

SURGEONS AND PHYSICIANS

Albany, Mo.....DR. F. H. ROSE.....Surgeon
 Atchison, Kan.....DR. H. J. DEETHS.....Surgeon
 Bedford, Ia.....DR. J. F. HARDIN.....Surgeon
 Bethany, Mo.....DR. W. A. BROYLES.....Surgeon
 Burlington Jct., Mo.....DR. B. L. BYLAND.....Surgeon
 Charlton, Ia.....DR. J. B. ROBB.....Surgeon
 Charlton, Ia.....DR. A. L. YOCUM.....Surgeon
 Clarinda, Ia.....DR. F. H. CLARK.....Surgeon
 Creston, Ia.....DR. H. G. BEATTY.....Surgeon
 and Examiner
 Creston, Ia.....DR. J. G. MACRAE.....Surgeon
 Creston, Ia.....DR. O. S. BARBER.....Eye Specialist
 Grant City, Mo.....DR. F. B. MATTESON.....Surgeon
 Hamburg, Ia.....DR. R. C. DANLEY.....Surgeon
 Hamburg, Ia.....DR. W. H. KERR.....Surgeon
 Kansas City, Mo.....DR. J. J. DAVIS.....Surgeon
 and Examiner
 Kansas City, Mo.....DR. E. K. ROBINSON.....Surgeon
 Kansas City, Mo.....DR. A. W. McALESTER.....Eye Specialist
 Kansas City, Mo.....DR. A. W. McALESTER III.....Eye Specialist
 North Kansas City.....DR. I. C. FOWLER.....Surgeon
 Leavenworth, Kan.....DR. R. S. McKEE.....Surgeon
 Leavenworth, Kan.....DR. G. R. COMBS.....Surgeon
 Leon, Ia.....DR. F. A. BOWMAN.....Surgeon
 Maryville, Mo.....DR. C. T. BELL.....Surgeon
 Mound City, Mo.....DR. F. E. HOGAN.....Surgeon
 St. Joseph, Mo.....DR. H. F. MUNDY.....Surgeon
 and Examiner
 St. Joseph, Mo.....DR. G. A. LAU.....Surgeon
 St. Joseph, Mo.....DR. F. G. THOMPSON.....Surgeon
 St. Joseph, Mo.....DR. H. J. BRUMM.....Surgeon
 St. Joseph, Mo.....DR. P. A. KNEPPER.....Surgeon
 St. Joseph, Mo.....DR. P. P. FULKERSON.....Eye Specialist
 St. Joseph, Mo.....DR. W. H. MINTON.....Eye Specialist
 St. Joseph, Mo.....DR. R. S. MINTON.....Eye Specialist
 Tarkio, Mo.....DR. C. M. WAUGH.....Surgeon
 Tarkio, Mo.....DR. J. M. DAVIS.....Surgeon
 Weston, Mo.....DR. L. C. CALVERT.....Surgeon
 Villisca, Ia.....DR. J. C. COOPER.....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. 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.

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.

DR. O. H. HORRALL,
 Chief Surgeon,
 Chicago

DR. R. B. KEPNER,
 Chief Medical Officer,
 Chicago

J. C. GRISINGER,
 General Manager,
 Chicago

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

W. R. EBLE,
 General Superintendent,
 Burlington

C. W. DENTNER,
 Superintendent Terminals,
 Kansas City

G. ECKHARDT,
 Superintendent,
 St. Joseph

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE OF THE **65** ST. JOSEPH DIVISION OF THE **65** CENTRAL DISTRICT **No. 65**

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

SUNDAY, MARCH 20, 1949

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—Subdivision—Northward.

ST. JOSEPH DIVISION.

TIME TABLE No. 65

EFFECTIVE MARCH 20, 1949.

FIRST CLASS					Signs	Mile Post Location	STATIONS	Capacity of		Office Open Week Days	SECOND CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger				Northward Siding	Other Tracks		Daily Freight	Daily Freight	Daily Freight	Daily Freight
23	43	21	41	27				Yard	Yard		71	61	75	67
P. M. 11.58	P. M. 6.30	P. M. 4.00	A. M. 9.40	A. M. 9.00	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.														
						.36	..... ST. LOUIS AVE. (Interl.)			Continuous				
						.90	..... BROADWAY (Interl.)			Continuous				
						1.51	..... USTICK (Interl.)			Continuous				
						2.71	..... MURRAY	Yard	Yard	Continuous	A. M. L 4.00	A. M. L 7.00	P. M. L 6.30	P. M. L 9.00
A. M. 12.13	6.42	4.10	9.54	9.13	Yd.	4.25	..... BLOCK 4			No Office	4.15	7.15	6.45	9.15
12.21	6.48	4.16	10.00	9.19		9.49	..... PARKVILLE		24	8:30a.m. to 5:30p.m.				
12.30	6.56	4.24	10.09	9.27		16.50	..... WALDRON	77	8	6:00a.m. to 3:00p.m.				
12.36	7.01	4.29	10.15	9.32		21.04	..... FARLEY		24	8:30a.m. to 5:30p.m.				
12.40	7.04	4.32	10.18	9.35	Y. F.	23.90	..... EAST LEAVENWORTH		70	No Office				
12.45	7.12	4.38	10.25	9.44		27.36	..... BEVERLY C. G. W. Crossing (Interlocked)	88	13	Continuous	5.35	8.00	7.30	9.55
12.50	7.17	4.42	10.31	9.49		30.86	..... WESTON		96	Continuous	5.50	8.10	7.40	10.00
12.57	7.22	4.46	10.38	9.54	F.	36.24	..... BLOCK 36			No Office	6.15	8.20	7.55	10.10
					F.	37.12	..... IATAN		12	No Office				
1.10	7.35	4.55	10.53	10.07	W.	43.45	..... ARMOUR		53	Continuous	6.45	8.35	8.15	10.25
1.13	7.38	4.58	10.56	10.10		45.92	..... DAVIES C.R.I.&P. Crossing (Interlocked)			Continuous				
			11.07			46.16	..... RUSHVILLE	75	38	No Office				
1.20	7.43	5.02	11.03	10.15	F.	50.66	..... HALLS			No Office				
1.30	7.50	5.08	11.12	10.21	Yd.	58.13	..... BAILEY M. P. Crossing (Interlocked)			Continuous				
			11.16		F. Yd.	58.91	..... SOUTH ST. JOSEPH			No Office				
					B. C. K. O. R. T. W. Yd. Y.	60.15	..... ST. JOSEPH FRT YDS.	Yard	Yard	Continuous	A 7.30 A. M.	A 9.30 A. M.	A 9.00 P. M.	A 11.30 P. M.
							Hannibal Div. Crossing (Grade)							
							A. T. & S. F. Crossing (Grade)							
							C. R. I. & P. Crossing (Grade)							
							St J. Ter. Crossing (Grade)							
A 1.43 A. M.	A 8.05 P. M.	A 5.21 P. M.	A 11.30 A. M.	A 10.35 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 36.4	1:35 40.3	1:21 47.1	1:50 34.8	1:35 40.3			..... SCHEDULE TIME				3:30 16.4	2:30 22.9	2:30 22.9	2:30 22.9
							..... AVERAGE MILES AN HOUR							

Double Track between Ustick and Beverly, Weston and Block 36, M. P. 41.89 south of 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.

Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

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 crossover at Armour and End of Block sign at Mile Post 60.20.

Centralized Traffic Control System in effect between Block 36 and crossover Armour.

Double Track between Ustick and St. Louis Avenue. Between Ustick and St. Louis Avenue trains and engines will use either track in either direction, on authority of signalmen and must move at restricted speed.

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.

No train order signal at Murray. Conductors and Enginemen of northward trains leaving Murray Yard must have Clearance Form A.

