Jct., capacity seven cars.

No. 85 stop at 5th and Mitchell Avenue, St. Joseph, for passengers.

Pacific Junction to St. Joseph—Sub-division—Southward.

ST. JOSEPH DIVISION. **TIME TABLE No. 56.** **EFFECTIVE FEBRUARY 2, 1941.**

FIRST CLASS													
		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Signs	Mile Post Location	STATIONS	Distance from St. Joseph Freight Yards Miles	Capacity of Southward Sidings	Other Tracks	Office Open Week Days
		26	42	20	30	44	22							
								B.C.K.O. R.T.W. Yd.	60.15	... ST. JOSEPH FRT. YDS. ...		Yard	Yard	Continuous
										1.30				
										R. R. Crossing (Grade)				
										R. R. Crossing (Grade)				
		— P. M. —	— P. M. —	— A. M. —	— A. M. —	— A. M. —	— A. M. —			0.20				
		A 7.30	A 4.50	A 11.28	A 9.55	A 6.30	A 4.35	B.K.R.Y. Yd.	61.75	..... ST. JOSEPH U. S.	1.50	Yard	Yard	Continuous
										0.20				
										R. R. Crossing (Grade)				
										0.60				
		7.25	s 4.45	11.24	s 9.50	6.25	4.30	Yd.	64.01	..... FRANCIS STREET ..... R. R. Crossing (Interlocked)	2.30			No Office
										2.89				
									66.90	..... WATER WORKS	5.19		26	No Office
										5.26				
		7.16	4.36	11.15	L 9.35 A. M.	6.16	4.17		72.16	..... AMAZONIA	10.45		48	8:15 a. m. to 5:15 p. m.
										4.87				
		7.12	f 4.30	11.12		6.12	f 4.10		77.03	..... NODAWAY	15.32		50	No Office
										6.25				
		7.06	f 4.21	11.06		6.06	f 4.00		83.28	..... FORBES	21.57	87	26	8:00 a. m. to 5:00 p. m.
										4.67				
									87.95	..... CURZONS	26.24		16	No Office
										3.57				
		6.58	s 4.10	10.59		5.57	f 3.50		91.52	..... FOREST CITY	29.81		45	8:30 a. m. to 4:30 p. m. 9:30 p. m. to 5:30 a. m.
										5.90				
		6.52	L 4.00 — P. M. —	10.54		L 5.50 — A. M. —	s 3.40	B.K.R. W.Y.Yd.	97.42	..... NAPIER	35.71	77	175	Continuous
										4.46				
		6.47		s 10.49			s 3.30	Y.	101.88	..... BIGELOW	40.17	80	29	8:30 a. m. to 5:30 p. m.
										7.39				
		s 6.39		f 10.40			s 3.15		109.27	..... CRAIG	47.56	76	29	8:30 a. m. to 5:30 p. m.
										5.71				
		6.33		s 10.34			f 3.00	Y.	114.98	..... CORNING	53.27	85	40	8:30 a. m. to 5:30 p. m.
										4.41				
		6.28		10.28			f 2.49		119.39	..... NISHNABOTNA	57.68	90	30	8:30 a. m. to 5:30 p. m.
										5.57				
		s 6.22		s 10.23			f 2.37	W.	124.96	..... LANGDON	63.25	67	26	10:00 p. m. to 6:00 a. m. 9:00 a. m. to 5:00 p. m.
										3.29				
		6.17		10.19			f 2.27		128.25	..... PHELPS	66.54	75	25	8:30 a. m. to 5:30 p. m.
										5.53				
		6.10		10.13			f 2.15		133.78	..... WATSON	72.07	70	25	8:30 a. m. to 5:30 p. m.
										8.22				
		s 6.00		s 10.05			s 1.58	B.C.W.Y. Yd.	142.00	..... HAMBURG	80.29	65	40	Continuous
										7.25				
		s 5.48		s 9.55			f 1.42	Yd.	149.25	..... PAYNE	87.54	85	24	1:00 a. m. to 9:00 a. m. 9:30 a. m. to 6:00 p. m.
										6.36				
		5.40		9.48			f 1.28		155.61	..... PERCIVAL	93.90	77	30	8:30 a. m. to 5:55 p. m.
										5.02				
		s 5.32		9.44			f 1.18		160.63	..... McPAUL	98.92	78	13	8:30 a. m. to 5:45 p. m.
										4.49				
		5.22		9.41			f 1.10		165.12	..... BARTLETT	103.41	77	19	8:30 a. m. to 5:30 p. m.
										9.06				
		L 5.11 P. M.		L 9.33 A. M.			L 12.55 A. M.	B.C.K.R. T.W.Y. Yd.	174.18	..... PACIFIC JUNCTION ..... R. R. Crossing (Interlocked)	112.47	Yard	Yard	Continuous
		Daily	Daily	Daily	Daily	Daily	Daily							
		2:19	0:50	1:55	0:20	0:40	3:40			..... SCHEDULE TIME				
		48.5	41.0	57.9	27.0	51.3	30.2			... AVERAGE MILES AN HOUR ...				

BETWEEN NAPIER AND PACIFIC JCT. TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.

Double Track between St. Joseph Union Station and Napier, Rules D-251, D-252 and D-254 in effect.

Automatic Block System in effect between signal S-98.4, north of Napier and End of Block sign at Mile Post 63.50.

Manual Block System Rule 318-A in effect for trains No. 20 and No. 21, Rule 318-B for other trains between Pacific Junction and Automatic Signal S-98.4 North of Napier.

No train order signal at Pacific Junction. Conductors and Enginemen must have clearance Form A.

Operator at Pacific Junction will register for first class trains. Conductors will leave register ticket Form 1643.

Sargent Spur located 2.07 miles south of Pacific Jct., capacity seven cars.

Operator at Napier will register for No. 20, No. 22, No. 26, No. 42 and No. 44.

Southward trains and engines must move at restricted speed between End of Block sign at Mile Post 63.50 and St. Joseph Union Depot Co. tracks at Sixth Street.

Trains using tracks of St. Joseph Union Depot Co. between Sixth St. and Monterey St. St. Joseph, will be governed by the rules of that Company.

Pacific Junction to St. Joseph—Sub-division—Southward.

