

Company Surgeons	Location
T. L. HANSEN, Chief Surgeon.....	Chicago
T. S. BOURKE, Division Surgeon and Examiner.....	Kansas City, Mo.
F. S. CAREY, Division Surgeon.....	
H. L. REGIER, Asst. Division Surgeon, Examiner.....	Kansas City, Kan.
E. P. SERERES, Asst. Division Surgeon, Examiner.....	
J. G. EVANS, Asst. Division Surgeon.....	
C. E. HASSIG, Asst. Oculist and Aurist.....	
J. A. BILLINGSLEY, Oculist, Aurist.....	
DEAN SAUER, Local Surgeon.....	
A. S. STEINER, Oculist and Aurist.....	St. Louis, Mo.
M. F. HARMANN, Local Surgeon.....	
C. D. MAGEE.....	
J. O'CONNELL.....	Overland
W. R. HEWITT.....	University City
C. H. DENNY.....	Creve Coeur
P. H. LORHAN.....	Mission
H. V. WOODS.....	Independence
C. F. BRUMMITT, Local Surgeon and Examiner.....	Centerville
A. E. DAVIS.....	Seymour
J. H. McCALL.....	Allerton
C. E. LOVETT.....	Linville
A. S. BRISTOW.....	Princeton
E. W. EWING.....	Spickards
E. A. DUFFY, Division Surgeon and Examiner.....	
O. F. DUFFY, Asst. Division Surgeon.....	
H. C. KIMBERLIN, Consulting Oculist.....	Trenton
C. H. WILBUR.....	Polo
EDWIN SHOUSE.....	Lawson
J. E. BAIRD.....	Excelsior Springs
G. D. JOHNSON.....	Maysville
PAUL FORGRAVE.....	
W. H. MINTON.....	St. Joseph
H. M. DENNY.....	Union
L. V. MURRAY.....	Pleasant Hill
C. E. WALLER.....	
A. E. CORDONIER, Asst. Local Surgeon.....	Troy
J. MOTHERSHEAD.....	Denton
GEO. M. EDMONDS.....	Horton
R. H. MOSER.....	Holton
B. M. MARSHALL, Dist. and Hos. Surgeon and Examiner.....	
G. L. KERLEY, Asst. Dist. and Hos. Surgeon and Examiner.....	
M. C. NEWMAN, Asst. Surgeon and Examiner.....	
H. W. POWERS, Div. Oculist and Aurist.....	
O. M. RAINES, Asst. Dist. and Hos. Surgeon.....	Topeka
CLYDE S. SMITH.....	Valencia and Willard
J. W. LAUCK.....	Maple Hill
F. J. WAGNER.....	McFarland
E. B. McKNIGHT.....	Alma
GEO. E. BRETHOUR.....	Dwight
J. E. BOWERS.....	White City
A. D. DANIELSON, Div. Surgeon and Examiner.....	
J. O. GILLILAND, Asst. Div. Surgeon and Examiner.....	
E. J. REICHLEY, Surgeon and Examiner.....	
F. S. DOZIER, Asst. Division Surgeon.....	Herington
C. A. SCHMIDT.....	Gerald
C. A. BUNGE.....	Bland
R. H. SCHOENHALS, Asst. Local Surgeon.....	Belle
R. M. KELLER.....	Owensville
J. L. A. BUECHLOR.....	Freeburg
GEO. H. SHIRLEY.....	Eugene
E. O. SHELTON, Surgeon and Examiner.....	Eldon
A. J. GUNN.....	Versailles
H. M. WALL.....	Windsor
D. M. EUBANK.....	Raytown
K. RAWLINS.....	Holden
E. R. BEIDERWELL.....	
H. B. THOMAS.....	Bellville
A. C. ANTONY.....	Clyde
F. R. CROSON.....	
CARL RUFF, Asst. Local Surgeon.....	Clay Center
R. G. SCHOONHOVEN.....	Manhattan
L. G. HEINS.....	Abilene

C. E. MEKOTA, General Claim Agent, Chicago, Ill.

G. J. MULICK, Superintendent	O. W. LIMESTALL, Gen'l Sup't Transportation
M. R. WILSON, E. S. FARLEY, Supt's Motive Power	R. E. JOHNSON, Ass't General Manager
G. P. TRACHTA, Gen'l Sup't Motive Power	C. L. FRANKLIN, General Manager

W. H. HILLIS,
Vice President-Operations

Chicago, Rock Island & Pacific Railroad

TIME TABLE

MISSOURI-KANSAS DIVISION
SECOND DISTRICT

No. 6

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

SUNDAY, SEPTEMBER 25, 1949

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY



SAFETY FIRST

This Time Table for the exclusive use
and guidance of Employees

Westward

Main Line

Eastward

FIRST CLASS						SUBDIVISION 28 STATIONS Time Table No. 6 September 25, 1949	FIRST CLASS									
507	39	17	15	3	43		44	16	4	40	508	18				
Twin Star Rocket	Imperial	Short Line Express	Mid Continent Special	Golden State	South-west Express		Southwest Express	Short Line Express	Golden State	Imperial	Twin Star Rocket	Mid Continent Special				
Daily	Daily	Daily	Daily	Daily	Daily	LEAVE										
	P.M. 5:15			A.M. 3:55	A.M. 1:10	ON..	.. ELDON YARD...TO	Yard	296.6	RFWY Yd	295	A.M. 3:10		A.M. 5:45	A.M. 11:30	
						SW..	.. FLORIS.....P	13	302.5		301					
	5:29			4:07	1:22	SW..	.. BELKNAP.....P	11	125	308.5	308	2:46		5:25	11:07	
							.. Wabash Crossing.....			308.5						
							.. DRAKEVILLE....P	7		311.6	311					
	5:39			4:15	1:32		.. PARIS.....P	11	125	316.8	317	2:27		5:17	10:56	
							.. SHARON.....P			324.4	324					
							.. CB&Q Crossing.....			331.1						
	s 6:03			4:33	1:55	CV..	.. CENTERVILLE....P	107	125	334.7	FWY 335	s 1:55		4:59	10:37	
							.. NUMA.....P	30		343.8	344					
	6:21			4:46	2:15	SR..	.. SEYMOUR.....P	37	118	351.7	352	1:41		4:46	10:23	
						F...	.. CMStP&P Crossing...P			352.1						
							.. HARVARD.....P	14		359.8	360					
P.M. 6:30	6:38	s 10:05	s 4:10	5:02	2:33	AR..	.. ALLERTON...TO	162	N 125	365.0	RFWY 365	1:28	s 3:45	4:20	10:07	11:44
6:38	6:47	f 10:12	4:17	5:10	2:42		.. CLIO.....P	16	N 40	372.2	372	1:19	f 3:10	4:11	9:58	11:36
		f 10:20				WR..	.. LINEVILLE, IA....P	32		378.2	378		f 3:00			
6:47	6:59	s 10:25	4:28	5:21	2:55	Q...	.. MERCER, MO.....P	18	123	383.1	383	1:08	f 2:55	3:56	9:47	11:26
6:55	7:11	s 10:42	4:37	5:31	3:07	PR..	.. PRINCETON.....P	48	102	392.4	W 393	12:58	s 2:45	3:45	9:36	11:16
		s 10:48					.. MILL GROVE.....P	11	102	399.8	400		f 2:30			
		s 10:53				SB..	.. SPICKARDS.....P	21		404.3	404		f 2:23			
7:10	7:30	f 11:01	4:53	5:50	3:28		.. TINDALL.....P	14		410.3	410	12:41	f 2:15	3:28	9:16	11:01
s 7:17	s 7:45	s 11:30	s 5:00	6:05	3:45	RN..	.. TRENTON...TO	Yard		415.9	RFWT Yd 416	12:35	2:05	3:18	9:10	10:55
P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	DS..						A.M.	A.M.	A.M.	A.M.	P.M.
							LEAVE					Daily	Daily	Daily	Daily	Daily
63.2	45.5	34.9	54.0	52.4	44.0		AVERAGE SPEED PER HOUR					44.1	29.7	46.4	48.7	60.6
0.47	2.30	1.25	0.50	2.10	2.35		SCHEDULE TIME.....					2.35	1.40	2.27	2.20	0.49

RULES 93 AND D-93 ARE IN EFFECT AT TRENTON
WHEN OPERATING UNDER RULE 519, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD

Nos. 3 and 4 between Eldon and Trenton must not exceed steam passenger train speed.

On Subdivisions 28 and 29 receipt of Clearance will authorize train movement per Rules 93 and 525-551, incl., except 534 (b).

Rule 527 is modified as follows: Trains will not display Classification Signals, unless authorized.

Except, when there is a valid reason for doing so, train dispatchers will not authorize sections of a schedule.

Local extra leaves Eldon and Trenton about 7:00 A. M. Tuesday, Thursday and Saturday for Trenton, and Monday, Wednesday and Friday for Eldon.

No. 17, Trenton 20 minutes for lunch.

Nos. 3 and 4 Centerville, receive and discharge Pullman passengers for and from El Paso or beyond.

No. 40 receive and discharge for and from Chicago, Englewood and Kansas City or beyond.

Nos. 43 and 44 receive and discharge Mercer and Princeton for and from Kansas City and Davenport and beyond. Belknap, Seymour and Allerton receive and discharge.

Nos. 507 and 508 receive and discharge Allerton for Des Moines and Kansas City or beyond.