Normal position of junction switch at Weston and M. P. 41.89 is for northward track.

Spring switches located on Hannibal Div. freight lead east and west of railroad grade crossing at Atchison Street St. Joseph.

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.

The movement of freight trains and engines against the current of traffic between Bailey and St. Joseph Freight Yards will be made on authority of General Yardmaster.

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 Farley and Weston to discharge passengers from Kansas City.

No. 41 will be regular stop at South St. Joseph daily except Sunday and flag stop on Sunday for mail and parcel post.

St. Joseph to Kansas City—Subdivision—Southward.

ST. JOSEPH DIVISION.

TIME TABLE No. 65.

EFFECTIVE MARCH 20, 1949.

FIRST CLASS					Signs	Distance from Kansas City Union Station Miles	STATIONS		Capacity of		Office Open Sundays	SECOND CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger			Southward Siding	Other Tracks	70	78		62	70	78	62
26	42	20	44	22											
P.M. A 9.25	P.M. A 6.35	P.M. A 1.20	A.M. A 7.20	A.M. A 6.55	B. K. R. Yd.	.....	KANSAS CITY U. S.	Yard	Yard	Continuous				
Trains between St. Louis Ave. Tower and Kansas City Union Station are governed by rules of Kansas City Term. Ry. Co.															
						2.41	ST. LOUIS AVE. (Interl.)			Continuous					
						2.96	BROADWAY (Interl.)			Continuous					
						3.56	USTICK (Interl.)			Continuous					
					B.C.K.O.Y R.T.W.Yd.	4.76	MURRAY	Yard	Yard	Continuous	A 4.30	P.M. 3.00	P.M. 11.59		
8.59	6.10	1.02	6.57	6.30	Yd.	6.30	BLOCK 4			No Office	4.15	2.45	11.45		
8.53	6.03	12.56	6.50	6.22		11.54	PARKVILLE	24		8:30a.m. to 11:30a.m.					
8.45	5.53	12.48	6.41	6.12		18.55	WALDRON	8		9:00a.m. to Noon					
8.40	5.47	12.43	6.35	6.04		23.09	FARLEY	24		Closed					
8.37	5.42	12.40	6.32	6.00	Y. F.	25.95	EAST LEAVENWORTH	70		No Office					
8.33	5.37	12.36	6.28	5.55		29.41	BEVERLY C. G. W. Crossing (Interlocked)	13		Continuous	2.55	2.00	11.00		
8.29	5.27	12.29	6.22	5.50		32.91	WESTON	73	96	Continuous	2.45	1.54	10.52		
8.23	5.20	12.23	6.15	5.41	F.	38.29	BLOCK 36			No Office	2.30	1.43	10.40		
	5.19				F.	39.17	IATAN	12		No Office					
8.15	5.10	12.16	6.04	5.32	W.	45.50	ARMOUR	53		Continuous	2.15	1.30	10.25		
8.12	4.59	12.11	6.00	5.28		47.97	DAVIES C.R.I.&P. Crossing (Interlocked)			Continuous					
	4.58					48.21	RUSHVILLE	38		No Office					
8.07	4.50	12.07	5.54	5.20	F.	52.71	HALLS			No Office					
8.00	4.39	12.01	5.45	5.10	Yd.	60.18	BAILEY M. P. Crossing (Interlocked)			Continuous					
	4.38	P.M.			F. Yd.	60.96	SOUTH ST. JOSEPH			No Office					
					B.C.K.O.R T.W.,Yd.Y.	62.20	ST. JOSEPH FRT. YDS.	Yard	Yard	Continuous	L 1.30 A.M.	L 1.00 P.M.	L 9.30 P.M.		
							Hannibal Div. Crossing (Grade)								
							A. T. & S. F. Crossing (Grade)								
							C. R. I. & P. Crossing (Grade)								
							St. J. Term. Crossing (Grade)								
L 7.50 P.M.	L 4.25 P.M.	L 11.53 A.M.	L 5.30 A.M.	L 4.55 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 40.3	2:10 29.4	1:27 44.0	1:50 34.8	2:00 31.9			SCHEDULE TIME				3:00 19:1	2:00 28.7	2:29 22.9		
							AVERAGE MILES AN HOUR								

Double Track between Ustick and Beverly, Weston and Block 36, M.P. 41.89 south of 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.

Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

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 crossover Armour.

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

Double Track between Ustick and St. Louis Avenue. Between Ustick and St. Louis Avenue trains and engines will use either track in either direction on authority of signalmen and must move at restricted speed.

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 M.P. 41.89 is for northward track.

Spring switches located on Hannibal Div. freight lead east and west of railroad grade crossing at Atchison Street St. Joseph.

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.

The movement of freight trains and engines against the current of traffic between Bailey and St. Joseph Freight Yards will be made on authority of General Yardmaster.

No. 44 will stop at Beverly to discharge passengers from Lincoln or beyond.

St. Joseph to Pacific Junction—Subdivision—Northward.

ST. JOSEPH DIVISION.

TIME TABLE No. 65.

EFFECTIVE MARCH 20, 1949.

SECOND CLASS							Signs	Mile Post Locations	STATIONS	Distance from St. Joseph Freight Yards Miles	Capacity of		Office Open Sundays
Daily Freight	Sunday Tuesday Thursday Freight	Daily Freight	Daily Freight	Daily Except Sunday Mixed	Daily Freight	Northward Siding					Other Tracks		
75	63	61	71	85	67	B. O. K. O. R. T. W. Yd. Y.	60.15	...ST. JOSEPH FRT. YDS....		Yard	Yard	Continuous	
P.M. 10.15	P.M. 9.00	P.M. 12.30	A.M. 11.59	A.M. 9.30	A.M. 1.15			U. P. Crossing (Grade) C. R. I. & P. Crossing (Grade)					
						B. K. R. Y. Yd.	61.75	.....ST. JOSEPH U. S.	1.50	Yard	Yard	Continuous
								M. P. Crossing (Grade)					
				9.45		Yd.	64.01	.....FRANCIS STREET U. T. Crossing (Interlocked).....	2.30			No Office
							66.90	.....WATER WORKS.....	5.19		30	No Office
				A10.00 A.M.			72.16	.....AMAZONIA.....	10.45	80	13	9:45 a.m. to 12:45 p.m.
						F.	77.03	.....NODAWAY.....	15.32		7	No Office
						F.	83.23	.....FORBES.....	21.57		23	No Office
							91.52	.....FOREST CITY.....	29.81	75	62	Midnight to 5:00 a.m. 10:45 a. m. to 1:45 p. m.
			P.M. 1.30			B. K. R. W. Y. Yd.	97.42	.....NAPIER.....	35.71	81	155	Continuous
11.40	A10.30 P.M.	A 1.45 P.M.			A 2.50 A.M.	Y.	101.88	.....BIGELOW.....	40.17	75	29	10:30 a.m. to 1:30 p.m.
11.50 A.M.							109.27	.....CRAIG.....	47.56	125	29	10:30 a.m. to 1:30 p.m.
12.06								.....CORNING.....	53.27	125	50	10:30 a.m. to 1:30 p.m.
12.20						Y.	114.98	.....NISHNABOTNA.....	57.68	83	27	No Office
12.27						F.	119.39	.....LANGDON.....	63.25	61	24	Continuous
12.42							124.96	.....PHELPS.....	66.54	70	24	No Office
12.50						F.	128.25	.....WATSON.....	72.07	125	23	10:00 a.m. to 1:00 p.m.
1.05							133.78	.....HAMBURG.....	80.29	87	108	Continuous
1.25						C.W.Y. Yd.	142.00	.....PAYNE.....	87.54	125	22	Closed
1.43						Yd.	149.25	.....PERCIVAL.....	93.90	69	28	9:30 a.m. to 12:30 p.m.
2.02							155.61	.....McPAUL.....	98.92	125	18	Closed
2.15							160.63	.....BARTLETT.....	103.41	68	16	Closed
2.22							165.12	.....PACIFIC JUNCTION..... C. B. & Q. Crossing (Inter.)	112.47	Yard	Yard	Continuous
A 2.45 A.M.					A 4.56 P.M.	B. C. K. R. T. W. Y. Yd.	174.18						
Daily	Sunday Tuesday Thursday	Daily	Daily	Daily Except Sunday	Daily								
4:30 25.0	1:30 23.8	1:15 27.5	4:57 22.7	9:30 29.0	1:35 21.7			.....SCHEDULE TIME..... .....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-B in effect for trains moving against the current of traffic between St. Joseph Freight Yards 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.