ST. JOSEPH DIVISION. **TIME TABLE No. 56.** **EFFECTIVE FEBRUARY 2, 1941.**

SECOND CLASS												
Daily Freight	Daily Except Sunday Freight	Daily Except Sunday Mixed	Tuesday Thursday Saturday Way Frt.	Daily Freight	Daily Freight	Daily Freight	Signs	Mile Post Location	STATIONS	Distance from St. Joseph Freight Yards — Miles	Capacity of Southward Sidings	Other Tracks	Office Open Sundays
70	64	84	92	78	72	68							
P. M. A11.45	P. M. A11.30	P. M. A 3.40	P. M. A 3.00	P. M. A 1.00	A. M. A10.50	A. M. A 1.10	B.C.K.O. R.T.W.Yd.	60.15	... ST. JOSEPH FRT. YDS. ...		Yard	Yard	Continuous
									1.30				
									R. R. Crossing (Grade) R. R. Crossing (Grade)				
									0.20				
							B. K. R. Y. Yd.	61.75	..... ST. JOSEPH U. S.	1.50	Yard	Yard	Continuous
									0.20				
									R. R. Crossing (Grade)				
									0.60				
		s 3.25					Yd.	64.01	..... FRANCIS STREET ..... R. R. Crossing (Interlocked)	2.30			No Office
									2.89				
								66.90	..... WATER WORKS	5.19		26	No Office
									5.26				
		L 3.05						72.16	..... AMAZONIA	10.45		48	9:25 a.m. to 11:25 a.m.
		— P. M. —							4.87				
								77.03	..... NODAWAY	15.32		50	No Office
									6.25				
								83.28	..... FORBES	21.57	87	26	Closed
									4.67				
								87.95	..... CURZONS	26.24		16	No Office
									3.57				
								91.52	..... FOREST CITY	29.81		45	Midnight to 5:30 a.m. 10:30 a.m. to 1:45 p. m. 9:30 p.m. to Midnight
									5.90				
10.15	L 10.00 — P. M. —		12.30	L 11.40 — A. M. —	8.45	L 12.01 — A. M. —	B. K. R. W.Y. Yd.	97.42	..... NAPIER	35.71	77	175	Continuous
									4.46				
10.05			12.15 — P. M. —		8.33		Y.	101.88	..... BIGELOW	40.17	80	29	10:00 a.m. to 12:00 Noon 3:00 p.m. to 5:00 p.m.
									7.39				
9.49			11.45		8.18			109.27	..... CRAIG	47.56	76	29	10:00 a.m. to 12:00 Noon 3:00 p.m. to 5:00 p.m.
									5.71				
9.35			11.25		8.05		Y.	114.98	..... CORNING	53.27	85	40	10:00 a.m. to 12:00 Noon 3:00 p.m. to 5:00 p.m.
									4.41				
9.25			10.45		7.55			119.39	..... NISHNABOTNA	57.68	90	30	Closed
									5.57				
9.12			10.23		7.43		W.	124.96	..... LANGDON	63.25	67	26	Midnight to 6:00 a.m. 9:00 a.m. to 5:00 p.m. 10:00 p.m. to Midnight
									3.29				
9.05			9.45		7.35			128.25	..... PHELPS	66.54	75	25	10:05 a.m. to 12:05 p.m.
									5.53				
8.50			9.25		7.20			133.78	..... WATSON	72.07	70	25	9:40 a.m. to 12:10 p.m.
									8.22				
8.30			9.00 7.35		7.00		B.C.W.Y. Yd.	142.00	..... HAMBURG	80.29	65	40	Midnight to 5:30 a.m. 8:00 a.m to 9:00 p.m.
									7.25				
8.05			7.15		6.30		Yd.	149.25	..... PAYNE	87.54	85	24	1:00 a.m. to 9:00 a.m. 9:30 a.m. to 11:30 a.m. 4:00 p.m. to 6:00 p.m.
									6.36				
7.45			6.55		6.10			155.61	..... PERCIVAL	93.90	77	30	9:15 a.m. to 1:15 p.m.
									5.02				
7.34			6.35		5.59			160.63	..... McPAUL	98.92	78	13	8:30 a.m. to 5:45 p.m.
									4.49				
7.25			6.20		5.50			165.12	..... BARTLETT	103.41	77	19	9:30 a.m. to 1:00 p.m.
									9.06				
L 7.05 P.M.			L 6.00 A.M.		L 5.30 A.M.		B.C.K.R. T. W. Y. Yd.	174.18	..... PACIFIC JUNCTION ..... R. R. Crossing (Interlocked)	112.47	Yard	Yard	Continuous
Daily	Daily Except Sunday	Daily Except Sunday	Tuesday Thursday Saturday	Daily	Daily	Daily							
4:40	1:30	0:35	9:00	1:20	5:20	1:09			..... SCHEDULE TIME				
23.7	23.8	18.0	12.5	26.8	21.1	31.1			... AVERAGE MILES AN HOUR ...				

BETWEEN NAPIER AND PACIFIC JCT. TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.

Double Track between St. Joseph Freight Yards and Napier, Rules D-251, D-252 and D-254 in effect.

Automatic Block System in effect between signal S-98.4, north of Napier and End of Block sign at Mile Post 63.50.

Manual Block System Rule 318-A in effect for trains No. 20 and No. 21, Rule 318-B for other trains between Pacific Junction and Automatic Signal S-98.4 North of Napier.

No train order signal at Pacific Junction. Conductors and Enginemen must have clearance Form A.

Sargent Spur located 2.07 miles south of Pacific Jct., capacity seven cars.

Freight trains may follow freight trains with caretakers, with permissive signal or permissive Form C.

Atchison and Armour—Sub-division.

ST. JOSEPH DIVISION. **TIME TABLE No. 56.** **EFFECTIVE FEBRUARY 2, 1941.**

SOUTHWARD SECOND CLASS						Signs	Mile Post Location	STATIONS	Distance from Atchison (Miles)	Office Open Week Days Sundays	NORTHWARD SECOND CLASS					
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger						Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
156 (43)	154 (42)	152 (21)	150 (20)	148 (41)	146 (27)						147 (27)	149 (41)	151 (20)	153 (21)	155 (42)	157 (43)
P.M. L 8.35	P.M. L 5.06	P.M. L 3.01	A.M. L11.36	A.M. L10.52	A.M. L 9.10	B. C. K. R. T. W. Yd.	4.00	ATCHISON		Continuous	A.M. A 9.48	A.M. A11.28	P.M. A12.11	P.M. A 3.37	P.M. A 5.52	P.M. A 9.15
f 8.40	f 5.09	f 3.05	f11.39	f10.55	f 9.13		3.50	WINTHROP (0.50)	0.50	No Office	f 9.44	f11.24	f12.07 P.M.	f 3.33	f 5.47	f 9.11
A 8.50 P.M.	A 5.20 P.M.	A 3.15 P.M.	A11.50 A.M.	A11.06 A.M.	A 9.24 A.M.	B.R. W. Yd.	.0	ARMOUR (3.50)	4.00	Continuous	L 9.35 A.M.	L11.14 A.M.	L11.57 A.M.	L 3.23 P.M.	L 5.37 P.M.	L 9.01 P.M.