Westward

Main Line

Eastward

FIRST CLASS						Capacity of String	Capacity of Other Tracks	SUBDIVISION 29 STATIONS			Signs	M. P. from Chicago	Station Numbers	FIRST CLASS					
39	507	17	3	15	43			Time Table No. 6						STATIONS					
Imperial	Twin Star Rocket	Short Line Express	Golden State	Mid* Continent Special	South-west Express	September 25, 1949			STATIONS										
Daily	Daily	Daily	Daily	Daily	Daily	LEAVE			Golden State	Imperial	Twin Star Rocket	Mid Continent Special	South-west Express	Short Line Express					
P.M. 7.48	P.M. 7.17	A.M. 11.50 A.M. —	A.M. 6.05	A.M. 5.05	A.M. 3.55	....	Yd	RN. DS. TRENTON	TO	RFW TYd	414.1	416	A.M. 3.18	A.M. 9.10	A.M. 10.55	P.M. 10.20	A.M. 12.30	A.M. 2.00
								0.9	YARD JCT.	P	415.0	....	3.00	8.53	10.50	10.10	12.20	1.45
								2.4	LAKE	P	417.4	....						
7.56	7.24	12.01 P.M. —	6.15	5.13	4.06	....		2.8	SCOTT	P	420.2	....	2.54	8.47	10.45	10.01	12.12	1.38
						....	12	1.4	HICKORY CK.	P	421.6	424						
						....	16	3.4	COBURN	P	425.0	427						
						....	16	2.3	SHEARWOOD	P	427.3	W 2						
8.13	7.36	12.20	6.28	5.30	4.23	99	36	7.5	LOCK SPRINGS.	P	434.8	W 10	2.39	8.29	10.32	9.44	11.58	1.20	
						....	125	0.1	Wabash Crossing.	P	434.9	....						
8.23	7.44	12.29	6.38	5.40	4.32	125	12	8.6	NETTLETON.	P	443.5	W 19	2.30	8.20	10.24	9.36	11.48	1.11	
						....	98	6.8	SHOAL.	P	450.3	W 25						
8.45	8.02	12.55	6.55	6.00	4.50	125	49	10.2	PO.	TO	460.5	W 36	2.12	8.02	10.08	9.18	11.30	1.55	
10.15 P.M.	9.15 P.M.	2.35 P.M.	8.25 A.M.	7.30 A.M.	6.15 A.M.	....	....	47.7	Kansas City, Mo.				1.10 A.M.	7.00 A.M.	9.10 A.M.	8.15 P.M.	10.20 P.M.	11.45 P.M.
						....	....	94.1	LEAVE				Daily	Daily	Daily	Daily	Daily	Daily
38.4	47.9	34.2	40.3	38.9	40.3	....	....	....	LEAVE				44.1	43.4	53.8	45.1	43.4	41.1
2.27	1.58	2.45	2.20	2.25	2.20	....	....	....	....				2.08	2.10	1.45	2.05	2.10	2.15
						....	....	....	....				...AVER. SPEED PER HR...					
						....	....	....	....				.....SCHEDULE TIME.....					

SEE FOOTNOTES ON PAGE 1.

Nos. 3 and 4, between Trenton and Birmingham, must not exceed steam passenger train speed.

Nos. 43 and 44 receive and discharge, Pole, for and from Tucumcari or beyond. Nos. 508, 15 and 18 receive and discharge Excelsior Springs for and from Des Moines or beyond.

Nos. 39 and 40 receive and discharge, Excelsior Springs for and from El Paso or beyond and for and from Englewood and Chicago.

No. 508 Excelsior Springs discharge from Kansas City or beyond.

No. 507 Excelsior Springs discharge from Des Moines and receive for Ft. Worth and beyond.

No. 16 discharge from Kansas City or beyond and receive for north of Allerton.

No. 17 receive Elmira for Kansas City or beyond, and at Liberty and Lawson discharge from Allerton or beyond, receive for Kansas City.

No. 17, Trenton 20 minutes for lunch.

Westward

Freight Trains (Information only)

Eastward

91	909	911	93	303	395	914	98	990	96	912	302	390
Chicago California Gold Ball Freight	Red Ball Freight	Des Moines Kan. City Red Ball Freight	Rocket Freight	Mixed Motor	Chicago Twin City K.C., St.J. Freight	Kan. City Twin Cities Nebraska Red Ball	Rocket Freight	Red Ball Freight	California Kan. City Red Ball Freight	Kan. City Twin City Red Ball Freight	Mixed Motor	St.J., Tw.C. Chl., K.C. Red Ball Freight
Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday							
P.M. 11.59 P.M. —	P.M. 1.20	P.M. 12.20	A.M. 9.50 A.M. —	A.M. 7.30	A.M. 2.00	....	P.M. 12.25	P.M. 11.30	A.M. 12.45	A.M. 2.30 A.M. —	P.M. 7.50	P.M. 8.30
3.45 A.M. —	7.30 P.M. —	2.15	2.30 P.M. —	7.50 A.M. —	2.20 A.M. —	6.30	8.55	7.45	8.50	12.15	7.26 P.M. —	7.45 P.M. —
8.15 A.M. —	1.00 A.M. —	6.00 P.M. —	6.30 P.M. —			3.00 A.M. —	5.00 A.M. —	4.00 P.M. —	5.00 P.M. —	7.00 P.M. —	Daily Except Sunday	Daily Except Sunday
8.16	11.40	5.40	8.40	0.20	0.20	5.30	7.25	7.30	7.45	7.30	0.24	0.45
						.....SCHEDULE TIME.....						

Westward

Main Line

Eastward

FIRST CLASS						Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 36 STATIONS		Signs	M. P. from St. Joseph	FIRST CLASS								
27	39	507	3	509	43			28	40			508	510	44	4					
Passenger	Imperial	Twin Star Rocket	Golden State	Rocket	South-west Express	LEAVE						Passenger	Imperial	Twin Star Rocket	Rocket	South-west Express	Golden State			
Daily	Daily	Daily	Daily	Daily	Daily							A.M.	A.M.	A.M.	P.M.	P.M.	A.M.			
P.M. 11.00	P.M. 10.45	P.M. 9.40	A.M. 8.40	A.M. 8.00	A.M. 6.50							A.M. 8.15	A.M. 6.30	A.M. 8.40	P.M. 8.45	P.M. 9.50	A.M. 12.55			
11.07	10.51	9.45	8.45	8.05	6.57	KANSAS CITY, MO. ... US ..						f 8.05	g 6.13	g 8.30	s 8.36	g 9.40	12.46			
12.31	12.11	10.49	9.51	9.06	8.22	KANSAS CITY, KANS.						f 6.39	4.49	7.20	7.28	8.03	11.32			
12.35	12.15	10.51	9.54	9.08	8.25	ST. JOSEPH LINE JCT.						f 6.38	4.47	7.19	7.27	8.01	11.30			
12.50	12.28	11.02	10.07	9.19	8.37	175 E	Yard	TOPEKA YARD ... B ...						f 6.25	4.34	7.09	7.17	7.48	11.18	
12.57	12.32		10.12		8.42	147	18	VALENCIA.						f 6.18				7.44		
1.07	12.37	11.10	10.17	9.27	8.48	95 E	96 W	71	WILLARD.						s 6.10	4.23	7.02	7.10	7.38	11.09
									MAPLE HILL. RH.											
									VERA.											
									PAXICO. CA.											
1.21	12.46	11.17	10.24	9.34	8.57	122 W	70 E	Yard	McFARLAND. FA.						s 5.58	4.15	6.55	7.03	7.30	11.02
									ALMA. U.						5.50	28	6.51	7.00	s 7.25	10.59
2.07	1.00	11.26	10.32	9.42	9.23				VOLLAND. FN.						s 3.33	3.57	6.47	6.56	7.10	10.54
2.20	1.09	11.34	10.40	9.49	9.32	93 E	95 W	40	ALTA VISTA. VA.						f 3.21	3.48	6.40	6.50	7.01	10.46
2.36	1.20	11.43	10.50	9.57	9.43				JONES.						s 3.10	3.38	6.32	6.42	6.52	10.38
2.41	1.24	11.47	10.54	10.00	9.47	33 E	93 W		DWIGHT. DW.						3.03	3.35	6.29	6.39	6.49	10.35
2.51	1.27	11.50	10.57	10.03	9.51				MKT Crossing. WY.						s 3.00	3.32	6.26	6.37	6.46	10.33
									WHITE CITY. WT.						s 2.45	3.22	6.18	6.29	6.36	10.25
3.10	1.37	11.59 P.M.	11.06	10.11	10.01	91 E	120 W	48	LATIMER.						f 2.30	3.14	6.12	6.23	6.29	10.18
3.25	1.47	12.06 A.M.	11.13	10.18	10.09				MoPac Crossing.											
3.45	2.10 A.M.	12.25 A.M.	11.25 A.M.	10.30 A.M.	10.25 A.M.				HERINGTON. RI.						2.20 A.M.	3.05 A.M.	6.03 A.M.	4-44 P.M.	510-6.20 P.M.	10.10 P.M.
									LEAVE						Daily	Daily	Daily	Daily	Daily	Daily
34.1	44.2	54.7	54.7	60.2	41.9	..AVERAGE SPEED PER HOUR..						38.4	44.0	57.8	60.2	42.9	54.7			
4.45	3.25	2.45	2.45	2.30	3.35	..SCHEDULE TIME.....						5.55	3.25	2.37	2.30	3.30	2.45			

EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 507, 508, 509 AND 510 NOT LESS THAN 10 MINUTES.

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

Nos. 3 and 4 between Topeka and Herington must not exceed:

Tangent—Maximum speed 75 MPH.

Curves—Authorized steam passenger train speed.

SEE FOOTNOTES ON PAGE 4.

Westward

Freight Trains (Information Only)

Eastward

97	93	91	95	991		92	96	98	992
Kan. City-Tucuman Red Ball Freight	Rocket Freight	California Gold Ball Freight	Mo. River Texas Red Ball Freight	St. Louis-Kan. City-Colo. Red Ball. Frt.		California-Chicago Gold Ball Freight	Colo., Okla. St. Louis Chicago Red Ball Freight	Rocket Freight	Colorado Kan. City St. Louis Red Ball Freight
Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily
P.M. 11.00	P.M. 8.30	P.M. 12.15	A.M. 11.30	A.M. 6.00	..... ARMOURDALE YARD	P.M. 1.00	P.M. 7.30	P.M. 8.30	A.M. 3.30
1.00	10.15	1.50	1.30	8.00	..... TOPEKA YARD	10.30	5.00	6.00	12.50
2.30	11.05	3.00	2.35	9.00	..... McFARLAND	9.15	3.30	4.00	11.20
5.45	1.15	5.00	4.15	A.M.	..... HERINGTON	7.30	2.00	2.35	Daily
6.45	4.45	4.45	4.45	3.00	..... SCHEDULE TIME	5.30	5.30	5.55	4.10

Local extra leaves Herington about 3:00 P. M. daily for McFarland.

Local extra leaves McFarland about 9:00 P. M. daily for Herington.