Rule 221-A is in effect at all train order offices Napier to Pacific Jct., inclusive, and is modified to include both freight and passenger trains.

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

Train order signal Napier does not govern Wymore Div. trains. Conductors and enginemen, Wymore Div. must have clearance Form A.

Freight trains may follow freight trains with caretakers, with permissive Form C. Train order signal opposite General Office Building St. Joseph, governs trains using C. B. & Q. tracks north of Francis Street.

No. 85 will carry Passengers St. Joseph to Amazonia, and will stop at 5th Street and Mitchell Avenue, St. Joseph for passengers.

Huemader Spur off northward track at M.P. 66.20, capacity 20 cars. Mordaunt Spur off northward track, M.P. 73.74, switch on northend, capacity 20 cars.

Local Extra leaves St. Joseph 5:00 A. M. Monday, Wednesday and Friday for Pacific Jct.

Pacific Junction to St. Joseph—Subdivision—Southward.

ST. JOSEPH DIVISION.

TIME TABLE No. 65.

EFFECTIVE MARCH 20, 1949.

FIRST CLASS							Signs	Mile Post Location	STATIONS	Distance from St. Joseph Freight Yards Miles	Capacity of		Office Open Week Days
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Southward					Other Tracks		
26	42	20	30	44	22			... ST. JOSEPH FRT. YDS. ...		Yard	Yard	Continuous	
							B.C.K.O. R.T.W. Yd. Y.	1.30	U. P. Crossing (Grade)				
								0.20	C. R. I. & P. Crossing (Grade)				
P.M. A 7.35	P.M. A 4.10	A.M. A 11.45	A.M. A 10.30	A.M. A 5.00	A.M. A 4.30		B.K.R.Y. Yd.	0.20	... ST. JOSEPH U. S. ...	1.50	Yard	Yard	Continuous
								0.60	M. P. Crossing (Grade)				
7.30	4.05	11.40	10.25	4.56	4.25		Yd.	2.89	FRANCIS STREET U. T. Crossing (Interlocked)	2.30			No Office
								5.26	WATER WORKS	5.19		30	No Office
7.19	3.55	11.31	10.11 A.M.	4.43	4.05			4.87	AMAZONIA	10.45		13	9:45 a. m. to 1:45 a. m.
7.14	3.50	11.27		4.38	3.55		F.	6.25	NODAWAY	15.32		7	No Office
7.08	3.41	11.21		4.31	3.45		F.	8.24	FORBES	21.57	81	23	No Office
7.00	3.30	11.13		4.23	3.30			5.90	FOREST CITY	29.81			8:30 a. m. to 4:30 p. m. 9:00 p. m. to 5:00 a. m.
6.53	3.20 P.M.	11.08		4.15	3.15		B.K.R. W.Y.Yd.	4.46	NAPIER	35.71	65	155	Continuous
6.46		11.03		3.03			Y.	7.39	BIGELOW	40.17	75	29	8:30 a. m. to 5:30 p. m.
6.35		10.55		2.47				5.71	CRAIG	47.56	125	29	8:30 a. m. to 5:30 p. m.
6.28		10.48		2.39			Y.	4.41	CORNING	53.27	125	50	8:30 a. m. to 5:30 p. m.
6.23		10.41		2.33			F.	5.57	NISHNABOTNA	57.68	83	27	No Office
6.15		10.35		2.25				3.29	LANGDON	63.25	61	24	Continuous
6.08		10.29		2.19			F.	5.53	PHELPS	66.54	70	24	No Office
6.01		10.23		2.12				8.22	WATSON	72.07	125	23	8:30 a. m. to 5:30 p. m.
5.50		10.14		2.00			C.W.Y. Yd.	7.25	HAMBURG	80.29	57	108	Continuous
5.32		10.02		1.43			Yd.	6.36	PAYNE	87.54	125	22	8:30 a. m. to 5:30 p. m.
5.20		9.55		1.31				5.02	PERCIVAL	93.90	69	28	8:30 a. m. to 5:30 p. m.
5.14		9.49		1.24				4.49	McPAUL	98.92	125	18	8:30 a. m. to 5:30 p. m.
5.08		9.44		1.19				9.06	BARTLETT	103.41	68	16	8:30 a. m. to 5:30 p. m.
L 4.56 P.M.		L 9.33 A.M.		L 1.07 A.M.			B.C.K.R. T.W.Y. Yd.	112.47	... PACIFIC JUNCTION ... C. B. & Q. Crossing (Interl.)	112.47	Yard	Yard	Continuous
Daily	Daily	Daily	Daily	Daily	Daily								
2:39 41.8	0:50 41.0	2:12 50.5	0:19 28.2	0:45 45.6	3:23 32.8				... SCHEDULE TIME ...				
									... 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-B In effect for trains moving against the current of traffic between Napier and St. Joseph Freight Yards.

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.

Rule 221-A is in effect at all train order offices Pacific Jct. to Napier, inclusive, and is modified to include both freight and passenger trains.

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.

Operator at Napier will register for Nos. 20, 22, 26, 42 and 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.

No. 22 will register at Payne.

No. 22 will stop on flag at Napier for revenue passengers.

Pacific Junction to St. Joseph—Subdivision—Southward.

ST. JOSEPH DIVISION.

TIME TABLE No. 65.

EFFECTIVE MARCH 20, 1949.