Yard limits extend Armour to Winthrop.

Trains and Engines using tracks of Atchison Union Depot Co. will be governed by the rules of that Company.

Train Movements in both directions over Missouri River Bridge at Atchison will be governed by automatic signals.

Train Sheds in Union Depot Yard at Atchison will not clear a man on side of car.

Bigelow and Villisca—Sub-division.

ST. JOSEPH DIVISION. **TIME TABLE No. 56.** **EFFECTIVE FEBRUARY 2, 1941.**

NORTHWARD SECOND CLASS				Signs	Mile Post Location	STATIONS	Distance from Villisca (Miles)	Capacity of Sidings	Other Tracks	Office Open Week Days	SOUTHWARD SECOND CLASS		
		Daily Except Sunday Mixed									Daily Except Sunday Mixed		Daily Except Sunday Mixed
		97									94		96
		P.M. L12.05		R. Y.	0.	BIGELOW (3.36)	67.80	88	54	8:30 a.m. to 5:30 p.m.			A.M. A11.35
		s12.35			3.36	MOUND CITY (5.34)	64.44		39	8:30 a.m. to 5:30 p.m.			s11.25
		f			8.70	DECKERS SIDING (5.64)	59.10		18	No Office			f
		s 1.10		W.	14.34	MAITLAND (6.17)	53.46		52	8:30 a.m. to 5:30 p.m.			s10.55
		s 1.30			20.51	SKIDMORE (5.77)	47.29		29	8:30 a.m. to 5:30 p.m.			s10.25
		s 1.55			26.28	QUITMAN (5.39)	41.52		18	8:30 a.m. to 5:30 p.m.			s10.05
		s 2.20			31.67	BURLINGTON JUNCTION R. R. Crossing (Grade) (4.85)	36.13		50	7:00 a.m. to 4:00 p.m.			s 9.45
		s 2.40			36.52	CLEARMONT (4.86)	31.28		11	8:30 a.m. to 5:30 p.m.			s 9.30
		s 3.00			41.38	BRADDYVILLE (5.81)	26.42		31	No Office			s 9.10
		s 3.20			47.19	SHAMBAUGH (5.63)	20.61		16	8:30 a.m. to 5:30 p.m.			s 8.50
		s 3.35 7.15		Yd. B. C. K. R. T. W.	52.82	CLARINDA (7.65)	14.98		71	6:40 a.m. to 8:30 p.m.	A.M. A 7.05		s 8.30
		s 7.30			60.47	HEPBURN (7.33)	7.33		22	No Office	s 6.50		s 7.30
		A 7.45 P.M.		B. C. K. R. T. W.	67.80	VILLISCA		60	85	5:00 a.m. to 1:00 p.m. 2:00 p.m. to 10:00 p.m.	L 6.35 A.M.		L 7.10 A.M.
		Daily Except Sunday									Daily Except Sunday		Daily Except Sunday
		7:40 8.8				SCHEDULE TIME ... AVERAGE MILES AN HOUR					0:30 29.9		4:25 16.6

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

Manual Block System Rule 318-B in effect.

Rule 907 in effect. Rule 925 not in effect.

Train order signal at Bigelow and Villisca does not govern trains on Bigelow and Villisca Sub-division. Conductors and Enginemen must have Clearance Form A. when operator on duty.

Freight trains may follow freight trains withcaretakers, with permissive signal or permissive Form C.

Anderson Spur located 3.15 miles north of Clarinda, capacity six cars.

Sundays: Villisca open 5:00 a.m. to 1:00 p.m., 2:00 p.m. to 10:00 p.m.; Bigelow open 10:00 a.m. to 12:00 Noon, 3:00 p. m. to 5:00 p. m.; other offices closed.

Albany Junction and Togo—Sub-division.

ST. JOSEPH DIVISION. TIME TABLE No. 56. EFFECTIVE FEBRUARY 2, 1941.

NORTHWARD											SOUTHWARD				
SECOND CLASS	FIRST CLASS					STATIONS	Distance from Albany Junction	Capacity of Sidings	Other Tracks	Office Open Week Days	FIRST CLASS			SECOND CLASS	
Monday Wednesday Friday Mixed	Sunday Only Passenger	Daily Except Sunday Passenger	Daily Except Sunday Passenger	Signs	Mile Post Location		Miles				Daily Except Sunday Passenger	Daily Except Sunday Passenger	Sunday Only Passenger		Tuesday Thursday Saturday Mixed
117	109	115	113								114	116	110		118
A.M. L 6.40				F. R. Y.	65.75	ALBANY JUNCTION				No Office					P.M. A 1.35
						8.31									
s 7.10					57.44	GENTRY	8.31		47	8:00 a.m. to 5:00 p.m.					s 1.15
						5.38									
s 7.30					52.06	WORTH	13.69		45	8:00 a.m. to 5:00 p.m.					s 1.00
						7.41									
s 8.10				W.	45.65	GRANT CITY	20.10		43	8:00 a.m. to 5:00 p.m.					s12.43
						4.43									
f 8.22					41.22	IRENA	24.53		7	No Office					f12.23
						5.20									
s 8.42					36.02	REDDING	29.73		21	8:00 a.m. to 5:00 p.m.					s12.10
						4.95									P.M.
s 9.00					31.07	DELPHOS	34.68		19	No Office					s11.55
						7.67									
s10.00				W.	23.40	MT. AYR	42.35		58	8:30 a.m. to 5:30 p.m.					s11.35
						10.92									
s10.45					12.48	KELLERTON	53.27		19	7:15 a.m. to 4:15 p.m.					s10.45
						5.27									
f11.05					7.21	TUSKEEGO	58.54		15	No Office					f10.28
	P.M.	P.M.	A.M.			4.32					A.M.	P.M.	P.M.		
s11.40	L 8.13	L 7.50	L 7.30		2.89	LAMONI	62.86		34	7:15 a.m. to 4:45 p.m	A 7.22	A 7.43	A 8.03		s10.15
						2.89									
A11.55 A.M.	A 8.20 P.M.	A 8.00 P.M.	A 7.40 A.M.	F. R. Y.	0.	TOGO	65.75		32	No Office	L 7.14 A.M.	L 7.33 P.M.	L 7.55 P.M.		L 9.45 A.M.
Monday Wednesday Friday	Sunday Only	Daily Except Sunday	Daily Except Sunday								Daily Except Sunday	Daily Except Sunday	Sunday Only		Tuesday Thursday Saturday
5:15 12.4	0:7 22.2	0:10 17.3	0:10 17.3			SCHEDULE TIME ... AVERAGE MILES AN HOUR					0:08 19.5	0:10 17.3	0:8 19.5		3:50 12.8

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

Manual Block System Rule 318-B in effect. Rule 907 in effect. Rule 925 not in effect.