Westward

Clay Center Line

Eastward

SECOND CLASS			FIRST CLASS			SUBDIVISION 37 STATIONS			FIRST CLASS			SECOND CLASS		
991			225			STATIONS			226			992		
St. Louis Kans. City Colorado Red Ball Freight			Passenger			Time Table No. 6 September 25, 1949			Passenger			Colorado Kans. City St. Louis Red Ball Freight		
Daily			Daily			LEAVE								
A.M. 9:40			A.M. 1:50			M. P. from St. Joseph			A.M. 5:35			P.M. 10:40		
10:00			f 2:03			Signs			f 5:19			10:15		
10:25			f 2:11			FA.....McFARLAND.....TO			f 5:11			10:05		
						122.0 RFWY Yd								
10:40			s 2:31			9.0			s 5:01			9:50		
11:10			f 2:41			131.0			f 4:49			9:35		
11:30			f 2:54			4.8			f 4:37			9:20		
11:57			f 3:06			135.8			f 4:26			9:08		
A.M. 12:15			f 3:16			7.2			f 4:15			8:55		
P.M.						143.0								
12:38			s 3:35			0.2			s 4:00			8:40		
1:00			f 3:48			8.9			f 3:48			8:25		
1:13			s 3:57			143.2 W			s 3:34			8:10		
						152.1								
1:37			s 4:17			8.6			s 3:18			7:57		
1:59			f 4:35			160.7			f 3:03			7:45		
2:30			f 4:50			8.8			f 2:51			7:35		
3:00			s 5:10			167.5			f 2:35			7:10		
P.M.			A.M.			173.6			A.M.			P.M.		
						179.4 WYd			Daily			Daily		
19.5			31.3			187.1			34.7			29.7		
5.20			3.20			195.0			3.00			3.30		
						196.7								
						201.3 W								
						209.8								
						216.2								
						226.1 RFWTY Yd								
						LEAVE								
						.....AVERAGE SPEED PER HOUR.....								
						.....SCHEDULE TIME.....								

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
TIME TABLE RULE No. 14A IN EFFECT

Local extra leaves McFarland about 7:00 A. M. Tuesday, Thursday and Saturday for Belleville.

Local extra leaves Belleville about 7:00 A. M. Monday, Wednesday and Friday for McFarland.

Nos. 39 and 40 receive and discharge Lawrence to and from Hutchinson and regular stop points west of Hutchinson, except California points.

Nos. 43 and 44 receive and discharge Lawrence to and from Chicago and Englewood.

No. 44 Lawrence discharge from Herington or beyond, except from California and No. 43 Lawrence to receive for regular stop points in Kansas and all points beyond Tucumcari, except California.

No. 44 Kansas City, Kansas, discharge passengers.

Nos. 509 and 510 receive and discharge Lawrence, for and from Wichita, Des Moines, Tri-Cities or beyond.

Nos. 507 and 508 receive and discharge Kansas City, Kansas to and from any point where scheduled to stop.

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS					SUBDIVISION 34 STATIONS				FIRST CLASS		SECOND CLASS	
93	95	23					STATIONS				24	92	96	
St. Louis Texas Oklahoma Red Ball	St. Louis Kansas City Texas Red Ball	Passenger Motor		Capacity of Siding	Capacity of Other Tracks	Station Numbers	Time Table No. 6				Passenger Motor	Kansas City St. Louis Red Ball	California St. Louis Gold and Red Ball	
Daily	Daily	Daily					September 25, 1949							
		A.M. 8.30					LEAVE							
P.M. 6.30	A.M. 1.00	8.55					US...ST. LOUIS.....	TO		RYd	P.M. 5.50	A.M. 9.30	P.M. 5.00	
		6.50 1.20					Q.N. CARRIE AVE. YD.....	TO		RFWT Yd	5.25			
		7.00 1.30					Easton Ave. Junction.....				5.05	8.30	3.50	
		7.05 1.37					R. I. JUNCTION.....							
		7.10 1.44					St. LEAT Crossing.....	UX						
		7.19 1.59					CK...LACKLAND.....	TO	12.8	WYd	5.00	8.15	3.36	
		7.24 2.09					MARYLAND HGTS.....		15.7		4.53	8.05	3.24	
		7.32 2.19					VIGUS.....		18.0		4.48	7.55	3.18	
		7.35 2.23					NINE.....		23.5		4.37	7.45	3.08	
		7.45 2.33					CF. CHESTERFIELD.....	TO	26.8		4.31	7.35	3.00	
		7.47 2.35					MONARCH.....		31.9		4.20	7.20	2.46	
		8.09 2.51					CENTAUR.....		33.4		4.17	7.15	2.42	
		8.20 3.07					TAVERN ROCK.....		39.0		4.07	7.02	2.32	
		8.38 3.30					ST. ALBANS.....		39.9		4.05	7.00	2.30	
		8.52 3.50					LABADIE.....		46.0		3.54	6.45	2.18	
		9.07 4.05					VILLA RIDGE.....		51.2		3.43	6.25	2.08	
		9.13 4.15					UN...UNION.....	TO	59.5	WYd	3.31	6.05	1.53	
		9.28 4.28					JEFFRIESBURG.....		64.9		3.20	5.45	1.42	
		9.35 4.40					BEAUFORT.....		71.6		3.10	5.25	1.32	
		9.49 4.55					LESLIE.....		74.0	FYd	3.05	5.15	1.26	
		9.56 5.05					RA...GERALD.....	TO	80.7		2.55	4.55	1.06	
		10.04 5.20					RB...ROSEBUD.....	TO	84.7		2.48	4.40	12.59	
		10.12 5.30					OW...OWENSVILLE.....	TO	91.5		2.37	4.20	12.47	
		10.24 5.40					CANAAN.....		95.5		2.28	4.05	12.41	
		10.31 5.50					ND...BLAND.....	TO	100.1		2.22	3.50	12.34	
		10.40 6.00					X...BELLE.....	TO	105.2	WYYd	2.14	3.35	12.26	
		10.54 6.15					SUMMERFIELD.....		110.8		1.59	3.10	12.08	
		11.13 6.35					GASCONDY.....		114.3		1.51	2.50	11.56	
		11.29 6.55					FR...FREESBURG.....	TO	118.2		1.47	2.35	11.45	
		11.33 7.00					KN...ARGYLE.....	TO	125.1	WYd	1.37	2.15	11.33	
		11.43 7.15					MA...META.....	TO	134.6		1.21	1.45	11.03	
		11.53 7.30					HOECKER.....		142.8		1.10	1.20	10.49	
		12.10 8.00					HENLEY.....		144.7	W	1.07	1.15	10.44	
							G...EUGENE.....	TO	149.5		12.50	1.00	10.35	
							ETTERVILLE.....		153.6		12.40	12.45	10.27	
							DO...ELDON.....	TO	159.9	RFWT Yd	12.30	12.30	10.15	
							LEAVE				Daily	Daily	Daily	
							...AVERAGE SPEED PER HOUR....				30.8	15.0	27.5	
							...SCHEDULE TIME.....				5.20	9.00	6.45	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
TIME TABLE RULE No. 14-A IN EFFECT.

Local extra leaves Carrie Ave. Yd. about 7:30 A. M. Daily Except Sunday for Belle. Local extra leaves Belle about 6:00 A. M. Daily Except Sunday for Carrie Ave. Yd. Belle.

Westward

Main Line

Eastward

SECOND CLASS			FIRST CLASS						SUBDIVISION 35 STATIONS				FIRST CLASS		SECOND CLASS		
95	93		23							STATIONS			24	96	92		
St. Louis Kans. City Texas Red Ball	St. Louis Texas Oklahoma Red Ball		Passenger Motor	Capacity of Siding	Capacity of Other Tracks	Station Numbers	Yard	v160	LEAVE	M. P. from St. Louis	Signs	Passenger Motor	California St. Louis Gold and Red Ball	Kansas City St. Louis Red Ball			
Daily	Daily		Daily														
A.M. 9:45	A.M. 12:25		P.M. 2:01										A.M. 9:45	P.M. 4:00			
									DD...ELDON.....TO	159.9	RFWT Yd	P.M. 12:10					
									MoPac Crossing.....UX	160.1							
									BARNETT.....	165.9		- A.M. s11:50	9:32	3:30			
10:05	12:40		s 2:12	43	17	v166			V...VERSAILLES.....TO	177.0	W	s11:35	9:15	3:15			
10:30	12:55		s 2:28	72	121	v177			SR...STOVER.....TO	185.9		s11:20	9:00	2:42			
10:50	1:11		s 2:42	52	26	v186			CREST.....	194.3		11:07	8:47	2:15			
11:07	1:26		2:54	51		v194			NA...COLE CAMP.....TO	198.8		f11:00	8:37	2:00			
11:18	1:33		s 3:01	52	3	v199			FA...IONIA.....TO	205.4		s10:50	8:27	1:40			
11:30	1:42		f 3:10	50	16	v205			BRANDON.....	210.9		f10:41	8:16	1:25			
11:43	1:50		f 3:18		11	v211			W...WINDSOR.....TO	216.3	FWYYd	s10:32	8:06	1:10			
11:53	1:59		s 3:32	72	100	v216			BOWEN.....	220.7	Yd	f10:19	7:56	12:45			
A.M. 12:01	2:08		f 3:40	64N 418	70	v221			NEW CASTLE.....	223.4		s10:15	7:51	12:33			
P.M. 12:11	2:14		g 3:45		122	v223			N...LETON.....TO	227.0		s10:11	7:45	12:20			
12:20	2:20		s 3:50	50	16	v227			POST OAK.....	229.6		f10:07	7:40	12:01			
12:37	2:25		f 3:54		16	v230			CA...CHILHOWEE.....TO	235.4		s 9:59	7:30	11:50			
12:53	2:33		s 4:03	67	23	v235			DENTON.....	240.3		f 9:51	7:22	11:35			
1:09	2:40		f 4:10		4	v240			MEDFORD.....	245.4		f 9:44	7:15	11:20			
1:25	2:49		f 4:18	51	4	v245			HADSELL.....	253.0		f 9:35	7:05	11:05			
1:41	3:00		f 4:30	51	6	v253			MoPac Crossing.....	262.5							
									SA...PLEASANT HILL.....TO	262.9	WYd	s 9:23	6:45	10:45			
2:01	3:16		s 4:45	66	35	v263			GREENWOOD.....	268.7		f 9:12	6:26	10:25			
2:17	3:26		f 4:54	64	26	v268			SOUTH LEE.....	272.0		9:08	6:21	10:15			
2:29	3:31		4:59	51	8	v272			VALE.....	277.5		9:00	6:09	9:55			
2:47	3:41		5:06	51		v277			WN...RAYTOWN.....TO	282.7		s 8:53	6:00	9:40			
3:10	3:52		s 5:14	91	25	v281			LEEDS JUNCTION.....	288.3	R	8:44	5:45	9:15			
3:25	4:02		5:25			v287			US.KANSAS CITY, MO.....TO	296.5	R						
						v295			..KANSAS CITY, KAN.....	298.0	RFWT Yd						
						cc55	Yard		LEAVE								
									AVERAGE SPEED PER HOUR....			Daily					
									SCHEDULE TIME.....			35:3	29:1	18:4			
												3:50	4:45	7:30			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
TIME TABLE RULE No. 14A IN EFFECT.