SECOND CLASS							Signs	Mile Post Location	STATIONS	Distance from St. Joseph Freight Yards Miles	Capacity of		Office Open Sundays
Tuesday Thursday Sunday Freight	Daily Freight	Daily Except Sunday Mixed	Daily Freight	Daily Freight	Daily Freight	Southward Sidings					Other Tracks		
64 A.M. A12.05	70 P.M. A11.55	84 P.M. A 8.20	62 P.M. A 8.00	72 P.M. A 2.15	78 A.M. A11.55								
						B.C.K.R. T.W.Yd.Y.	60.15	... ST. JOSEPH FRT. YDS. ... 1.30 U. P. Crossing (Grade) C. R. I. & P. Crossing (Grade) 0.20		Yard	Yard	Continuous	
						B. K. R. Y. Yd.	61.75	..... ST. JOSEPH U. S. 0.20 M. P. Crossing (Grade) 0.60	1.50	Yard	Yard	Continuous
			8.05			Yd.	64.01	..... FRANCIS STREET U. T. Crossing (Interlocked) 2.89	2.30			No Office
							66.90	..... WATER WORKS 6.26	5.19		30	No Office
			L 7.45 P.M.				72.16	..... AMAZONIA 4.87	10.45		13	9:45 a.m. to 12:45 p.m.
						F.	77.03	..... NODAWAY 6.25	15.32		7	No Office
						F.	83.28	..... FORBES 8.24	21.57		81	23 No Office
							91.52	..... FOREST CITY 5.90	29.81		62	Midnight to 5:00 a.m. 10:45 a.m. to 1:45 p.m.
	L 10.35 P.M.	10.34		L 6.40 P.M.	12.10	B. K. R. W.Y. Yd.	97.42	..... NAPIER 4.46	35.71	65	155	Continuous
		10.28			12.01 P.M.	Y.	101.88	..... BIGELOW 7.39	40.17	75	29	10:30 a.m. to 1:30 p.m.
		10.14			11.47		109.27	..... CRAIG 5.71	47.56	125	29	10:30 a.m. to 1:30 p.m.
		10.03			11.10	Y.	114.98	..... CORNING 4.41	53.27	125	50	10:30 a.m. to 1:30 p.m.
		9.57			10.55	F.	119.39	..... NISHNABOTNA 5.57	57.68	83	27	No Office
		9.45			10.35		124.96	..... LANGDON 3.29	63.25	61	24	Continuous
		9.40			10.20	F.	128.25	..... PHELPS 5.53	66.54	70	24	No Office
		9.30			10.05		133.78	..... WATSON 8.22	72.07	125	23	10:00 a.m. to 1:00 p.m.
		9.15			9.40	C.W.Y. Yd.	142.00	..... HAMBURG 7.25	80.29	57	108	Continuous
		9.00			9.10	Yd.	149.25	..... PAYNE 6.36	87.54	125	22	Closed
		8.47			8.50		155.61	..... PERCIVAL 5.02	93.90	69	28	9:30 a.m. to 12:30 p.m.
		8.37			8.35		160.63	..... McPAUL 4.49	98.92	125	18	Closed
		8.30			8.25		165.12	..... BARTLETT 9.06	103.41	68	16	Closed
		L 8.15 P.M.			L 8.00 A.M.	B.C.K.R. T.W.Y. Yd.	174.18	..... PACIFIC JUNCTION C. B. & Q. Crossing (Interl.)	112.47	Yard	Yard	Continuous
	Monday Wednesday Saturday	Daily	Daily Except Sunday	Daily	Daily	Daily		..... SCHEDULE TIME AVERAGE MILES AN HOUR				
	1:30 23.8	3:40 29.9	0:35 18.0	1:20 26.7	6:15 17.9	1:20 23.8							

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-B in effect for trains moving against the current of traffic between Napier and St. Joseph Freight Yards.

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.

Rule 221-A is in effect at all train order offices Pacific Jct. to Napier, inclusive, and is modified to include both freight and passenger trains.

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

Freight trains may follow freight trains with caretakers, with permissive Form C. Sargent Spur track M. P. 172.11, Switch on south end, capacity seven cars.

Local Extra leaves Pacific Junction 5:00 A. M. Tuesday, Thursday and Saturday for St. Joseph.

No. 84 will carry passengers Amazonia to St. Joseph.

Atchison and Armour—Subdivision.

ST. JOSEPH DIVISION.

TIME TABLE No. 65.

EFFECTIVE MARCH 20, 1949.

SOUTHWARD					STATIONS	Signs	Mile Post Location	Distance from Atchison Miles	Office Open Week Days Sundays	NORTHWARD				
SECOND CLASS										SECOND CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger						Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
154 (43)	152 (21 & 42)	150 (20)	148 (41)	146 (27)						147 (27)	149 (41)	151 (20)	153 (21 & 42)	155 (43)
P. M. L 7.15	P. M. L 4.31	A. M. L 11.56	A. M. L 10.31	A. M. L 9.45	B. C. K. R. T. W. Yd.	4.00	..... ATCHISON		Continuous	A. M. A 10.23	A. M. A 11.10	P. M. A 12.30	P. M. A 5.27	P. M. A 7.55
f 7.19	f 4.36	f 12.01	f 10.36	f 9.49		3.50	..... WINTHROP	0.50	No Office	f 10.18	f 11.06	f 12.24	f 5.23	f 7.50
A 7.27 P. M.	A 4.45 P. M.	A 12.11 P. M.	A 10.45 A. M.	A 9.59 A. M.	B. R. W. Yd.	.0	..... ARMOUR	4.00	Continuous	L 10.09 A. M.	L 10.57 A. M.	L 12.17 P. M.	L 5.15 P. M.	L 7.40 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.

M engines must not go on Bridge 0.39, just west of highway crossing west of Armour.

Train Movements in both directions over Missouri River Bridge at Atchison will be governed by automatic signals, and special bulletin of Atchison and Eastern Bridge Co.

There is a railroad crossing at Union Depot (Atchison) of track No. 5 and Missouri Pacific old main track between Signal No. 3305-R, and Missouri Pacific main track that is not connected with the signal system. This crossing must be flagged against conflicting movements by a member of crew.

Bigelow and Clearmont—Subdivision.

ST. JOSEPH DIVISION.

TIME TABLE No. 65.

EFFECTIVE MARCH 20, 1949.

NORTHWARD				STATIONS	Signs	Mile Post Location	Distance from Clearmont Miles	Capacity of		Office Open Week Days	SOUTHWARD			
SECOND CLASS								SECOND CLASS						
Tuesday Thursday Saturday Mixed	99							Siding	Other Tracks		Tuesday Thursday Saturday Mixed	98		
A. M. L 9.00				R. Y.	0.	..... BIGELOW	36.25	75	29	8:30 a.m. to 5:30 p.m.	P. M. A 2.35		
s 9.30					3.36	..... MOUND CITY	33.16		45	8:30 a.m. to 5:30 p.m.	s 2.20		
f 10.00					8.70	..... DECKERS SIDING	27.82		17	No Office	f		
s 10.20					14.34	..... MATTLAND	22.18		38	8:30 a.m. to 5:30 p.m.	s 1.35		
s 10.55					20.51	..... SKIDMORE	16.01		33	8:30 a.m. to 5:30 p.m.	s 1.10		
s 11.30					26.28	..... QUITMAN	10.24		9	No Office	s 12.45		
A 11.45 A. M.					31.67	..... BURLINGTON JUNCTION .. Wabash Crossing (Grade)	4.85		32	7:00 a.m. to 4:00 p.m.	s 12.25		
Tuesday Thursday Saturday					36.52	..... CLEARMONT			12	8:30 a.m. to 5:30 p.m.	L 12.05 P. M.		
2:45 13.2						..... SCHEDULE TIME					2:30 14.6		
						..... AVERAGE MILES AN HOUR							

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

Train order signal at Bigelow does not govern trains on Bigelow and Clearmont Subdivision. Conductors and Enginemen must have Clearance Form A, when operator on duty.

Sundays: Bigelow open from 10:30 a. m. to 1:30 p. m., other offices closed.

Corning and Villisca—Subdivision.

ST. JOSEPH DIVISION.

TIME TABLE No. 65.

EFFECTIVE MARCH 20, 1949.