Freight trains may follow freight trains with caretakers, with permissive signal or permissive Form C.

All Offices closed on Sundays.

Corning and Clarinda—Sub-division.

ST. JOSEPH DIVISION. TIME TABLE No. 56. EFFECTIVE FEBRUARY 2, 1941.

NORTHWARD										SOUTHWARD					
SECOND CLASS						STATIONS	Distance from Clarinda	Capacity of Sidings	Other Tracks	Office Open Week Days	SECOND CLASS				
			Daily Except Sunday Mixed	Signs	Mile Post Location		Miles				Daily Except Sunday Mixed				
			93								94				
			A.M. L11.50	R. W. Y.	0.	CORNING	45.83		40	8:30 a.m. to 5:30 p.m.	A.M. A10.15				
						3.76									
			f		3.76	MILTON	42.07		5	No Office	f				
			P.M.			3.88									
			s12.25		7.64	FAIRFAX	38.19		34	8:30 a.m. to 5:30 p.m.	s 9.45				
						7.29									
			s 1.00	W.	14.93	TARKIO	30.90		99	8:30 a.m. to 5:30 p.m.	s 9.05				
						7.21									
			s 2.45		22.14	WESTBORO	23.69		46	8:15 a.m. to 5:15 p.m.	s 8.25				
						5.48									
			s 3.05		27.62	NORTHBORO	18.21		32	7:45 a.m. to 4:45 p.m.	s 8.05				
						5.40									
			s 3.25		33.02	COIN	12.81		28	7:30 a.m. to 4:30 p.m.	s 7.45				
						6.79									
			f 3.42		39.81	PAGE CENTER	6.02		21	No Office	f 7.23				
						6.02									
			A 4.00 P.M.	B.C.K.R. T.W. Yd.	45.83	CLARINDA			71	6:40 a.m. to 8:30 p.m.	L 7.10 A.M.				
			Daily Except Sunday								Daily Except Sunday				
			4:10 10.9			SCHEDULE TIME ... AVERAGE MILES AN HOUR					3:05 14.8				

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

Manual Block System Rule 318-B in effect. Rule 907 in effect. Rule 925 not in effect.

Freight trains may follow freight trains with caretakers, with permissive signal or permissive Form C.

Train order signal at Corning and Clarinda does not govern trains on Corning and Clarinda Sub-division. Conductors and Enginemen must have Clearance Form A. when operator on duty.

Sundays: Corning open from 10:00 a. m. to 12:00 Noon, 3:00 p. m. to 5:00 p. m. other offices closed.

St. Joseph to Chariton—Sub-division—Northward.

ST. JOSEPH DIVISION. **TIME TABLE No. 56.** **EFFECTIVE FEBRUARY 2, 1941.**

FIRST CLASS												SECOND CLASS			
			Sunday Only Passenger	Daily Except Sunday Passenger	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Other Tracks	Office Open Week Days		Daily Except Sunday Way Frt.	Monday Wednesday Friday Mixed	Daily Except Sunday Way Frt.	Tuesday Thursday Saturday Mixed
			107	111								119	117	121	125
					B. C. K. O. R. T. W. Yd.	144.40	... ST. JOSEPH FRT. YDS. ...	Yard	Yard	Continuous		A.M. L 2.30			
			—P. M.—	—P. M.—			0.82								
			L 4.40	L 4.00	B. K. R. Y. Yd.	143.58	..... ST. JOSEPH U. S.	Yard	Yard	Continuous					
							0.48								
						143.10	R. R. Crossing (Grade) R. R. Crossing (Grade)								
							0.10								
						143.00	R. R. Crossing (Grade)								
							1.40								
						141.60	..... ARNOLD SPUR		5	No Office					
			4.54	4.14	F.	137.50	..... LYMAN		22	No Office		2.50			
							7.87								
			s 5.09	s 4.29		129.63	..... COSBY		13	No Office		f 3.15			
							3.92								
			s 5.19	s 4.39		125.71	..... HELENA	32		No Office		f 3.40			
							6.05								
			s 5.30	s 4.50	W.	119.66	..... UNION STAR		22	8:30 a.m. to 5:30 p.m.		s 4.10			
							6.98								
			s 5.46	s 5.06		112.68	..... KING CITY	47	34	8:30 a.m. to 5:30 p.m.		s 4.40			
							5.89								
			s 5.57	s 5.17		106.80	..... FORD CITY		21	No Office		f 5.15			
							7.64								
			s 6.10	s 5.30		99.16	..... DARLINGTON ..... R. R. Crossing (Grade)		27	7:00 a.m. to 4:00 p.m.		s 5.45			
							2.28								
			6.13	5.35	F. Y.	96.88	..... ALBANY JUNCTION			No Office		5.50			—P. M.— L 1.35
							2.00								
			s 6.18	s 5.45	B.C.K.R.W Yd. T.	94.88	..... ALBANY		134	6:00 a.m. to 9:00 p.m.		126 6.00 s 6.40			A 1.45
							8.12								—P. M.—
			s 6.35	s 6.05		86.76	..... NEW HAMPTON		18	8:00 a.m. to 5:00 p.m.		s 7.05			
							8.91								
			s 6.55	s 6.27	W.	77.85	..... BETHANY		47	7:30 a.m. to 7:00 p.m.		s 8.10			
							4.99								
			f 7.07	f 6.38	F.	72.86	..... GARDNER		28	No Office		f 8.30			
							5.40								
			s 7.18	s 6.50		67.46	..... RIDGEWAY	48	20	8:00 a.m. to 5:00 p.m.		s 8.55			
							6.86								
			s 7.33	s 7.05		60.60	..... BLYTHEDALE		20	8:00 a.m. to 5:00 p.m.		s 9.20			
							7.39								
			s 7.48	s 7.22		53.21	..... ANDOVER		22	No Office		s 9.45			
							3.90						—A.M.—		
			s 7.54 8.21	s 7.33 8.00	F. R. Y. Yd.	49.31	..... TOGO		32	No Office		s 10.00	L 11.55		
							4.69							—A.M.—	
			s 8.35	s 8.15	R. K. B. C. W.	44.62	..... DAVIS CITY	37	23	6:45 a.m. to 3:45 p.m.		A 10.30	A 12.15	L 11.00	
							7.65					—A.M.—	—P.M.—		
			s 8.51	s 8.30 8.51		36.97	..... LEON		36	6:00 a.m. to 9:15 p.m.				s 11.55	
							4.67								
			f 9.02	f 9.02		32.30	..... CROWN		26	No Office					
							8.63							—P.M.—	
			s 9.20	s 9.20		23.67	..... GARDEN GROVE		31	6:05 a.m. to 3:05 p.m.				s 12.45	
							6.75								
			s 9.35	s 9.35	O.W.Y. Yd.	16.92	..... HUMESTON ..... R. R. Crossing (Grade)	37	41	5:45 a.m. to 9:45 p.m.				s 2.00	
							5.78								
			s 9.45	s 9.45		11.14	..... DERBY		27	7:00 a.m. to 4:00 p.m.				s 2.25	
							11.14								
			A 10.10 P.M.	A 10.10 P.M.	B. C. K. R. O. T. W. Y. Yd.	.0	..... CHARITON	Yard	Yard	Continuous				A 3.00 P.M.	
			Sunday Only	Daily Except Sunday								Daily Except Sunday	Monday Wednesday Friday	Daily Except Sunday	Tuesday Thursady Saturday
			5:30 26.1	6:10 23.4			..... SCHEDULE TIME .... AVERAGE MILES AN HOUR ...					8:00 12.5	0:20 14.1	4:00 11.1	0:10 11.4