Local extra leaves Kansas City, Kansas, about 6:30 A. M. Tuesday, Thursday and Saturday for Eldon.

Local Extra leaves Eldon about 7:15 A. M. Monday, Wednesday and Friday for Kansas City, Kansas.

No. 23 New Castle receive when conductor notified by agent at Windsor.

No. 24 New Castle discharge revenue passengers.

Westward

St. Joseph-Atchison Branch

Eastward

SECOND CLASS				First Class	SUBDIVISION 30-A STATIONS				First Class	SECOND CLASS				
1043	677	161	671	151	Time Table No. 6				150	1042	678	160	672	
Mixed Motor	MoPac Freight	ATSF Freight	MoPac Freight	ATSF Passenger Motor	September 25, 1949				ATSF Passenger Motor	Mixed Motor	MoPac Freight	ATSF Freight	MoPac Freight	
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	LEAVE									
P.M. 12.40					Capacity of Sidings	Capacity of Other Tracks	Station Numbers	M. P. from Chicago	Signal		A.M. 11.30			
s 12.45	A.M. 7.55	A.M. 6.25	A.M. 1.15	s 4.20	60		OA30	519.4	FWTYd	A.M. 677 7.50	s 11.05	P.M. 5.00	P.M. 6.15	P.M. 8.00
12.47	7.58	6.27	1.18	4.22			OA30	518.8	R	7.38	11.00	4.55	6.10	7.55
								518.3						
								513.9						
								513.9	Yd					
s 1.03	8.19	6.37	1.32	f 4.29	56	17	OA25	513.7	Yd	f 7.30	10.53	4.46	6.00	7.43
1.17	8.31	6.51	1.52	4.36	46		OB 9	507.3		f 7.20	10.45	4.36	5.49	7.26
1.26	8.40	7.05	2.15	4.45	93		OB 4	501.8	RYd	7.12	10.38	4.15	5.40	7.15
	A.M.		A.M.	s 4.47			OB 3	500.8	Yd	s 7.08				
								499.1						
1.34		7.25		4.55				499.0	Yd	7.00	10.32		5.30	
		A.M.		P.M.				498.7		A.M.				
								498.7						
1.40							498	498.3	RPWY Yd		10.30			
								498.2						
1.45							498	498.0	RYd		10.25			
P.M.											A.M.			
										Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily
19.8	22.7	19.8	17.0	33.9						24.0	19.8	22.7	26.4	22.7
1.05	0.45	1.00	1.00	0.35						0.50	1.05	0.45	0.45	0.45

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

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	72	50.0	105	34.3
34	106.0	73	49.3	110	32.7
36	100.0	74	48.6	115	31.3
38	94.7	75	48.0	120	30.0
40	90.0	76	47.4	125	28.8
42	85.7	77	46.7	130	27.7
45	80.0	78	46.1	135	26.7
48	75.0	79	45.6	140	25.7
50	72.0	80	45.0	145	24.8
52	69.2	81	44.4	150	24.0
54	66.6	82	43.9	155	23.2
56	64.2	83	43.4	160	22.5
58	62.0	84	42.9	170	21.2
60	60.0	85	42.4	180	20.0
61	59.0	86	41.9	190	18.9
62	58.0	87	41.4	200	18.0
63	57.1	88	40.9	210	17.1
64	56.2	89	40.4	220	16.4
65	55.3	90	40.0	230	15.6
66	54.5	91	39.6	240	15.0
67	53.7	92	39.1	250	14.4
68	52.9	93	38.7	260	13.8
69	52.1	94	38.2	270	13.3
70	51.4	95	37.9	280	12.8
71	50.7	100	36.0	290	12.4

Westward

St. Joseph Line

Eastward

SECOND CLASS		FIRST CLASS		SUBDIVISION 36A STATIONS		FIRST CLASS		SECOND CLASS	
995	217	543		STATIONS		544	996	218	
Red Ball Freight	UnPac Local Freight	UnPac Passenger Motor		Time Table No. 6		UnPac Passenger Motor	Red Ball Freight	UnPac Local Freight	
Daily Except Sunday	Daily	Daily		September 25, 1949					
P.M. 7.00	P.M. 6.35	A.M. 8.30		LEAVE			A.M. 6.45	P.M. 11.00	
				498	SY.....ST. JOSEPH YD.....TO				
					0.3				
					CB&Q Crossing.....UX				
				498	UN....ST. JOSEPH, MO., U. D.....TO		P.M. 4.45		
					0.0				
					CB&Q Crossing.....UX				
					0.0				
					UTRR Crossing.....UX				
					1.2				
7.10	6.40	8.35	75	499	ELWOOD, KAN.....	1.1	4.37	5.45	10.37
					3.9				
7.20	6.50	8.45	25	503	WA.....WATHENA.....TO	5.0	4.30	5.35	10.30
					3.8				
7.30	7.00	8.55	25	507	BLAIR.....	8.8	4.23	5.25	10.20
					4.7				
7.45	7.10	9.05	16	512	RO.....TROY.....TO	13.5	4.15	5.10	10.10
	P.M. -	A.M. -			5.7		P.M. -	P.M. -	
7.55				34	BENDENA.....	19.2		4.55	
					4.9			4.45	
8.05				45	DN.....DENTON.....TO	24.1		4.30	
					5.0			4.30	
8.25				29	PURCELL.....	29.1		4.20	
					4.5			4.00	
8.40				8	PIERCE JCT.....	33.6		3.30	
					7.2			2.50	
9.00				240	HN.....HORTON.....TO	40.8		2.25	
					8.2			2.10	
9.25				50	WHITING.....	49.0		1.50	
					11.1				
10.10				55	H.....HOLTON.....TO	60.1			
					9.3				
10.35				55	MA.....MAYETTA.....TO	69.4			
					6.4				
10.55				32	HO.....HOYT.....TO	75.8			
					6.2				
11.10				34	ELMONT.....	82.0			
					7.1				
				Yard	OT.....TOPEKA.....TO	89.2			
					0.1				
					UP Crossing.....	89.2			
					0.1				
					ST. JOSEPH LINE JCT.....	89.3			
					89.3				
					LEAVE				
					AVERAGE SPEED PER HOUR.....		27.0	17.3	16.2
20.6	23.7	23.7			SCHEDULE TIME.....		0.30	5.10	0.50
4.20	0.35	0.35							

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
TIME TABLE RULE No. 14 IN EFFECT

LOCATIONS No. 15 and No. 20 TURNOUTS.

No. 15 turnouts:

Subdivision 28.

MP 306 pole 37 siding.
MP 308 pole 8 siding.
MP 316 pole 32 siding.
MP 317 pole 35 siding.
MP 323 pole 34 siding.
MP 325 pole 2 siding.
MP 334 pole 36 siding.
MP 340 pole 7 siding.
MP 350 pole 35 siding.
MP 364 pole 23 end of two main tracks.
MP 364 pole 26 West end Long siding.
MP 381 pole 32 siding.
MP 383 pole 5 siding.
MP 391 pole 36 siding.
MP 392 pole 38 siding.
MP 399 pole 26 siding.
MP 400 pole 31 siding.

Subdivision 29.

MP 425 pole 0 Branch Line.
MP 427 pole 36 End of two main tracks.
MP 433 pole 30 siding.
MP 434 pole 33 siding.
MP 443 pole 18 siding.
MP 444 pole 18 siding.
MP 449 pole 22 siding.
MP 450 pole 23 siding.
MP 458 pole 34 siding.
MP 460 pole 4 Eastward Crossover.
MP 460 pole 9 End of two main tracks.
MP 471 pole 28 Westward Crossover.
MP 482 pole 20 siding.
Subdivision 36.
MP 133 pole 32 Westward Crossover.
MP 144 pole 31 Eastward Crossover.

No. 20 turnouts:

Subdivision 28.

MP 372 pole 21 End of two main tracks.
MP 410 pole 5 End of two main tracks.

Subdivision 29.

MP 417 pole 17 End of two main tracks.
MP 420 pole 10 End of two main tracks.
MP 471 pole 25 Eastward Crossover.

SPEED RESTRICTIONS

Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. **ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE THEIR TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.**

Within the limits of municipalities, engineers will operate their trains at a reasonable rate of speed, considering the conditions existing and to be expected, and with due regard to the safety of their trains and the public generally.

Steam trains operating on Rocket train schedules will not exceed speed authorized for other passenger trains.

Authorized speed through switch leads of turnouts as follows: (See page 8 for location No. 15 and 20 Turnouts.)

	Rockets	Steam	
		Pasgr.	Frts.
No. 20	40	35	20
No. 15	30	25	15
No. 10	15	15	10
Less than No. 10	10	10	10

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
ALL SUBDIVISIONS				
Class C-39, C-41, C-43 engines handling passenger trains		Freight	Train S	peed.
Mikado engines	50	50	50	40
3000 series engines	45	45	45	45
5000 series engines	60	60		
Except Engines 5100 series engines	70	60		
Engine 5040	60	60		
Tangent track movement through spring switches	35		35	
Trains and engines making movement against current of traffic on two main tracks over facing switches	30		30	
Railroad crossing not protected by interlocking, except where higher speed authorized in this rule (engine only)	10	10	10	10
Trains hauling dead engines with main rods removed and side rods in place			25	20
With all rods down			10	10
Switch engines without engine trucks			18	18
Steam engines or Diesel freight engines running forward without cars, or with caboose only, must not exceed a speed of 10 MPH below authorized freight train speed				
Engines with drivers blocked up	30	30	30	30
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, ditcher spreaders and any similar machines, when moving on their own car or trucks				
With boom supported			25	15
With boom removed or not supported			15	15
NOTE: These instructions will not apply to wrecking derricks, with boom supported, when trained behind engine in wreck train service. In such cases following speed on the territory involved will govern.				
Subdivision 28, 29 and 36			40	40
34, 35 and 37			25	25
30, 30A, 36A and 36B			20	20
NOTE: Ditchers or other types of spreaders, handled in trains in through movements, must have wings in trailing position when practical, while movement being made.				
NOTE: Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.				
Limit of locomotive or car speed in operation or when handled dead in train:				
260 HP Diesel-Electric Switchers D-B-C-W	25	25	25	25
360 HP Diesel-Electric Switchers D-B-C-W	25	25	25	25
600 HP Diesel-Electric Switchers in 500 Series				
900 HP Diesel-Electric Switchers in 700 Series	35	35	35	35
275 HP Gas-Electric Motor Cars Nos. 9047 and 9057 with freight gears				
9045, 9050 and 9051 with passenger gears	60	60	60	60
Gas electric motor car 9012	40	40	40	40
All other gas electric motor cars	60	60	50	45
Gas-electric motor cars without trailers or Diesel engines without cars, approaching home signal and between home signal limits	10	10	10	10