NORTHWARD				STATIONS	Mile Post Location	Distance from Villisca	Capacity of		Office Open Week Days	SOUTHWARD					
SECOND CLASS							Signs	Miles		Siding	Other Tracks	SECOND CLASS			
Daily Except Sunday Mixed	Daily Except Sunday Mixed	Daily Except Sunday Mixed	Daily Except Sunday Mixed									Daily Except Sunday Mixed	Daily Except Sunday Mixed	Daily Except Sunday Mixed	Daily Except Sunday Mixed
97		93		R. Y.	0.	60.81		50	8:30 a.m. to 5:30 p.m.	94		96			
		P. M. 12.05			..... CORNING	3.76		60	8:30 a.m. to 5:30 p.m.	A. M. 10.15				
		f			..... MILTON	3.88		6	No Office	f				
		s 12.40			..... FAIRFAX	7.29		32	8:30 a.m. to 5:30 p.m.	s 9.45				
		s 1.25			..... TARKIO	7.21		53	8:30 a.m. to 5:30 p.m.	s 9.05				
		s 1.55			..... WESTBORO	5.49		27	8:15 a.m. to 5:15 p.m.	s 8.25				
		s 2.15			..... NORTHBORO	5.40		26	7:45 a.m. to 4:45 p.m.	s 8.05				
		s 2.40			..... COIN	6.79		16	7:30 a.m. to 4:30 p.m.	s 7.45				
		f 2.55			..... PAGE CENTER	6.02		7	No Office	f 7.23				
		P. M. L 6.15		Yd.	..... CLARINDA	7.65		71	6:40 a.m. to 8:30 p.m.	s 7.10		A. M. 11.40		
		s 6.30			..... HEPBURN	7.33		22	No Office	s 6.50		s 11.20		
		A 6.45 P. M.		B. C. K. R. T. W. Yd.	..... VILLISCA			55	5:15 a.m. to 1:15 p.m. 3:00 p.m. to 11:00 p.m.	L 6.35 A. M.		L 11.00 A. M.		
		Daily Except Sunday								Daily Except Sunday		Daily Except Sunday			
0:30 33.8		3:50 15.8			..... SCHEDULE TIME					3:40 18.6		0:40 25.2		
					..... AVERAGE MILES AN HOUR									

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 Corning and Villisca does not govern trains on Corning and Villisca Subdivision. Conductors and Enginemen must have Clearance Form A when operator on duty.

Normal position of junction switch, Clarinda, for movements to and from Corning.

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

Hospital Spur track M. P. 55, switch on north end, capacity 50 cars.

Anderson Spur track M. P. 55.97, Switch on north end, capacity six cars.

Spur Track, 5.63 miles in length extends between Clarinda and Shambaugh. Rule 908 in effect.

Shambaugh, Iowa on spur track south of Clarinda is an open office, hours 8:30 a. m. to 5:30 p. m., daily except Sundays and holidays.

Sundays: Villisca open 5:15 a.m. to 1:15 p.m., 3:00 p.m. to 11:00 p.m.; Corning open 10:30 a.m. to 1:30 p. m., other offices closed.

St. Joseph to Chariton—Subdivision—Northward.

ST. JOSEPH DIVISION.

TIME TABLE No. 65.

EFFECTIVE MARCH 20, 1949.

FIRST CLASS				Signs	Mile Post Location	STATIONS	Capacity of		Office Open Week Days	SECOND CLASS			
		Daily Except Sunday Passenger	111				Sidings	Other Tracks		Daily Except Sunday Way Frt.	Daily Except Sunday Way Frt.		
				B. C. K. O. R. T. W. Yd.	144.40	... ST. JOSEPH FRT. YDS. ...	Yard	Yard	Continuous				
						0.82							
				B. K. R. Y. Yd.	143.58	..... ST. JOSEPH U. S.	Yard	Yard	Continuous				
						0.48							
					143.10	St. J. Ter. Crossing (Grade)							
						0.10							
					143.00	C. R. I. & P. Crossing (Grade)							
						1.40							
				Yd.	141.60	..... ARNOLD'S SPUR		5	No Office				
						4.10							
				F.	137.50	..... LYMAN		20	No Office			3.15	
						7.87							
					129.63	..... COSBY		13	No Office			f 3.45	
						3.92							
					125.71	..... HELENA		23	No Office			f 4.10	
						6.05							
				W.	119.66	..... UNION STAR		33	8:30 a.m. to 5:30 p.m.			s 4.45	
						6.98							
					112.68	..... KING CITY		35	8:00 a.m. to 5:00 p.m.			s 5.30	
						5.88							
					106.80	..... FORD CITY		23	No Office			f 5.55	
						7.64							
					99.16	DARLINGTON Wabash Crossing (Grade)		25	7:00 a.m. to 4:00 p.m.			s 6.20	
						2.28							
				F. Y.	96.88	..... ALBANY JUNCTION			No Office			6.25	
						2.00							
				C.K.R.W. Yd.	94.88	..... ALBANY		120	7:00 a.m. to 7:45 p.m.			s 7.50	
						8.12							
					86.76	..... NEW HAMPTON		24	8:00 a.m. to 5:00 p.m.			s 8.30	
						8.91							
				W.	77.85	..... BETHANY		77	7:30 a.m. to 8:30 p.m.			s 8.55	
						10.39							
					67.46	..... RIDGEWAY		24	8:00 a.m. to 5:00 p.m.			s 9.40	
						6.86							
					60.60	..... BLYTHEDALE		22	8:00 a.m. to 5:00 p.m.			s 10.10	
						11.29							
				F. R. Y. Yd.	49.31	..... GILES		18	No Office			s 11.00	L 12.40
						4.69							
				R. K. B. C. W.	44.62	..... DAVIS CITY	32	39	6:00 a.m. to 3:00 p.m.			A 11.30	s 1.15
						7.65							
					36.97	..... LEON		28	6:15 a.m. to 10:15 p.m.			s 1.45	
						4.67							
					32.30	..... CROWN		24	No Office				
						8.63							
					23.67	..... GARDEN GROVE		22	6:00 a.m. to 3:00 p.m.			s 2.15	
						6.75							
				W. Y. Yd.	16.92	..... HUMESTON	29	44	7:00 a.m. to 4:00 p.m.			s 2.45	
						5.78							
					11.14	..... DERBY		27	No Office			s 3.00	
						11.14							
				B. C. K. R. O. T. W. Y. Yd.	.0	..... CHARITON	Yard	Yard	Continuous			A 3.30	P. M.
				Daily Except Sunday								Daily Except Sunday	Daily Except Sunday
				5:43		..... SCHEDULE TIME						9:00	2:50
				25.1		..... AVERAGE MILES AN HOUR						11.1	17.4

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 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 subdivision, 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 Form C.

Hansell Spur track M, P. 34.47, Switch on north end, capacity two cars.

Spur track, M. P. 112, Switch on north end, Capacity two cars.

Gardner, Mo., M.P. 72.86, is flag stop for No's 111 and 112 for passengers.

Andover Mo. M. P. 53.21 is flag stop for No's 111, 112, 119, 124 and 126.

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

No. 117 will carry passengers between Giles and Humeston.

Chariton to St. Joseph—Subdivision—Southward.

ST. JOSEPH DIVISION.

TIME TABLE No. 65.

EFFECTIVE MARCH 20, 1949.