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

Manual Block System Rule 318-B in effect.

Rule 907 in effect.

No train order signal at St. Joseph Freight Yards and St. Joseph Union Station. Conductors and Enginemen must have clearance Form A.

Train order signal does not govern trains originating at Albany and Davis City. Conductors and Enginemen must have clearance Form A.

Trains using tracks of St. Joseph Union Depot Co. between Sixth St. and Monterey St. St. Joseph, will be governed by the rules of that Company.

Northward trains on the St. Joseph-Chariton sub-division, in addition to stopping for the C. R. I. & P. crossing at the Schreiber Mill, St, Joseph, must send trainman ahead to protect movement over the Railroad crossing.

Freight trains may follow freight trains with caretakers, with permissive signal or permissive Form C.

Hansell Spur located 2.5 miles north of Leon, capacity two cars.

No. 119 will carry passengers between St. Joseph and Davis City.

No. 121 will carry passengers between Davis City and Humeston.

Chariton to St. Joseph—Sub-division—Southward.

ST. JOSEPH DIVISION. **TIME TABLE No. 56.** **EFFECTIVE FEBRUARY 2, 1941.**

FIRST CLASS											SECOND CLASS				
			Sunday Only Passenger	Daily Except Sunday Passenger	Signs	Distance From St. Joseph Freight Yds.	STATIONS	Office Open Sundays	Capacity of Sidings	Other Tracks	Monday Wednesday Friday Mixed	Daily Except Sunday Way Frt.	Daily Except Sunday Way Frt.	Tuesday Thursday Saturday Mixed	
			108	112		Miles					126	120	124	118	
					B. C. K. O R. T. W. Yd.		... ST. JOSEPH FRT. YDS. ...	Continuous	Yard	Yard			P. M. A 4.45		
			—A. M.—	—A. M.—			0.82								
			A11.25	A11.25	B. K. R. Y. Yd.	0.82	..... ST. JOSEPH U. S.	Continuous	Yard	Yard					
							0.48								
						1.30	R. R. Crossing (Grade) R. R. Crossing (Grade)								
							0.10								
						1.40	R. R. Crossing (Grade)								
							1.40								
			11.05	11.05		2.80	..... ARNOLD'S SPUR	No Office		5					
							4.10								
			10.58	10.58	F.	6.90	..... LYMAN	No Office		22			4.14		
							7.87								
			s10.47	s10.47		14.77	..... COSBY	No Office		13			f 3.40		
							3.92								
			s10.39	s10.39		18.69	..... HELENA	No Office	32				f 3.25		
							6.05								
			s10.27	s10.27	W.	24.74	..... UNION STAR	10:00 a.m. to Noon		22			s 3.10		
							6.98								
			s10.11	s10.11		31.72	..... KING CITY	Closed	47	34			s 2.45		
							5.88								
			s 9.59	s 9.59		37.60	..... FORD CITY	No Office		21			f 2.15		
							7.64								
			s 9.45	s 9.45		45.24	..... DARLINGTON ..... R. R. Crossing (Grade)	Closed		27			f 1.50		
							2.28				—A. M.—				
			9.40	9.40	F. Y.	47.52	..... ALBANY JUNCTION	No Office			A 6.40		1.35		
							2.00								
			s 9.35	s 9.35	B. C. K. R. W. Yd. T.	49.52	..... ALBANY	9:00 a.m. to 11:00 a.m. 6:00 p.m. to 8:00 p.m.		134	L 6.30		s 1.25		
							8.12				—A. M.—				
			s 9.20	s 9.05		57.64	..... NEW HAMPTON	Closed		18			s12.15		
							8.91						—P. M.—		
			s 9.02	s 8.45	W.	66.55	..... BETHANY	Closed		47			s11.50		
							4.99								
			f 8.50	f 8.30	F.	71.54	..... GARDNER	No Office		28			f		
							5.40								
			s 8.39	s 8.21		76.94	..... RIDGEWAY	Closed	48	20			s10.30		
							6.86								
			s 8.27	s 8.07		83.80	..... BLYTHEDALE	Closed		20			s10.10		
							7.39								
			s 8.10	s 7.50		91.19	..... ANDOVER	No Office		22			s 9.45		
							3.90							—A. M.—	
			s 8.02	s 7.40 s 7.14	F. R. Y. Yd.	95.09	..... TOGO	No Office		32			s 9.30	A 9.45	
							4.69					—A. M.—			
			s 7.50	s 7.03	R. K. B. C. W.	99.78	..... DAVIS CITY	Closed	37	23		A 9.00	L 9.15	L 9.30	
							7.65						—A. M.—	—A. M.—	
			s 7.35	s 6.50 s 6.37		107.43	..... LEON	7:15 a.m. to 9:15 a.m. 7:15 p.m. to 9:15 p.m.		36		s 8.40			
							4.67								
			f 7.18	f 6.26		112.10	..... CROWN	No Office		26					
							8.63								
			s 7.07	s 6.12		120.73	..... GARDEN GROVE	Closed		31		s 7.50			
							6.75								
			s 6.55	s 6.00	O. W. Y. Yd.	127.48	..... HUMESTON ..... R. R. Crossing (Grade)	6:30 a.m. to 8:30 a.m	37	41		s 7.30			
							5.78								
			s 6.40	s 5.45		133.26	..... DERBY	Closed		27		s 6.45			
							11.14								
			L 6.20 A.M.	L 5.25 A.M.	B. C. K. R. O. T. W. Y. Yd.	144.40	..... CHARITON	Continuous	Yard	Yard		L 6.15 A.M.			
			Sunday Only	Daily Except Sunday							Monday Wednesday Friday	Daily Except Sunday	Daily Except Sunday	Tuesday Thursday Saturday	
			5:05 28.2	6:00 24.0			.....SCHEDULE TIME..... ... AVERAGE MILES AN HOUR ...				0:10 11.4	2:45 16.2	7:30 13.3	0:15 18.7	

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

Manual Block System Rule 318-B in effect.