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 28 (Except as shown below)				
5100 series engines	70	60	50	40
MP 298-24 to MP 298-38	70	60	50	40
MP 300.0 to MP 334.0	60	60	45	40
MP 308.5 Wabash Crossing	70		50	
MP 331.1 CB&Q Crossing	70		50	
MP 352.0 CMStP&P Crossing		30		25
MP 352-20 to MP 396.0	60	60	45	40
Trains using siding between east siding switch Allerton and Des Moines Div. connection east of coal chute, will run at Low Speed and must know switch to east leg of wye and switches to storage track are properly lined for movement.				
MP 399-24		50		
MP 401-25 to 401-32		45		
Over cinder pits, coal chute Trenton	20	20	20	20
Centerville—Engines heavier than 1400's must not use house track. Engines heavier than Mikado type must not use wye.				
Initial move to turn must be made on east leg of wye.				
Engines must not be put on Rosenbaum Track inside gate.				
SUBDIVISION 29 (Except as shown below)				
5100 series engines	70	60	50	40
MP 416 to 416-35 South Track	20	20	20	20
MP 415 to 434-9 Gas Electric Motor Cars without trailers	25	25		
MP 419-20 to 419-31		50		
MP 434-9 Wabash Crossing	60		50	
Lake, Scott, Coburn, Shearwood Gas Electric Motor Cars through Entrance Signal limits 3000 engines over Union Pacific between Hickory Jct. and Hickory St. and Rock Island Jct., Kansas City.	15	15		
5000 engines must not use House track, Hickory Creek	15	15	15	15
Over cinder pits, coal chute Trenton	20	20	20	20
SUBDIVISION 36 (Except as shown below)				
5100 series engines	70	70	50	50
Engine 5040 in passenger service, (except as below)	60	60	50	50
Engine 5040 between Kansas City and Topeka Through Topeka Interlocking	60	60	10	10
Westward Main Track MP 97-5 to 97-9	10	10	45	40
Westward Main Track MP 100-20 to 100-28			60	
Westward Main Track MP 110-25 to 110-31			65	
Westward Main Track MP 115-29 to 115-39			60	
Westward Main Track MP 119-22 to 119-27			65	
Westward Main Track MP 121-20 to 122-15 (McFarland Yard)	50	50		
Westward Main Track MP 123-18 to 123-31		55		45
Westward Main Track MP 137-35 to 138-15, MP 139-26 to 140-2, MP 140-13 to 140-18, MP 140-32 to 141-8, MP 142-3 to 142-13		45		40
Westward Main Track MKT Crossing MP 156-2	60		50	
Westward Main Track MP 170-20 to MoPac Crossing Herington	45	45		
Westward Main Track MoPac Crossing Herington	15		15	
Eastward Main Track MoPac Crossing Herington	15		15	
Eastward Main Track MKT Crossing MP 156-2	60		50	
Eastward Main Track MP 142-13 to 143-3		45		40
Eastward Main Track MP 141-8 to 140-32, MP 140-18 to 140-13, MP 140-2 to 139-26, MP 138-15 to 137-35, MP 137-2 to 136-26, MP 123-31 to 123-18		55		45
Eastward Main Track MP 123-15 to 121-20	50	50		
Eastward Main Track MP 119-27 to 119-22		65		
Eastward Main Track MP 115-39 to 115-29		60		
Eastward Main Track MP 110-31 to 110-25		65		
Eastward Main Track MP 100-28 to 100-20		60		
Eastward Main Track MP 97-9 to 97-5		45		40
4000 and 5000 engines must not use elevator track Maple Hill.				
Engines heavier than 2600 series can not use Track 1 south of roundhouse at Topeka.				
Over following facing point spring switches, which are not equipped with automatic locking device:				
Herington end of two main tracks	30		30	
When running against current of traffic: Maple Hill, Volland, Jones, White City, east end east siding and west end west siding; Herington east end of yard	30		30	

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains		Freight Trains		LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve		Tangent	Curve	Tangent	Curve
SUBDIVISION 34 (Except as shown below)	50	40	45	35	SUBDIVISION 36-A—Continued				
MP 10-18 St.LB&TCo Crossing.....	10		10		Engines 831 to 894, inclusive, and 1600 to 1930, inclusive, or lighter doubleheaded directly connected over Bridge 346.....	10		10	
MP 19-28.....	18		15		Engines 895 to 944, inclusive, and 1931 to 2144, inclusive, or heavier engines, must not be doubleheaded over Bridge 346.				
Hine—2500 or larger engines must not use old Water Works spur beyond derail.		30		20	Engines 895 to 944, inclusive, 1931 to 2144, inclusive, may be doubleheaded directly connected. K-55 and heavier engines handled dead in train must be separated by at least one car over Bridge 594, MP 69-16	10		10	
MP 24 to 35.....	40	35	40	35	Engines 1931 to 2144, inclusive, when singly operated over Bridge 594.....	15		15	
MP 41-5 to 41-15 (Big Eddy curves).....	15	15	12	12	Engines heavier than C-43 class cannot be operated on Subdivision 36A.				
MP 54-10 to 55-0.....	25	25	20	20	SUBDIVISION 30 (Except as shown below)	35	35	35	35
MP 86-5 to 86-25.....	25	25	20	20	Coburn: Intersection Subdivisions 29 and 30.		15		15
MP 114-21 (Bridge 1146, Gasconade River).....					MP 425-14 to 428-18.....		30		20
MP 128-21 (Tunnel No. 2).....					MP 434-5 to 434-12.....		35		30
MP 143-11 (Bridge 1433, Osage River).....	20	20	20	20	MP 436-10 to 436-20.....		35		30
MP 149-0 (Tunnel No. 3).....					MP 439-8 Wabash Crossing.....	20		20	
MP 150-28 to 151-6.....		25		25	MP 448-7 to 496-27.....			30	30
Eldon Yard East switch to MoPac Crossing.....	15	15	10	10	Consolidated type engines with auxiliary tanks or doubleheading engines 831 to 944, inclusive, and 1600 to 2144, inclusive:				
Engines 2500 to 2715, inclusive, 4000 to 4061, inclusive, with tank capacity exceeding 14,000 gallons and engines heavier than 4061 cannot be operated over Subdivision No. 34.					MP 461-16—Bridge 4614.....	15		15	
Engines 950 to 979, 2300 to 2319, or larger, must not exceed a speed of 15 MPH when operated singly and must not exceed a speed of 10 MPH when doubleheaded over Bridges 1146 and 1433.					MP 464-20—Bridge 4645.....	5		5	
					MP 476-18—Bridge 4763.....	5		5	
					MP 483-20—Bridge 4835.....	15		15	
					Engines 895 to 944, 1931 to 2144 series, when operated singly, must not exceed a speed of 5 MPH over Bridge 4645 at MP 464 pole 20 and over Bridge 4763 at MP 476 pole 18.	5		5	
					MP 496-27 to 497.....		6		6
					Between St. Joseph Yd. and Missouri River Bridge.....			Low	Speed.
					St. Joseph, Mo., Consolidation engines must not move, 5th St. to Union Station.				
					Steam derricks of 160 ton capacity over bridges 4567, 4614, 4645, 4763, 4835, 4893.....			6	
					Engines heavier than C-43 class cannot be operated between Altamont and St. Joseph.				
SUBDIVISION 35 (Except as shown below)	50	40	45	35	SUBDIVISION 36-B (Except as shown below)	30	30	25	25
MP 160-4 MoPac Crossing.....	10		10		Trains handling steam derrick 95020 must have two or more empty cars immediately ahead and behind derrick and not exceed 5 miles per hour over bridges.				
MP 162-19 to 163-1 (Morgan Curve).....	15		15		Light engines between Herington and Abilene Reverse curves, Abilene connection to AT&SF Ry.....	15		15	
MP 189-15 to 189-25.....	35		25		MP 192-24 AT&SF Crossing.....	10	10	10	10
MP 248-15.....	15	15	15	15	Between Abilene and West Abilene.....		Low	Speed.	
MP 249-19 to 249-28.....	20		20		Between East Salina and Salina.....		Low	Speed.	
MP 262-20 MoPac Crossing.....	20		15		Engines heavier than C-43 class cannot be operated on Subdivision 36B.				
MP 279-20.....	20		15						
MP 288-10 through turnout SL-SF Intersection, Leeds Jct.....		15		15					
K-67-B or heavier engines are not permitted to doublehead over SL-SF Little Blue River Bridge at MP 7.3.									
Sheffield Connection between KC Terminal and SL-SF.....		10		10					
Engines 2500 to 2715, inclusive, 4000 to 4061, inclusive, with tank capacity exceeding 14,000 gallons and engines heavier than 4061 cannot be operated over Subdivision No. 35.									
Windsor—Engines turning on Wye, must make initial move on east leg of wye.									
SUBDIVISION 37 (Except as shown below)	50	45	40	35					
5000 Class Engines.....	40	30	40	30					
McFarland and Belleville yards.....		Restrict	ted Spee	d.					
Clay Center, engines not permitted on curve Snell Mills track Grant Ave., nor on Marshall Spur.....				5					
Clay Center, west end house track, engines. Clifton, engines not permitted beyond frog Creamery Spur.....									
SUBDIVISION 30-A (Except as shown below)	45	40	35	30					
Between St. Joseph Yd. and coal chute.....		Restrict	ted Spee	d.					
So. St. Joseph—Illinois Ave.....	10		10						
MP 513-36 CB&Q Crossing.....	40		25						
MP 516-22 to 518-29.....		35		20					
MP 517-2 to 517-9.....	15		15						
Atchison over Missouri River Bridge.....									
SUBDIVISION 36-A (Except as shown below)	40	40	40	40					
MP 0-4 CB&Q Crossing.....	10		10						
MP 7 to St. Joseph Line Jct.....	35	35	30	25					
Consolidation Engines must not move 5th St. to Union Station, St. Joseph.									
Missouri River Bridge at St. Joseph.....	6		6						
St. Joseph and Elwood Yard.....		Restrict	ted Spee	d.					
Horton to Mayetta steam locomotives.....			25						
UP Crossing MP 89-2, Topeka.....	15		15						
Trains handling steam derrick 95020, 1900 and 2000 engines, 6-wheel engines, or Mikado engines dead in train over Bridge 346.	15								

SPECIAL INSTRUCTIONS GOVERNING ROCKET PASSENGER TRAINS

Distinctive roadway signs indicate maximum speeds of Rocket trains. A sign with crystal reflex letter "Z" indicates zone territory and the maximum speed is indicated by numerals thereon, which will govern until the next zone sign is reached.

Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone sign is located approximately 4000 feet from the point where the lower speed becomes effective.

Where speed restrictions are required on curves within a zone, a sign with amber reflex diagonal bar and numerals thereon, located approximately 4000 feet from point of curve, will indicate maximum speed permissible for that particular curve after which zone speed may be resumed.

Other restrictions for Rocket trains are as follows:

When using any turnout, crossover, drawbridge, railroad crossing, or moving through towns or cities will not exceed speed designated for other passenger trains unless otherwise specified.

Rocket trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

Headlight on Rocket trains must be burning dimly during daylight hours.

Mars signal lights on Rocket engines shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains; except between Air Line Jct. and KCS Jct.; over all tracks of KCT Ry Co.; through Topeka yard on CRI&P tracks and through Herington yard.

Passenger trains consisting of Rocket equipment handled by steam passenger engines and passenger trains with conventional equipment handled by Diesel engines must not exceed speed authorized for steam passenger trains.

SPECIAL INSTRUCTIONS

When for any reason HSC (electric) brake equipment is operated with automatic brake control, a maximum speed of 79 MPH must not be exceeded.

Diesel passenger engines operating light without cars must not exceed maximum speed of 55 MPH, and where rule specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed.

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of 3 MPH must not be exceeded.

	Maximum Height of Water Above Rail
Rocket Diesel power units and Diesel Switchers.....	4½ Inches
Rocket train cars only.....	7 Inches
Conventional passenger cars.....	12 Inches
Gas-Electric motor cars.....	3 Inches

When operating under own power, controller should be in Series position.

SPECIAL INSTRUCTIONS

1. USE OF RED HEADLIGHT. ON TWO OR MORE TRACKS:

When a train is disabled or stopped suddenly by an emergency application of air brakes or when engineman finds it necessary to stop train due to some defect or under circumstances which might cause derailments, resulting in fouling adjacent tracks, or when necessary to provide protection when doing station work, enginemen will immediately display Red Headlight. Enginemen on approaching train on adjacent tracks will immediately stop and proceed only after knowing track is clear.

The operation and use of Red Headlight will not relieve enginemen or trainmen from complying with Rule 102.

ON SINGLE TRACK:

When head-end protection is required as provided by Rule 99, enginemen will immediately display Red Headlight. This will not relieve forward trainman or fireman from complying with fourth paragraph of Rule 99.

When occupying main track meeting an opposing train, Red Headlight will be displayed approaching and while standing on main track awaiting arrival of opposing train.

1a. On trains equipped with red oscillating rear-end light, trainmen and enginemen will be governed by the following instructions:

When a train stops or is moving under circumstances in which it may be overtaken by another train, the trainmen, acting as flagman, will immediately display the red oscillating light, and it will not be extinguished until normal speed of train is resumed.

When signal is displayed, enginemen on approaching train will immediately proceed at RESTRICTED SPEED.

The operation and use of rear-end red oscillating light will not in any way relieve trainmen from complying with Rules 99 and 885.

1b. Headlight on freight Diesel engines must be burning dimly during daylight hours, except will be concealed or extinguished when train turns out to meet another and has stopped clear of main track.

2. Polo is the initial station for Eastward trains, Subdivision 29.

2a. Atchison U. D. is the initial station for trains leaving Atchison Yd. or Atchison U. D.

2b. St. Louis is the initial station for Westward first class trains.

2c. Carrie Avenue Yd. is the initial station for Westward trains originating there.

2d. Kansas City, Mo. Subdivision 35, is the initial station for Eastward trains originating there.

2e. Kansas City, Kan. (Armourdale Yard) Subdivision 35, is the initial station for Eastward trains originating there.

2f. St. Joseph Line Jct. is the initial station for Westward trains on Subdivision 36.

3. Trains departing from Trenton or Yard Jct. must obtain Clearance.

3a. Trains originating at Terminal Jct., Subdivision 30a, will obtain Clearance at St. Joseph Yd., except first class trains will obtain Clearance at St. Joseph U. D.

3b. Trains may leave Coburn without Clearance.

3c. Eastward freight trains, Subdivision 35, will obtain Clearance at Kansas City, Kan. (Armourdale Yard).

3d. Westward freight trains, Subdiv. 34 will obtain Clearance at Lackland instead of Carrie Ave. Yd.

3e. Westward first class trains, Subdiv. 36, will obtain Clearance at UP station, Topeka.

Eastward first class trains, Subdiv. 36, will obtain UP Clearance at UP station Topeka. Other Eastward trains will obtain UP Clearance at Topeka Yd.

Trains cleared at UP station need not obtain Rock Island Clearance at Topeka Yd.

3f. Eastward trains, Subdiv. 36a, will obtain Clearance at Topeka Yd.

Westward trains from St. Joseph Line will not be required to obtain Clearance at St. Joseph Line Jct., and will be governed by interlocking signals between St. Joseph Line Jct. and Topeka Yd.

3g. Eastward trains, Subdiv. 36b, will obtain UP Clearance at Union Station, Salina, and Rock Island Clearance at Rock Island Depot at Abilene, and Westward trains will obtain UP Clearance at Rock Island Depot, Abilene.

3h. On two main tracks between Topeka and Herington, extra trains may be run, moving with current of traffic without train orders on authority of Clearance Form "A" (DT)

3i. Eastward trains before leaving Lackland and Westward trains before leaving Easton Ave. Jct., must obtain Clearance authorizing movements between Lackland and Rock Island Jct. When no operator on duty at Lackland or Easton Ave. Jct., verbal authority must be secured from TRRA train dispatcher.

4. Restricted use of Train Register Books as follows:

Allerton and Donovan—Trains originating or terminating.

St. Joseph U. D.—Psg. trains only.

St. Louis (Union Depot)—Psg. trains only.

Kansas City, Mo. U. D.—Psg. trains only.

Kansas City, Kans. Yard Office—Trains originating and terminating Topeka Telegraph Office, Union Pacific passenger station—Psg. trains only.

McFarland—For trains originating and terminating.

Leeds Junction—For first-class trains in both directions and westward second-class trains.

4a. First class trains may register by Form 1339 at Eidon Yard and Trenton.

4b. Eastward trains may leave Polo without Clearance when Train order signal is in proceed indication. Westward trains will not be required to obtain check of register at Allerton and may leave there without Clearance when train order signal is in proceed indication.

4c. Westward MoPac trains may register by Form 1339 at Donovan.

4d. Conductors Eastward U. P. trains, Troy will furnish enginemen train register check Form CT-107-B.

Trains 543 and 544 will register at Troy by Form 1339.

4e. First class trains will register by Form 1339 at Topeka Yd. First class trains, not originating at Topeka Yd., will not be required to check this register or obtain Clearance of register by train order.

4f. Trains 3, 4, 507, 508, 509 and 510 will register by Form 1339 at Herington.

5. Bulletin Boards and General Order Books are located at:

Eidon, Iowa—Engine House.	Kansas City, Kan.—Yard Office and Engine House.
Eidon Yard—Yard Office.	Topeka Yard—Yard Office.
Allerton.	Topeka Yard—Engine House.
St. Louis—Union Station.	McFarland—Yard Office.
St. Louis—TRRA Roundhouse.	Trenton—Yard Office.
Carrie Ave.—Yard Office.	Trenton—Engine House.
Eidon, Mo.—Yard Office.	Belleville—Telegraph Office.
Eidon, Mo.—Engineer's Room.	St. Joseph—U. D. Telegraph Office.
St. Joseph—U. D. Telegraph Office.	Herington—Yard Office.
St. Joseph—Yard Office.	Herington—Engine House.
Kansas City, Mo.—Union Depot Telegraph Office.	

5a. Conductors and Enginemen are not required to consult Bulletin Boards and General Order Books at intermediate points on a Subdivision.

5b. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.

6. Standard clocks are located at:

Eidon Yard—Yard Office.	Herington—Yard Office.
Allerton.	St. Joseph—Yard Office.
Trenton.	St. Joseph—Union Depot.
Polo.	St. Joseph—U. T. Co. Yard Office.
Atchison—Union Depot.	Kansas City, Mo.—Union Depot.
St. Louis—Union Station.	Kansas City, Kan.—Yard Office.
Carrie Ave.—Yard Office.	Kansas City, Kan.—Round House.
Belle—Telegraph Office.	Horton—Telegraph Office.
Eidon, Mo.—Yard Office.	Topeka—Passenger Depot.
Eidon, Mo.—Engrs. wash room.	Topeka—Interlocking Tower.
McFarland—Telegraph Office.	Belleville—Telegraph Office.

7. Official Hospitals.

Name	Place	Telephone
Wright Memorial.....	Trenton, 415 East 9th St.....	117
Evangelical Deaconess.....	St. Louis, 6140 Oakland Ave....	Hiland 8510
Peoples (for Colored).....	St. Louis, 3449 Pine St.....	JEfferson 5468
St. Lukes Hospital.....	Kansas City, Mo., 44th & Mill Creek Blvd.....	VAIntine 7500
Providence Hospital.....	Kansas City, Kans., 18th and Barnett.....	DRexel 3140
University Kansas Hospital... (For Colored)	Kansas City, Kans., 39th and Rainbow Blvd.....	VAIntine 4814
Stormont Hospital.....	Topeka, 334 Greenwood Ave....	2-7296
Horton Hospital.....	Horton, East Front St.....	25

7a. Emergency Hospitals.

Name	Place	Telephone
Atchison.....	Atchison, 2nd and N. St.....	34
Dickinson Co. Mem. Hosp....	Abilene, Tenth & Campbell St.	984 North East
Clay Center Hospital.....	Clay Center, 1508 Sixth St.....	232

8. "g" Conditional stops for revenue passengers only.

9. No. 23 and No. 24 stop on flag at Oetters Spur, Marvin and Wingate.

11. Subdiv. 30-A: Signal 4994, just west thereof, on left side of track governs movement of eastward trains.

SPECIAL INSTRUCTIONS—Continued

11a. Railroad crossings at grade are protected by interlocking signals, except as follows:

Sub-div.	MP	Crossing	Remarks	Operated by	Normal Position Gates AGAINST	Light Arrangement for	
						Stop	Proceed
30	497.8	CB&Q.....					
30a	498.2	CB&Q.....					
30a	498.7	CB&Q.....					
30a	498.7	AT&SF.....					
30a	499.1	CB&Q.....					
34	10.4	StLB&TCo.....	Gate	Trainmen	StLB&TCo.....	Red	Yellow
35	160.1	MoPac.....	Gate	Trainmen	MoPac.....	Red	Yellow
36a	0.3	CB&Q.....					
36a	0.4	CB&Q.....	Gate	Gate Tender	CB&Q.....	Red	Yellow
36a	0.5	UTRR.....					
37	143.0	UP.....					
37	196.7	MoPac.....					
36b	192.8	AT&SF.....	Gate	Trainmen	CRI&P.....	Red	Green
36b	220.3	UP.....					