FIRST CLASS				Signs	Distance From St. Joseph Freight Yds. Miles	STATIONS	Office Open Sundays	Capacity of		SECOND CLASS			
		Daily Except Sunday Passenger	112					Siding	Other Tracks	118	124	126	
		- A.M. -		B. C. K. O. R. T. W. Yd.		... ST. JOSEPH FRT. YDS. ...	Continuous	Yard	Yard		P. M. A 3.55	P. M. A 3.35	
		A11.20		B. K. R. Y. Yd.	0.82	0.82 ... ST. JOSEPH U. S. ...	Continuous	Yard	Yard				
						0.48 St. J. Ter. Crossing (Grade) C. R. I. & P. Crossing (Grade)							
					1.40	0.10 C. R. I. & P. Crossing (Grade)							
		11.03		Yd.	2.80	1.40 ... ARNOLD'S SPUR ...	No Office		5				
		10.56		F.	6.90	4.10 ... LYMAN ...	No Office		20		3.10	2.55	
		s 10.45			14.77	7.87 ... COSEY ...	No Office		13		f 2.47	f 2.32	
		s 10.36			18.69	3.92 ... HELENA ...	No Office		23		f 2.35	f 2.15	
		s 10.24		W.	24.74	6.05 ... UNION STAR ...	Closed		33		s 2.15	s 1.55	
		s 10.11			31.72	6.98 ... KING CITY ...	Closed		35		s 1.55	s 1.30	
		s 9.59			37.60	5.88 ... FORD CITY ...	No Office		23		f 1.30	f 12.40	
		s 9.43			45.24	7.64 ... DARLINGTON Wabash Crossing (Grade)	Closed		25		f 1.10	f 12.15	
		9.38		F. Y.	47.52	2.28 ... ALBANY JUNCTION ...	No Office				1.05	P. M. - 11.55 9.40	
		s 9.35		C. K. R. W. Yd.	49.52	2.00 ... ALBANY ...	Closed		120		s 1.00	s 9.35	
		s 9.13			57.64	8.12 ... NEW HAMPTON ...	Closed		24		P. M. - s 11.45	s 8.30	
		s 8.55		W.	66.55	8.91 ... BETHANY ...	Closed		77		s 11.15	s 8.05	
		s 8.22			76.94	10.39 ... RIDGWAY ...	Closed		24		s 10.30	s 7.25	
		s 8.10			83.80	6.86 ... BLYTHDALE ...	Closed		22		s 10.10	s 7.05	
		s 7.50		F. R. Y. Yd.	95.09	11.29 ... GILES ...	No Office		13	- A.M. - A 9.25	s 9.30	s 6.25	
		s 7.00		R. K. B. C. W.	99.78	4.69 ... DAVIS CITY ...	Closed	32	39	s 9.05	L 9.15	L 6.10	
		s 6.45			107.43	7.65 ... LEON ...	Closed		78	s 8.50	- A.M. -	- A.M. -	
		f 6.27			112.10	4.67 ... CROWN ...	No Office		24				
		s 6.09			120.73	8.63 ... GARDEN GROVE ...	Closed		22		s 8.05		
		s 5.57		W. Y. Yd.	127.48	6.75 ... HUMESTON ...	Closed	29	44		s 7.45		
		s 5.43			133.26	5.78 ... DERBY ...	No Office		27		s 7.20		
		L 5.25 A.M.		B. C. K. R. O. T. W. Y. Yd.	144.40	11.14 ... CHARITON ...	Continuous	Yard	Yard		L 7.00 A.M.		
		Daily Except Sunday									Daily Except Sunday	Monday Wednesday Friday	Tuesday Thursday Saturday
		5:55 24.6				... SCHEDULE TIME ...					2:25 20.4	6:40 14.9	9:25 10.6
						... AVERAGE MILES AN HOUR ...							

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 Subdivision; train order signal does not govern trains originating at 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 Form C.

Hansell Spur track M. P. 34.47, Switch on north end, capacity two cars.

Spur track, M. P. 112, Switch on north end, capacity two cars.

Gardner, Mo., M.P. 72.86, is flag stop for No's 111 and 112 for passengers'

Andover Mo. M. P. 53.21 is flag stop for No's 111, 112, 119, 124 and 126.

No. 118 will carry passengers between Humeston and Giles.

No. 124 and No. 126 will carry passengers between Davis City and St. Joseph.

Albany Junction and Grant City—Subdivision.

ST. JOSEPH DIVISION.

TIME TABLE No. 65.

EFFECTIVE MARCH 20, 1949.

NORTHWARD				STATIONS	Distance from Albany Junction Miles	Capacity of Other Tracks	Office Open Week Days	SOUTHWARD					
SECOND CLASS								SECOND CLASS					
			Tuesday Thursday Saturday Way Frt.								Tuesday Thursday Saturday Way Frt.		
			127	Signs	Mile Post Location			128					
			A.M. L 9.50	F. R. Y.	65.75	..... ALBANY JUNCTION	No Office	A.M. A11.55					
			s 10.05		57.44	..... GENTRY	8:30 a.m. to 5:30 p.m.	s 11.35					
			s 10.25		52.06	..... WORTH	No Office	s 11.20					
			A10.50 A.M.	R. W. T.	45.65	..... GRANT CITY	8:30 a.m. to 5:30 p.m.	L11.05 A.M.					
			Tuesday Thursday Saturday					Tuesday Thursday Saturday					
			1:00 20.10			..... SCHEDULE TIME		0:50 24.1					
						..... AVERAGE MILES AN HOUR							

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

Manual Block System Rule 318-B in effect.

Rule 907 in effect. Rule 925 not in effect.

All Offices closed on Sundays.

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

No. 127 and No. 128 will carry passengers between Albany Jct. and Grant City.

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

Mt. Ayr and Giles—Subdivision

ST. JOSEPH DIVISION.

TIME TABLE No. 65.

EFFECTIVE MARCH 20, 1949.

NORTHWARD				STATIONS	Distance from Mt. Ayr Miles	Capacity of Other Tracks	Office Open Week Days	SOUTHWARD					
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS			
	Daily Except Sunday Way Frt.	Daily Except Sunday Passenger	Daily Except Sunday Passenger					Daily Except Sunday Passenger	Daily Except Sunday Passenger	Daily Except Sunday Way Frt.			
	117			Signs	Mile Post Location			114	116		118		
	A.M. L 11.30			T. R. W.	23.40	..... MT. AYR	26	8:30 a.m. to 5:30 p.m.			A.M. A11.00		
	s 11.59 P.M.				12.48	..... KELLERTON	10.92	8:30 a.m. to 5:30 p.m.			s 10.30		
	s 12.30	P.M.	A.M.	R.	2.89	..... LAMONI	20.51	7:15 a.m. to 4:15 p.m.	A 7.20 A.M.	P.M. A 9.13	s 10.00		
	A 12.40 P.M.	A 9.28 P.M.	A 7.50 A.M.	F. R. Y.	0.	..... GILES	23.40	No Office	L 7.10 A.M.	L 9.03 P.M.	L 9.25 A.M.		
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday						Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		
	1:10 20.0	0:08 21.8	0:10 17.3			..... SCHEDULE TIME		0:10 17.3	0:10 17.3	1:35 14.7			
						..... AVERAGE MILES AN HOUR							

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.

All Offices closed on Sundays.

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

No. 117 and No. 118 will carry passengers between Giles and Mt. Ayr.

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

Amazonia and Creston—Subdivision.

ST. JOSEPH DIVISION.

TIME TABLE No. 65.

EFFECTIVE MARCH 20, 1949.

NORTHWARD				Signs	Mile Post Location	STATIONS	Distance from Amazonia Miles	Capacity of Other Tracks	Office Open Week Days	SOUTHWARD			
SECOND CLASS		FIRST CLASS								FIRST CLASS		SECOND CLASS	
Daily Except Sunday Mixed		Daily Passenger								Daily Passenger		Daily Except Sunday Mixed	
85		31								30		84	
A.M. L 10.05		P.M. L 5.50		R.	95.67	.....AMAZONIA.....		13	9:45 a.m. to 1:45 a.m.	A.M. A 10.10		P.M. A 7.45	
s 10.30		s 6.05			90.14	.....SAVANNAH.....	5.53	109	8:30 a.m. to 5:30 p.m.	s 9.58		s 7.20	
s 10.55		s 6.19		W.	82.72	.....ROSENDALE.....	12.96	13	8:30 a.m. to 5:30 p.m.	s 9.41		f 6.55	
s 11.20		s 6.31			77.92	.....BOLCKOW.....	17.76	17	8:30 a.m. to 5:30 p.m.	s 9.31		f 6.31	
s 11.40		s 6.43			73.48	.....BARNARD.....	22.19	22	8:30 a.m. to 5:30 p.m.	s 9.22		f 6.15	
f 11.59 P.M.		s 7.00			65.85	.....ARKOE.....	29.82	25	No Office	s 9.06		f 5.50	
s 12.30		s 7.20			59.50	.....MARYVILLE.....	36.17	77	8:00 a.m. to Noon 3:15 p.m. to 5:00 p.m.	s 8.55		s 5.25	
s 12.45		s 7.34			52.17	.....PICKERING.....	43.50	27	8:15 a.m. to 5:15 p.m.	s 8.37		s 4.20	
s 1.30		s 7.48			45.03	.....HOPKINS.....	50.64	52	8:00 a.m. to 5:00 p.m.	s 8.25		s 4.00	
s 2.30		s 8.05		W.	35.18	.....BEDFORD.....	60.49	76	7:45 a.m. to 4:45 p.m.	s 8.07		s 3.30	
s 3.00		s 8.20			27.62	.....CONWAY.....	68.05	25	7:30 a.m. to 4:30 p.m.	s 7.52		s 3.00	
f 3.15		8.25		F.	24.78	.....MERLE.....	70.89	31	No Office	7.46		s 2.45 s 2.00	
s 3.50		s 8.41			17.27	.....LENOX.....	78.40	52	7:15 a.m. to 4:15 p.m.	s 7.34		s 1.40	
s 4.20		s 8.54			9.35	.....KENT.....	86.32	16	No Office	s 7.20		f 1.20	
A 4.45 P.M.		A 9.15 P.M.			0.	.....CRESTON.....	95.67	Yard	Continuous	L 7.05 A.M.		L 1.00 P.M.	
Daily Except Sunday		Daily								Daily		Daily Except Sunday	
8:40 14.3		3:25 28.7				.....SCHEDULE TIME.....				3:05 31.0		8:45 11.7	
						.....AVERAGE MILES AN HOUR.....							