Rule No. 907 in effect.

Train order signal at Chariton does not govern trains of Chariton-St. Joseph Sub-division; train order signal does not govern trains originating at Albany and Davis City. Conductors and Enginemen must have Clearance Form A.

Trains using tracks of St. Joseph Union Depot Co. between Sixth St. and Monterey St. St. Joseph, will be governed by the rules of that Company.

Freight trains may follow freight trains with caretakers, with permissive signal or permissive Form C.

Hansell Spur located 2.5 miles north of Leon, capacity two cars.

No. 120 will carry passengers between Humeston and Davis City.

No. 124 will carry passengers between Davis City and St. Joseph.

Amazonia and Creston—Sub-division.

ST. JOSEPH DIVISION. **TIME TABLE No. 56.** **EFFECTIVE FEBRUARY 2, 1941.**

NORTHWARD											SOUTHWARD			
SECOND CLASS		FIRST CLASS									FIRST CLASS		SECOND CLASS	
Daily Except Sunday Mixed			Daily Passenger	Signs	Mile Post Location	STATIONS	Distance from Amazonia	Other Tracks	Capacity of Sidings	Office Open Week Days	Daily Passenger		Daily Except Sunday Mixed	
85			31				Miles				30		84	
A.M. L 8.55			P.M. L 4.10	R.	95.67	AMAZONIA		86		8:15 a.m. to 5:15 p.m.	A.M. A 9.35		P.M. A 3.05	
						5.53								
s **9.22**			s 4.27		90.14	SAVANNAH	5.53	109		8:30 a.m. to 5:30 p.m.	s **9.22**		s 2.45	
						7.42								
s 9.50			s 4.42	W.	82.72	ROSENDALE	12.95	25		8:30 a.m. to 5:30 p.m.	s 9.04		s 2.20	
						4.80								
s 10.10			s 4.53		77.92	BOLCKOW	17.75	24		8:30 a.m. to 5:30 p.m.	s 8.54		s 2.00	
						4.44								
s 10.30			s 5.03		73.48	BARNARD	22.19	33		8:30 a.m. to 5:30 p.m.	s 8.45		s 1.40	
						7.63								
s 10.50			s 5.20	W.	65.85	ARKOE	29.82	30		No Office	s 8.28		s 1.15	
						6.35								
s 11.45			s 5.34		59.50	MARYVILLE	36.17	66		8:00a.m. to Noon 3:15 p.m. to 5:00 p.m.	s 8.16		s 1.00	
						7.33								
— P.M. — s **12.05**			s 5.48		52.17	PICKERING	43.50	27		7:45 a.m. to 4:45 p.m.	s 7.58		— P.M. — s **12.05**	
						7.14								
s 12.40			s 6.02		45.03	HOPKINS	50.64	43		7:30 a.m. to 4:30 p.m.	s 7.46		s 11.35	
						9.85								
s 1.20			s 6.20		35.18	BEDFORD	60.49	45		7:15 a.m. to 4:15 p.m.	s 7.28		s 11.00	
						7.56								
s 1.45			s 6.35	W.	27.62	CONWAY	68.05	32		7:00 a.m. to 4:00 p.m.	s 7.13		s 10.30	
						2.84								
s 2.00			f 6.40	F.	24.78	MERLE	70.89	6		No Office	f 7.07		s 10.15	
						7.51								
s 2.30			s 6.56		17.27	LENOX	78.40	50		6:45 a.m. to 3:45 p.m.	s 6.55		s 9.55	
						7.92								
s 2.55			s 7.10		9.35	KENT	86.32	28		6:30 a.m. to 3:30 p.m.	s 6.41		s 9.25	
						9.35								
A 3.25 P.M.			A 7.30 P.M.	B. C. K. O. R. T. W. Y. Yd.	0.	CRESTON	95.67	Yard		Continuous	L 6.25 A.M.		L 9.00 A.M.	
Daily Except Sunday			Daily								Daily		Daily Except Sunday	
6:30 14.8			3:20 28.7			SCHEDULE TIME ... AVERAGE MILES AN HOUR					3:10 30.4		6:05 15.7	

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

Manual Block System Rule 318-B in effect. Rule 907 in effect.

Freight trains may follow freight trains with caretakers, with permissive signal or permissive Form C.

No train order signal at Creston or Amazonia. Conductors and Enginemen must have clearance Form A when operator on duty.

Sundays: Creston continuous, Amazonia open 9:25 a. m. to 11:25 a. m.; other offices closed.

SPEED RESTRICTIONS

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

Enginemen handling light engines must approach all hazardous road crossings where view is obscured 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.

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.

Gas-electric motor cars may operate on the various subdivisions at maximum speed authorized for passenger trains, but must not exceed 50 miles an hour.

Passenger trains handling freight cars; maximum speed authorized for freight trains, except between Napier and Kansas City passenger trains handling freight cars must not exceed 55 miles an hour.

Passenger trains handling C. B. & Q. box cars, numbers 30,000 to 30,049 inc. may observe usual maximum speed limits and speed restrictions for passenger trains.

Steam passenger trains operating on Zephyr schedules must reduce speed to 10 miles below speeds for Diesel-operated Zephyr trains as authorized on page 14 and indicated by wayside zone and curve posts. Such trains must observe speed restrictions for other than Deisel-powered Zephyr trains when passing through turnouts or crossovers, or over track or bridges covered by slow order, unless modified by train order.

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 M.H.P.
Diesel-electric power units....75 M.P.H.
Diesel-electric switch engines....40 M.P.H.

Where subdivision maximum speeds are less, they will govern.