11b. Railroad crossings at grade are protected by Automatic Interlocking as shown below:

Sub-Div.	MP	Crossing	Speed MPH
30	439.8	Wabash.....	20
35	262.6	Mo. Pac.....	20
28	331.1	CB&Q.....	70
28	308.6	Wabash.....	70

14. Following rule in effect on subdivisions where so specified in foot notes of Time Table.

Freight trains and mixed trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned, as follows: "C. & E.....after (time) protect against Extra....." Proceeding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains and mixed trains may occupy the main track between STATION SIGNS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION SIGN, and thereafter proceed as the way is seen or known to be clear.

14a. Following rule in effect on subdivisions where so specified in foot notes of schedule pages of time table:

When train order is received reading eastward-northward (or westward-southward) extra trains or eastward-northward or westward-southward extra trains except extra..... wait at..... (a station in rear) until the train addressed is relieved from protecting its rear against such following extra trains, or extra train, until the time named in the order.

15. Schedule time and train order restrictions apply at crossover switch just east of water tank at Lackland, MP 12-23 Subdiv. 34 for westward trains.

15a. Union Pacific R. R. Jct. is located at MP 13.5 (Troy). The Jct. switch will be left lined for CRI&P main track. Telegraphers at Troy during hours on duty are authorized to handle switches for UP trains.

16. Trains between Polo and Air Line Jct. will be governed by CMStP&P RR time table and operating rules.

16a. Trains between Air Line Jct. and KCS Jct. will be governed by KCS rules and between KCS Jct. and Kansas City, Mo. Union Station will be governed by Kansas City Terminal Ry. Co. rules.

16b. Between State Line and UPRR connection at Kaw Bridge, between Terminal Jct. or CRI&P Jct. and Topeka Jct. Subdiv. 35 and between West Abilene and East Salina Subdiv. 36B, trains will be governed by time tables and rules of UPRR.

16c. Trains between Winthrop and Atchison U. D. will be governed by rules of the Atchison & Eastern Bridge Co.

16d. Trains between Atchison U. D. and Atchison Yd. and between CRI&P Jct. and West Abilene, and between East Salina and A. B. Jct. Subdiv. 36B, trains will be governed by time table and rules of the AT&SF Ry.

16e. Between Union Station and Rock Island Jct. (St. Louis) trains will be governed by TRRA time table and rules.

16f. Between Leads Junction and Kansas City Belt Junction Subdiv. 35, trains will be governed by SL-SF—KCT Time Table.

16g. Between Kansas City Belt Jct. and Kansas Avenue Subdiv. 35, between Kansas City, Mo. and Terminal Jct. Subdiv. 36 on tracks of the KCTry used, trains be governed by Kansas City Terminal Ry. rules and be provided with Union Station time table.

16h. All train movements between Lackland and Rock Island Jct. will be under the supervision and authority of TRRA train dispatchers. And be governed by TRRA rules. This authority supersedes time table schedules.

17. Trains or engines must stop before entering limits of Highway on industrial track at MP 28-30 serving Heilwig Bros. at Bon Homme, and must be preceded by Flagman to warn Highway traffic before movement is made onto crossing.

18. FIRST CLASS TRAINS APPROACHING STATIONS USED JOINTLY WITH OTHER DIVISIONS, IF THE TIME OF TRAINS OF ALL DIVISIONS USING THE SAME TRACKS AT SUCH STATION IS NOT SHOWN ON THE TIME TABLES OF ALL DIVISIONS, SHALL APPROACH SUCH STATIONS AT LOW SPEED.

18a. Topeka interlocking extends from Topeka Jct. and St. Joseph Line Jct. over Kaw River Bridge to west end of plant on two main tracks. Westward trains at Topeka Jct. or St. Joseph Line Jct. finding home interlocking signal displaying stop indication will immediately communicate with leverman by telephone and must secure his permission before passing home signal.

18b. For eastward trains at St. Joseph Line Jct. the top light on the home interlocking signal governs route to Kansas City. Lower light governs route to St. Joseph Line.

18c. Switches leading to Curtis St. track and Material Yd. track, North Topeka, are hand-thrown switches and must not be used without first securing permission from towerman.

18d. Branch line trains must protect against approaching main line trains at Junction points.

21. At interlocking following whistle signals designate route desired:

Seymour..... Eastward—For siding..... 4 short.	
At Topeka	At White City
North Topeka..... 2 long.	Main Track..... 2 long.
West Main..... 3 long.	Siding..... 2 long 1 short.
East Main..... 3 long 1 short.	Other Tracks..... 1 short 1 long.
East Yard Lead..... 2 long 1 short.	1 short.
City..... 3 short 1 long.	
Roundhouse (North Side)..... 1 short 1 long	At St. Joseph, Missouri River
1 short.	Bridge and Interlocking:
Roundhouse (South Side)..... 1 long 1 short	East End of Missouri River Bridge:
1 long.	CRI&P Route..... 1 long 1 short
	1 long.
	Union Pacific Route..... 1 long 1 short.

26. Automatic Block Signal Rules, except 509(b), in effect as follows: Subdivision 28, between MP 297 Pole 36 Eldon Yard, and Trenton Rules 525 to 551, incl., except 534(b), are in effect. Subdivision 29, between Trenton and Polo Rules 525 to 551, incl., except 534(b) are in effect. Subdivision 30a between Terminal Jct. and Rushville. Subdivision 36, between Topeka Jct. and Herington.

26a. On Subdivision 29, between Trenton and Westward home signal just east of end of Two Main Tracks at Polo, and on Subdivision 28 from MP 297 Pole 36 Eldon Yard, to Trenton, trains will be governed by signal indication Rules 525 to 551, incl., except 534(b).

27. Draw bridges are located at:
Atchison—Missouri River.
St. Joseph—Missouri River.
Kansas City, Mo.—Missouri River.

28. Minimum clearance of bridges, tunnels, etc. Height, 16 feet 2 inches; width, 11 feet 4 inches.

28a. All employees are hereby notified that it is dangerous to stand erect upon cars, especially cars of extraordinary height, while passing over, through or under the following-named bridges or viaducts.

Subdivision	Mile Post	Kind of Structure
28	300.1	Thru Truss
28	328.7	Thru Truss
28	364.8	Coal Chute—Allerton
28	399.4	Thru Truss
28	415.8	Viaduct
29	414.3	Coal Chute—Trenton
29	419.5	Thru Truss
29	435.5	Thru Truss
29	461.3	Thru Truss

SPECIAL INSTRUCTIONS—Continued

Subdivision	Mile Post	Kind of Structure
29	460.4	Delivery Chute and Apron, Pele South Track
29		Thru truss Truman Bridge
29		ASB Bridge Viaduct
29		Grand Avenue Viaduct
29		Hannibal Bridge
29		4th & Bluff St. Railway Bridge Overhead
29		4th & Bluff St. Railway Bridge KCS Overhead
29		6th Street Viaduct
29		Intercity Viaduct
29		Henning St. Foot bridge overhead
29		9th Street Street railway overhead
29		Santa Fe St. Viaduct
29		James St. Viaduct
29		U. P. Ry. Br. Thru Truss Kansas River
29		Near Berger St. Viaduct KCT
29		10th St. K. C. Ka. Viaduct
30	456.7	Thru Truss
30	484.4	Viaduct
30	489.2	Thru Truss
30A	496.3	Viaduct 6th St. St. Joseph
30A	518.7	Thru Truss Mo. River
30A		Viaduct 6th St.
34		Atchison Yard Tank Spout (E.B.M. only)
34		Near TRRA Yard Office
34		Broadway Viaduct
34		Florissant Ave. Viaduct
34		Kingshighway Viaduct
34		Natural Bridge Rd. Viaduct
34		Suburban Ry. Viaduct
34		Kienlan Ave. Viaduct
34		St. Louis Ave. Viaduct
34		Easton Ave. Viaduct
34		200 ft. West of Easton Ave.
34	15.6	Water Tank Spout
34	42.1	Viaduct
34	45.8	Thru Truss
34	49.0	Thru Truss
34	55.1	Viaduct
34	74.0	Coal Chute—Leslie
34	118.0	Tunnel No. 1
34	121.5	Thru Truss
34	128.6	Tunnel No. 2
34	135.5	Thru Truss
34	137.0	Thru Truss
34	138.8	Thru Truss
34	143.3	Thru Truss Osage River
34	149.0	Tunnel No. 3
35	155.8	Viaduct
35	182.6	Viaduct
35	184.5	Viaduct
35	216.3	Coal Chute Apron
35	216.6	Viaduct MKT Ry.
35	248.0	Viaduct
35	277.8	Tunnel No. 4
35		Thru Truss on Frisco
35		Bridge 71
35		200 ft. E. of 9th Street
35		18th St. KC Mo. Signal Bridge No. 20
35		Prospect Ave. Viaduct
35		Vine St. Viaduct
35		The Paseo Viaduct
35		Forest Ave. Viaduct
35		Harrison St. Viaduct
35		McGee St. Viaduct
35		Grand Ave. Viaduct
35		Main St. Viaduct
35		Broadway Ave. Viaduct
35		Pennsylvania Ave. Viaduct
35		10th St. Viaduct
36	89.2	Thru Truss Kaw River
36	116.5	Thru Truss
36A	0.6	Missouri River Bridge
36A	15.0	Viaduct St. Joe & G. I. Ry.
36A	34.8	Thru Truss
36A	46.6	Thru Truss
36A	48.6	Viaduct Mo. Pac. Ry.
36A	59.7	Thru Truss
36A	86.6	Thru Truss
36B	193.5	Thru Truss Smoky Hill River
37	143.0	Thru Truss Kaw River
37	146.4	Thru Truss

Subdivision 28.
Centerville, Iowa. The mine tippie at Cascale coal mine spur at New Block Coal Co., MP 341.0 will not clear box cars or engines on tracks Nos. 2 and 3.