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 Creston or Amazonia. Conductors and Enginemen must have clearance Form A when operator on duty.

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

Nos. 30 and 31 have no timetable superiority between passenger depot and yard limit board, Creston, and must move at restricted speed between these points.

Nos. 84 and 85 will carry passengers between Creston and Amazonia.

Sundays: Creston continuous, Amazonia open 9:45 a. m. to 12:45 p. m.; other offices closed.

Merle and Clearfield—Subdivision

ST. JOSEPH DIVISION.

TIME TABLE No. 65.

EFFECTIVE MARCH 20, 1949.

EASTWARD				Signs	Mile Post Location	STATIONS	Distance from Merle Miles	Capacity of Other Tracks	Office Open Week Days	WESTWARD			
SECOND CLASS										SECOND CLASS			
		Monday Wednesday Friday Mixed										Monday Wednesday Friday Mixed	
		82								83			
		P.M. L 2.00		F Yd.	196.0	.....MERLE.....		31	No Office	P.M. A 2.45			
		A 2.16		Yd.	189.7	.....CLEARFIELD.....	6.3	27	8:30 a.m. to 5:30 p.m.	L 2.25			
		P.M. 0:18 23.8				.....SCHEDULE TIME.....				P.M. 0:20 18.9			
						.....AVERAGE MILES AN HOUR.....							

Yard Limits Extend Merle to Clearfield.

No train order signal Clearfield. Train and Enginemen must have Clearance Form A when operator on duty.

Nos. 82 and 83 will carry passengers between Merle and Clearfield.

Clearfield office closed on Sundays.

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 or engines with cabooses must approach all hazardous road crossings where the view is obscured, prepared to stop and must run at restricted speed approaching and on curves and where view is obscured, between 6:30 A. M. and 6:30 P. M. 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.

Gas-electric motor cars running backward must not exceed a speed of 10 miles an hour above the speed authorized for engines running backward on that sub-division.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided. Freight cars equipped for handling in passenger trains will be considered the same as standard passenger equipment.

Steam passenger trains operating on Zephyr schedules must reduce speed to 10 miles below speeds for Diesel-operated Zephyr trains as authorized on page 15 and indicated by wayside zone and curve posts. Such trains must observe speed restrictions for other than Diesel-powered Zephyr trains when passing through turnouts or crossovers, or over track or bridges covered by slow order, unless modified by train order.

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.P.H.

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.

Diesel and Gas-electric motor trains and engines must not pass through water if the water is more than three inches above top of rail and when passing through water, speed must not exceed 3 miles per hour to prevent damage to traction motors.

The following speed restrictions will govern when handling steam derricks:

TERRITORY	250 Ton Wrecking Derrick 204375	Other Steam Derricks Under 150 Tons
Murray-St. Joseph	30 MPH	30 MPH
St. Joseph-Pacific Jct.	30 MPH	30 MPH
East Leavenworth-Leavenworth	Must not operate	15 MPH
Atchison-Armour	"	15 MPH
Amazonia-Creston	"	15 MPH
Merle-Clearfield	"	15 MPH
Bigelow-Clearmont	"	15 MPH
Corning-Villisca	"	15 MPH
St. Joseph-Chariton	"	15 MPH
Albany Jct.-Grant City	"	15 MPH
Giles-Mt. Ayr	"	15 MPH
Clarinda-Shambaugh	"	15 MPH

LOCATION	Passenger, Trains M. P. H.	Freight Trains M. P. H.
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KANSAS CITY AND ST. JOSEPH SUBDIVISION

Maximum speed	65	50
Between Ustick and Beverly	59	50
Between Armour and St. Joseph both tracks	45	45
Steam 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	15	15
Trailing movement through spring switch at Block 4	15	15
Front end of northward trains over C. G. W. crossing Beverly	20	20
Through crossover Beverly and Armour	25	25
Through crossover Weston and Block 36	40	40
Through turnout end of double track M. P. 41.89	40	40
On curve on Southward track M. P. 45.50	40	40

ST. JOSEPH AND PACIFIC JCT. SUBDIVISION

Maximum speed	65	45
Napier to Pacific Jct.	59	45
Steam Engines running backward	20	20
Between Middle Yard Office, St. Joseph and St. Joseph Union Station connection at Sixth Street	10	10
Between Mile Post 64.00 and Mile Post 65.25	35	25
M-2-A and M-4-A engines over bridges 72.51-A and 72.63-A	10	10
Over Bridge 77.54	50	40
Through north crossover Napier	40	40
Around curve Mile Post 141.75	50	40
500 feet from railroad crossing, Pacific Jct.	15	15
No. 22 through Langdon and Forest City to Dispatch Mall	20	15

LEAVENWORTH AND EAST LEAVENWORTH SPUR TRACK

Maximum speed between East Leavenworth and Stillings Jct.	25	25
Steam Engine	15	15
Over Missouri River Bridge	6	6
Steam Engines running backward, handling trains	15	15
Steam Engines running backward, except as above	10	10

ATCHISON AND ARMOUR SUBDIVISION

Maximum speed	30	30
Steam Engine	20	20
Over Missouri River Bridge	15	15
Steam Engines running backward, handling trains	20	20
Steam Engines running backward, except as above	10	10

BIGELOW AND CLEARMONT SUBDIVISION

Maximum speed	25	25
M. P. 20 to Clearmont	20	20
Steam Engine	25	10
Steam Engines running backward	10	10
K-4 and K-10 engines over Bridge N-1.24	20	20
1000 H. P. Diesel motors over Bridge N-1.24	10	10
4050, 5400 and 6000 H. P. Diesels over bridges N-1.24 and N-19.48	10	10
Handling loaded tank cars and 30 yard air dump cars in 202800-202849 series:		
Between Maitland and Clearmont		20

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUB-DIVISIONS		
All crossovers and turnouts not otherwise specified	10	10
Through sidings	Restricted Speed	Restricted Speed
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 shovels, pile drivers:		
Main Line		30
Branch Line		15
See Special Instruction 7.		
B, S-4 or S-4-A engines with drivers blocked up	40	40
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
20 yard air dump cars in 202650-202799 series, loaded or empty, in rear of train when possible		25
Loaded 30 yard air dump cars in 202800-202849 series, in rear of train when possible:		
Main Line		35

SPEED RESTRICTIONS, (CONCLUDED)