Zephyr-type trains and Gas or Diesel-electric motor trains 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 six miles an hour.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUB-DIVISIONS		
Through crossovers and other turnouts, unless otherwise specified	10	10
Through sidings	15	15
Handling scale test car;		
Main Line	.....	25
Branch Line	.....	20
(Scale test cars must be handled next ahead of waycar)		
Handling clamshells;		
Main Line	.....	25
Branch Line	.....	20
Handling steam derricks;		
Main Line	.....	30
Branch Line	.....	15
Handling steam shovels, pile drivers;		
Main Line	.....	30
Branch Line	.....	20
See Special Instruction 7.		
B, S-4 or S-4-A engines with drivers blocked up	40	40
O-5, 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
M-2-A and O-3 engines	45	45
Over railroad crossings at grade not protected by interlocking	35	20
Handling loaded tank cars;		
Branch Line	.....	20

LOCATION	Passenger, Trains M. P. H.	Freight Trains M. P. H.
KANSAS CITY AND ST. JOSEPH SUB-DIVISION		
Maximum speed	65	50
Engines running backward	20	20
Through crossover St. Louis Ave. Tower to Kansas City Terminal connection	8	8
Between St. Louis Ave. Tower and east end Missouri River Bridge	8	8
Between east end Missouri River Bridge and Ustick	15	15
Between Mile Post 3.70 and Mile Post 4.20	50	.....
Facing point movement over spring switch at Block 4 on Main Line	25	25
Trailing movement through spring switch at Block 4	15	15
Through crossover Beverly, Block 36 and Armour	25	25
Through crossover Weston	40	40
Around Curve Mile Post 29.80	40	30
Between Mile Post 37.55 and Mile Post 37.85	50	.....
No. 26 through Armour to dispatch mail	20	.....
ST. JOSEPH AND PACIFIC JCT. SUB-DIVISION		
Maximum speed	65	50
Napier to Pacific Jct.	60	45
Engines running backward	20	20
Between Middle Yard Office, St. Joseph and St. Joseph Union Station connection at Sixth Street	6	6
M-2-A and M-4-A engines over bridges 72.51-A and 72.63-A	10	10
Over Bridge 77.54 Southward Track	50	40
Over Bridge 91.31	50	40
Through north crossover Napier	40	40
Between Mile Post 125 and Mile Post 127	50	35
Between Mile Post 127 and Mile Post 129	40	30
Between Mile Post 129 and Mile Post 133	50	35
Around curve Mile Post 141.75	50	.....
500 feet from railroad crossing, Pacific Jct.	15	15
No. 22 through Langdon and Forest City to Dispatch Mail	20	.....
LEAVENWORTH AND EAST LEAVENWORTH SPUR TRACK		
Maximum speed	15	15
Steam Engine	15	15
Over Missouri River Bridge	6	6
Trains running backward	15	15
Engines running backward	10	10
ATCHISON AND ARMOUR SUB-DIVISION		
Maximum speed	20	20
Steam Engine	20	20
Over Missouri River Bridge	15	15
Trains running backward	20	20
Engines running backward	10	10

SPEED RESTRICTIONS, (CONCLUDED)

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ST. JOSEPH AND CHARITON SUB-DIVISION		
Maximum speed	40	25
Steam Engine	30	.....
R and S engines over Bridge S-138.33	15	15
Engines running backward, handling trains, between Albany and Albany Jct.; Davis City and Togo	20	20
Engines running backward, except as above	10	10
ALBANY JCT. AND TOGO SUB-DIVISION		
Maximum speed	35	25
Steam Engine	25	.....
R and S Engines over Bridge G-50.17	10	10
Front end of northward trains over highway crossing Mile Post 18	15	15
Engines running backward, handling trains, between Togo and Lamoni	20	15
Engines running backward, except as above	10	10
BIGELOW AND VILLISCA SUB-DIVISION		
Maximum speed, Bigelow and Clarinda	35	25
Steam Engine, Bigelow and Clarinda	25	.....
Maximum Speed, Clarinda and Villisca	35	30
Steam Engine, Clarinda and Villisca	30	.....
Engines running backward	10	10
K-4 and K-10 engines over Bridge N-1.24	10	10
CORNING AND CLARINDA SUB-DIVISION		
Maximum speed	25	25
Steam Engine	25	.....
Engines running backward	10	10
Front end of trains over 16th St. crossing Clarinda	10	10
CRESTON AND AMAZONIA SUB-DIVISION		
Maximum speed	40	30
Steam Engine	30	.....
Engines running backward	10	10
R and S engines between Rosendale and Amazonia	25	25
Front end of trains over two highway crossings at Mile Posts 95.23 and 95.30	10	10
Around curves between Arkoe and Barnard	35	25
Between Mile Post 71.90 and 72.35	20	20
Over slides between Mile Post 68.38 and 68.76	15	15
Front end of trains over highway crossing at Mile Post 67.08	5	5
Front end of trains over crossing two hundred feet south of freight house Maryville	10	10
R-4 and R-5 engines over Bridge 58.87	30	30
Heavier than R-4 and R-5 engines over Bridge 58.87	10	10
Handling loaded tank cars	.....	25

SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEEDS OF ZEPHYR TYPE MOTOR TRAINS

Distinctive roadway signals have been adopted to indicate maximum speed 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 4,000 feet from point of curve, or point where zone speed changes.

SPEEDS OF ZEPHYR TYPE MOTOR TRAINS

Northward MPH ZONE	OTHER	CONDITION	MP LOCATION	Southward MPH ZONE	OTHER
20	.....		Kansas City to 2.00	20	.....
60	.....		2.00 to 4.50	60	.....
80	.....		4.50 to 42.00	.....	.....
.....	60	*Mail	Parkville	.....	60
.....	25	*Turnout	Beverly	.....	.....
.....	50	Curve	29.80	.....	50
.....	.....	*Crossover	Weston	.....	50
.....	40	*Turnout	Block 36	.....	.....
.....	60	Curve	37.80	.....	60
.....	.....		4.50 to 42.00	80	.....
60	.....		42.00 to 44.00	60	.....
.....	.....	*Turnout	Armour	.....	40
70	.....		44.00 to 48.00	70	.....
80	.....		48.00 to 58.50	80	.....
50	.....		58.50 to 61.50	50	.....
25	.....		61.50 to 64.00	25	.....
50	.....		64.00 to 65.25	50	.....
80	.....		65.25 to 97.00	80	.....
.....	.....	*Bridge	77.54	.....	50
.....	50	Curve	91.10	.....	50
.....	50	*Turnout	Napier	.....	.....
.....	.....	*Crossover	Napier	.....	40
.....	40	*Mail	Bigelow	.....	.....
75	.....		97.00 to 125.00	75	.....
.....	55	*Mail	Corning	.....	.....
.....	65	Curve	115.10	.....	65
60	.....		125.00 to 127.00	60	.....
50	.....		127.00 to 129.00	50	.....
60	.....		129.00 to 133.00	60	.....
75	.....		133.00 to 172.60	75	.....
.....	50	Curve	141.75	.....	50
.....	.....	*Mail	McPaul	.....	50
.....	40	*Yard	Pacific Jct.	.....	40
.....	75	*Where U.S. Mail received.		.....	75
		*No roadway signal.			