31. Industrial or spur tracks between stations are located at:

Sub-div.	Mile Post	Name	Car Capacity
28	MP 297.3	Haynes Mine	12
28	MP 341.0	Cascale Coal Mine	20
34	MP 10.8	Nuzol Oil Co.	6
34	MP 24.2	City St. Louis W. W.	50
34	MP 28.6	Helwig Bros.	4
34	MP 41.8	Otters Spur	3
34	MP 53	Davis Spur	2
34	MP 83.2	Johnson Spur	6
34	MP 92.0	Evans & Howard	54
34	MP 97.3	Ellis	3
34	MP 40.6	Hoppker Gravel Pit	30
35	MP 273.9	R. A. Long	4
35	MP 278.4	Kansas Buff Brick Co.	27
35	MP 284.8	U. Smile Spur	4
35	MP 286.8	Reich and Sons	8
36	MP 94.6	Security Benefit Ass'n Spur	5
36a	MP 7.1	Hunt Spur	5
36a	MP 7.1	Rock Spur	9
37	MP 144.4	Viking Spur	10
37	MP 192.6	Gas Spur	23

32. Lights on train order signals will not be displayed when train order offices are closed.

32a. At interlocking stations where Train Order Signal is operated by Signalman, Train Order Signal will not be displayed in proceed indication for a train or engine until the route is set and Interlocking Signals cleared to permit its movement, when no train orders are held for delivery.

DISPATCHERS

34. When heavy rains are reported dispatchers will give train and enginemn notification of same by train order in following form:

"Heavy rains between..... and
All trains run carefully watching for places likely to be affected."

TRAINMEN AND ENGINEMEN

34a. All trains must run carefully during and after heavy storms, particularly when the track is liable to be affected. When fogs, storms or other conditions obscure track or signals, speed of train must be reduced to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

35. At stations where telephones are located, conductor should communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen, approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, conductors must call operator to office when delay has reached thirty minutes in excess of time expected, in case the expected train is not seen, or heard approaching.

35a. Emergency telephones, connected with train dispatcher circuit, are located at pole sets, or in booth at the following locations:

Subdivision 28—MP 331.1
MP 365.17
MP 366.14
MP 386.3
MP 389
MP 396.25
MP 402.2
MP 405.11

35b. Freight trains stalled in tunnels 2 or 3, subdivision 34, when not able to immediately get under way and pull their train out should be backed out of tunnel as quickly as proper protection can be afforded the move. If unable to back out account broken hose, break-in-two, or for any unknown reason, crew should immediately set hand brakes on train, cut engine off and run it out of tunnel, remaining outside until they complete investigation as to cause of trouble and determine what necessary to get train under way; after which, and understanding has been reached by all members of the crew, engine may be coupled on and proceed with train. Necessary reports should be made from first available point of communication.

In event engine is disabled and unable to move, engine crew should immediately turn out fire, if an oil burner, or knock the fire, if a coal burner. After this is done, crew should leave the tunnel and take prompt steps to obtain necessary help so that train may proceed with as little delay as possible.

The following letters indicate—

- F—Fuel Station.
- P—Train Dispatchers Telephone.
- R—Train Register Station.
- T—Turn Table.
- W—Water Station.
- Y—Wye.
- UX—Railroad Crossing not protected by interlocking.
- TO—Train Order Station.
- Yd—Station where yard limit signs are maintained.

TRAIN ORDER OFFICES

Office Hours
Week Days
Except Saturday
*Sundays and Holidays
**Saturdays

From To

SUBDIVISION 28

Eldon Yd.....Continuous
Allerton.....{ * 7:30 a.m. 4:30 p.m.
 * ** 11:00 p.m. 7:00 a.m.
Trenton.....Continuous

SUBDIVISION 29

Polo.....Continuous

SUBDIVISION 36

Topeka Yd.....Continuous
Maple Hill.....8:00 a.m. 5:00 p.m.
Paxloo.....8:00 a.m. 5:00 p.m.
McFarland.....Continuous
Alma.....8:00 a.m. 5:00 p.m.
Alta Vista.....8:00 a.m. 5:00 p.m.
Dwight.....8:00 a.m. 5:00 p.m.
MKT Crossing.....{ * 8:00 a.m. 11:59 p.m.
 * ** 10:45 a.m. 1:45 p.m.
 * ** 4:00 p.m. 11:59 p.m.
Herington.....Continuous

	From	To
SUBDIVISION 34		
Carrie Ave.....	8:20 a.m.	5:20 p.m.
	** 8:20 a.m.	5:20 p.m.
	* 8:20 a.m.	10:20 a.m.
Lackland.....	Continuous	
Chesterfield.....	7:30 a.m.	4:30 p.m.
Union.....	8:30 a.m.	5:30 p.m.
	** 8:30 a.m.	5:30 p.m.
	* 10:00 a.m.	11:59 a.m.
	* 3:00 p.m.	5:00 p.m.
Gerald.....	8:00 a.m.	5:00 p.m.
Rosebud.....	8:00 a.m.	5:00 p.m.
	9:30 a.m.	5:30 p.m.
Owensville.....	10:00 p.m.	6:00 a.m.
	* ** 9:30 a.m.	5:30 p.m.
	* ** 10:00 p.m.	6:00 a.m.
Bland.....	7:00 a.m.	4:00 p.m.
Belle.....	7:00 a.m.	4:00 p.m.
	* ** 7:00 a.m.	4:00 p.m.
Freeburg.....	8:00 a.m.	5:00 p.m.
Argyle.....	7:00 a.m.	4:00 p.m.
Meta.....	7:00 a.m.	4:00 p.m.
Eugene.....	7:00 a.m.	4:00 p.m.
Eldon.....	Continuous	

SUBDIVISION 35

Versailles.....{ * 7:30 a.m. 4:30 p.m.
 * ** 7:30 a.m. 4:30 p.m.
 * 10:45 a.m. 2:45 p.m.
Stover.....8:00 a.m. 5:00 p.m.
Cole Camp.....8:00 a.m. 5:00 p.m.
Ionia.....7:00 a.m. 4:00 p.m.
 8:00 a.m. 5:00 p.m.
Windsor.....{ * 8:00 a.m. 5:00 p.m.
 * Same Hours
Leston.....8:30 a.m. 5:30 p.m.
 6:00 p.m. 3:00 a.m.
Chilhowee.....{ * 6:00 p.m. 3:00 a.m.
 * Same Hours
Pleasant Hill.....{ * 7:45 a.m. 4:45 p.m.
 * 7:45 a.m. 4:45 p.m.
 * 7:45 a.m. 4:45 p.m.
Raytown.....8:00 a.m. 6:00 p.m.

SUBDIVISION 37

McFarland.....Continuous
Manhattan.....{ 10:00 a.m. 6:00 p.m.
 11:00 p.m. 7:00 a.m.
Riley.....{ * ** Same Hours
 8:30 a.m. 5:30 p.m.
 9:00 a.m. 5:00 p.m.
Clay Center.....{ 9:30 p.m. 5:30 a.m.
 * ** Same Hours
Morganville.....7:45 a.m. 4:45 p.m.

From To

SUBDIVISION 37—Cont'd.

Clifton.....8:00 a.m. 5:00 p.m.
Clyde.....8:00 a.m. 5:00 p.m.
Agenda.....8:30 a.m. 5:30 p.m.
Cuba.....8:00 a.m. 5:00 p.m.
Belleville.....Continuous

SUBDIVISION 30-A

Davies.....Continuous
Donovan.....Continuous
St. Joseph Yd.....8:30 a.m. 5:30 p.m.
St. Joseph U. D.....Continuous

SUBDIVISION 36-A

Wathena.....{ 8:00 a.m. 5:00 p.m.
 * 8:00 a.m. 5:00 p.m.
Troy.....{ * 8:45 a.m. 4:45 p.m.
 * ** 7:30 p.m. 3:30 a.m.
Denton.....7:00 a.m. 4:00 p.m.
Horton.....{ 8:30 a.m. 5:30 p.m.
 * 8:30 a.m. 5:30 p.m.
Holton.....8:00 a.m. 5:00 p.m.
Mayetta.....8:00 a.m. 5:00 p.m.
Hoyt.....7:45 a.m. 5:30 p.m.

SUBDIVISION 30

Jamesport.....7:15 a.m. 4:15 p.m.
Gallatin.....7:15 a.m. 4:15 p.m.
Maysville.....8:00 a.m. 5:00 p.m.

SUBDIVISION 36-B

Woodbine.....6:30 a.m. 3:00 p.m.
Enterprise.....7:15 a.m. 4:15 p.m.
Abilene.....{ 7:15 a.m. 4:15 p.m.
 * ** 7:15 a.m. 4:15 p.m.
Salina.....{ 8:00 a.m. 5:00 p.m.
 * ** 8:00 a.m. 5:00 p.m.

R. W. FRIDAY, Ass't Sup't, Trenton, Mo.
Subdivisions 28, 29, 30 and 30a.

J. C. GEARY, Ass't Sup't, Kansas City, Kan.
Kansas City Terminal.

C. E. GUNNARSON, Terminal Trainmaster, Kansas City, Kan.
Kansas City Terminal.

J. F. ORLOMOSKI, Terminal Trainmaster, Kansas City, Kan.
Kansas City Terminal

W. L. HUNT, Trainmaster, Eldon, Mo.
Subdivisions 34 and 35.

R. W. ANDERSON, Trainmaster, Herington, Kan.
Subdivisions 36, 36a, 36b and 37.

R. C. BOELLING, Terminal Trainmaster, Herington, Kan.
Herington Terminal.

E. E. SMITH, Ass't Trainmaster, St. Joseph, Mo.
Subdivision 30a and St. Joseph Terminal.

K. O. THOMAS, Master Mechanic, Kansas City, Kan.

E. KOONTZ, Road Foreman Equipment, Kansas City, Mo.
Subdivisions 34, 35, 36, 36a, 36b, 37 Kansas City Terminal.

A. A. STURGES, Road Foreman Equipment, Herington, Kan.
Subdivisions 36, 36a, 36b, 37 Kansas City Terminal.

L. B. KILPATRICK Road Foreman Equipment, Trenton, Mo.
Subdivisions 28, 29, 30 and 30a.

J. E. WHITE, Chief Dispatcher, Trenton, Mo.

R. S. McCOLLOM,
S. E. STROFF,
W. F. RUSH,
K. E. ELYEA, } Train Dispatchers,
Trenton, Mo.
Subdivisions 28 and 29.

J. L. WILSON, Chief Dispatcher, Kansas City, Mo.

O. H. LOONEY, Night Chief Dispatcher, Kansas City, Mo.

P. H. JOHNSON,
A. G. DOUGLAS,
J. B. JOHNSON,
S. G. KEETON,
A. P. USSARY,
Z. ELLIS,
G. T. RUSSELL,
R. W. CHURCH, } Train Dispatchers,
Kansas City, Mo.
Subdivisions 30, 30a, 34,
35, 36, 36a, 36b and 37.