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

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.

When Zephyr type motor trains handle standard equipment they will be governed by the speed restrictions in effect for Zephyr type motor trains, as shown in time table and on zone posts, except they must reduce speed to 10 miles an hour less than that designated for curves and turnouts, except turnout at Beverly.

SPEED OF TRAINS:

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

SPECIAL INSTRUCTIONS

Master Mechanic, G. B. Pauley, St. Joseph.

Train Master, W. A. Squires, St. Joseph.

Assistant Train Master, C. Starks, Albany, Mo.

Road Foreman, H. E. Logan, St. Joseph.

Chief Dispatcher, F. E. French, St. Joseph.

Acting Night Chief Dispatcher, J. A. Wilson, St. Joseph.

Train Dispatchers—

J. E. Bell	C. S. Stevens
H. G. Anderson	C. B. Bevington
L. V. Ockerman	L. Humphrey

1. Between Napier and Pacific Jct. second class and extra trains must clear the time of No. 20 and No. 21 ten minutes.

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

Freight trains carrying passengers or caretakers will be handled the same as passenger trains, except where otherwise stated in footnotes, or on subdivisions 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. Conductor 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 must be delivered to the train completing reverse movement, unless movement is controlled by signal indication.

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

3. USE OF TRACK.

Spur track, 3.70 miles in length, extends between East Leavenworth and Leavenworth. Rule 908 in effect between East Leavenworth and Stillings Junction, 1.70 miles north of Leavenworth. Trains and engines between Stillings Junction and Leavenworth are governed by rules and time table of C.G.W.R.R.

In Centralized Traffic Control territory between Block 36 and south switch of siding Armour, 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 for Conductor or Engineman 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 the dispatcher.

Trains must approach Mo. Pac. crossing at Fourth Street and St. J. & G. I. crossing on Fifth Street, St. Joseph, at restricted speed and be governed by signal from switch tender and will move against current of traffic between Francis Street and Middle Yard by signal indication and between Middle Yard and Cedar Street on instructions from switch tenders, on authority of Yardmaster or Train Dispatcher.

INTERLOCKING PLANT AT FRANCIS STREET IS CONTROLLED ELECTRICALLY BY TRAIN DISPATCHER AT ST. JOSEPH.

Special instructions for movement through this plant in emergency, or when signals are not cleared by the Dispatcher, will be found in a frame in each of the telephone boxes; one of which is located east of C. B. & Q. main line north of the Union Terminal crossing, and one on the east side of main track at northward signal south of the crossover. Permission must be obtained from the Dispatcher covering such movements.

St. Joseph; C. G. W. Ry. connection switch at Middle Yard and cross-over switch north of Middle Yard are handled by switch tenders and trains passing these points will be governed by hand signals.

C. G. W. Ry. connection switch at Francis Street, and cross-over switches at Felix Street, are handled by remote control by dispatcher and trains will be governed by signal indication.

Southward C. G. W. freight trains will use northward track from cross-over north of Middle Yard to Middle Yard connection switch.

C. B. & Q. crossing at Pacific Jct. protected with manually operated gates interlocked with automatic signals.

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

At Hamburg northward trains use siding south of depot; southward trains use siding north of depot, unless otherwise provided.

When necessary to take siding, advance track at end of double track must be used only by trains leaving double track unless otherwise provided.

M engines must not use industry tracks at Rushville, Weston, Beverly and Parkville. When necessary to set out or pick up cars on these tracks with M engine sufficient cars must be held onto so that it will be unnecessary for engine to go in on these tracks.

Track centers, Florence Yard, St. Joseph and "D" Yard Murray are such that all concerned must use extreme care in moving M-4-A engines on tracks adjacent to those occupied by wide loads and cab windshields must be closed at all times. Yardmen must use care in switching wide loads onto tracks adjacent to those occupied by these engines.

Unless otherwise provided Class O-2 and O-3, or heavier, engines must not be handled on St. Joseph Union Depot Company's tracks between Monterey Street and 6th Street.

4. 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.

Operators when on duty will handle switches at stations, and for movements, as follows: Waldron and Farley for crossover, Weston, Amazonia and Napier junction switch and crossover. Forbes crossover, south end northward siding and north end of southward siding, Forest City south end siding and crossover, Hamburg to close north switch northward siding for northward trains leaving siding.

Trains crossing over to make a reverse movement at Waldron, Weston, Amazonia or Napier, also Northward trains using crossover at Illinois Ave. South St. Joseph, will be governed by Rule 513.

5. 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.

SPECIAL INSTRUCTIONS (CONCLUDED)

6. 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.

7. 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.

8. SPRING SWITCHES are designated by a round target bearing the letter S. Facing point movements over spring switches are protected by automatic home block signals. 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.

9. 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.

10. 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.

11. 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.

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

13. Rule 914 in Book of Rules of Operating Department is modified to read 4,000 feet instead of 3,000 feet.

14. Rule 916 in Book of Rules of Operating Department is abolished.

15. Grade signals changed from the aspects and instructions shown on Pages 88 and 89 of Rules of the 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 ten 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. Except on repair tracks, repairs to clamshells, pile drivers and other roadway equipment, will not be made under Operating Department Rule No. 26. Operators on these machines will arrange for special protection when necessary to make repairs.

18. Rule 1078 of the Book of Rules of the Operating Department is modified as follows:

"Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required, and the movements and rights of trains using them. Be constantly on the watch for approaching trains, and be sure that the proper signal is shown to each, switchtenders using yellow flag by day and yellow light by night."

19. Modifying the first paragraph of Rule 959, the standard flagging equipment for a locomotive will be one red flag, one white lantern, one red lantern, four fusees, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fusees and torpedoes to be carried in a rack provided for that purpose.

On motor-operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of Rule 919 so far as it applies to flagging equipment on locomotives, and that part of the tenth paragraph of Rule 920 reading "Normal supply for engines, 3 fusees and six torpedoes."

In freight and mixed train service the front brakeman is responsible with the engineman for knowing that in the cab of the locomotive there is the prescribed flagging equipment.

20. Conductors in all classes of service will, when practicable, personally contact and compare time with the Enginemen before trains are cleared from initial terminals on the sub-division.