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
CORNING AND VILLISCA SUBDIVISION		
Maximum speed	35	25
Steam Engine	25	10
Steam Engines running backward	10	10
Front end of trains over 16th St. crossing Clarinda	10	10
4050, 5400 and 6000 H. P. Diesels over bridge N-66.68	10	10
MT. AYR AND GILES SUBDIVISION		
Maximum speed	35	25
Steam Engine	25	10
R Engine	20	20
Front end of northward trains over highway crossing Mile Post 18	15	15
Steam Engines running backward, handling trains between Giles and Lamon	20	15
Steam Engines running backward, except as above	10	10
ST. JOSEPH AND CHARITON SUBDIVISION		
Maximum speed	45	45
Between Mile Posts 0.83 and 4.00	40	30
Between Mile Posts 4.00 and 142.00	30	15
Steam Engine	15	10
R and S engines over Bridge S-138.33	10	10
4050, 5400 and 6000 H.P. Diesels over bridge S-138.33	20	20
Steam Engine running backward, handling train, between Mile Posts 0.83 and 4.00: Albany and Albany Jct.; Davis City and Giles	10	10
Steam Engines running backward, except as above	10	10
Over highway No. 85 crossing M.P. 94.40	10	10
Speed restrictions shown on Page 14 are modified between Mile Posts 0.83 and 4.00 as follows:		
Handling scale test cars (must be handled next ahead of way car)	25	25
Handling clamshells	25	30
Handling steam shovels, pile drivers	30	35
Handling loaded air dump cars in 202800-202849 Series	25	25
Engines under steam, disconnected on one side with main rod down	25	25
ALBANY JCT. AND GRANT CITY SUBDIVISION		
Maximum speed	35	25
Steam Engine	25	20
R Engines	20	10
R and S Engines over Bridge G-50.17	10	15
Steam Engines running backward, handling trains	20	10
Steam Engines running backward, except as above	10	10
CRESTON AND AMAZONIA SUBDIVISION		
Maximum speed	40	30
Steam Engine	30	10
Steam 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	25
Around curves between Arkoe and Barnard	35	20
Between Mile Post 71.90 and 72.35	20	15
Over slides between Mile Post 68.38 and 68.76	15	5
Front end of southward trains over highway crossing at Mile Post 67.08	5	10
Front end of trains over crossing two hundred feet south of freight house Maryville	10	30
R-4 and R-5 engines over Bridge 58.87	30	10
Heavier than R-4 and R-5 engines over Bridge 58.87	10	5
Around curves on Cudahy Pkg. plant track Bedford	5	25
Handling loaded tank cars and loaded 30 yard air dump cars in 202800-202849 series; Between Amazonia and Arkoe	25	25
Between Bedford and Creston	25	10
MERLE AND CLEARFIELD SUBDIVISION		
Maximum speed	15	15
Steam Engines running backward handling trains	15	10
Steam Engines running backward except as above	10	10

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 one mile from point of curve, or point where zone speed changes.

SPEEDS OF ZEPHYR TYPE MOTOR TRAINS					
Northward MPH			Southward MPH		
ZONE	OTHER	CONDITION	MP LOCATION	ZONE	OTHER
59	.....		2.00 to 27.36	59	.....
75	.....		27.36 to 44.00	75	.....
.....	25	*Turnout	Beverly	.....	.....
.....	20	*C.G.W. Crossing	Beverly	.....	.....
.....		*Crossover	Weston	.....	50
.....	50	*Turnout	Block 36	.....	.....
.....		*Crossover	Armour	.....	40
.....		*Turnout	Armour	.....	50
70	.....		44.00 to 48.00	70	.....
75	.....		48.00 to 58.50	75	.....
50	.....		58.50 to 61.50	50	.....
25	.....		61.50 to 64.00	25	.....
50	.....		64.00 to 65.25	50	.....
75	.....		65.25 to 97.00	75	.....
.....	50	*Bridge	77.54	.....	50
.....	50	*Turnout	Napier	.....	.....
.....		*Crossover	Napier	.....	40
59	.....		97.00 to 172.60	59	.....
.....	50	Curve	141.75	.....	50
.....		*Mail	McPaul	.....	50
.....	40	*Yard	Pacific Jct.	.....	40

*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.

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, and must not exceed speed designated for other passenger trains over track and bridges covered by slow orders.

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—CENTRALIZED TRAFFIC CONTROL

CENTRALIZED TRAFFIC CONTROL—An automatic block system upon which is superimposed manual control of certain signals and switches, which manual control is exercised by train dispatcher, or operator acting upon authority of train dispatcher.

DUAL-CONTROL SWITCH—A switch equipped with dual-controlled switch mechanism which is provided with a hand-throw lever and a selector so arranged that when selector lever is operated, the control of switch will be transferred from the power-operated switch machine to the hand-throw lever, or from the hand-throw lever to the power-operated switch machine.

STOP SIGNAL—A fixed signal at the entrance to a route or block which is controlled both manually and automatically, and designated by the absence of a number plate.

TAKE-SIDING SIGNAL—A fixed signal located on and near the base of the signal mast authorizing movement to siding.

LEAVE-SIDING SIGNAL—A low fixed signal, located near clearance point of siding, authorizing movement to main track and indicating condition of block.

CONTROLLED ELECTRIC SWITCH LOCK—A controlled, electrically operated mechanism with indicator that locks a switch in its normal position until released from the CENTRALIZED TRAFFIC CONTROL office. Controlled electric switch locks are designated by the letter, "C" on door of case.

AUTOMATIC ELECTRIC SWITCH LOCK—An automatic, electrically operated mechanism with indicator that locks a switch in its normal position when block conditions on main track are such that it would be unsafe to reverse or use switch. Controlled Electric Switch Locks are designated by the letter "C" on door of case.

CONTROLLED SIDING—A siding having a dual controlled-switch at each end, protected by Stop or Take-siding signal, all of which are under control of the train dispatcher.

CENTRALIZED TRAFFIC CONTROL is in effect on portions of the road so specified in time table or bulletin. Limits of CENTRALIZED TRAFFIC CONTROL are further identified by roadway signs located at the entrance to or passage from that portion of the road on which the system is in effect.

515. Within CENTRALIZED TRAFFIC CONTROL Limits, signals will govern the use of blocks and movement over controlled switches; and, unless otherwise provided, their indications supersede timetable superiority and take the place of train orders. They do not dispense with the use or observance of other signals whenever or wherever they may be required.

516. **AUTOMATIC INTERMEDIATE BLOCK SIGNALS** govern the use of intermediate blocks between controlled sidings and may be Stop-and-proceed, or grade signals. Automatic block system rules are in effect for intermediate blocks governed by such signals. Stop-and-proceed signals are designated by number plate, and grade signals by purple marker.

517. Enginemen and trainmen must comply with the signal indications and also with the instructions of the train dispatcher, in all movements made within CENTRALIZED TRAFFIC CONTROL limits.

518. When a train is delayed at a stop-signal and cause is unknown, or in case of an unusual delay, conductor or engineman must notify train dispatcher at once.

519. When a train is stopped by a Stop-signal it must stay until authorized to proceed.

520. When a Stop-signal does not clear and it is possible to communicate with the train dispatcher and the train dispatcher knows that there is no opposing train in the block, instructions may be issued to proceed under authority of Clearance Form F.

521. When a train or engine is authorized to pass a Stop-signal, which fails to clear, with a Clearance Form F, trainman or engineman must examine the switch points and observe them until leading truck of engine or car has passed the signal 50 feet.

522. Trains stopped or delayed after having passed intermediate signal displaying a clear indication, must approach the next signal at restricted speed until indication of governing signal can be determined.

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

524. **CONTROLLED SIDINGS** are not protected by signals between clearance points. Trains must move at restricted speed, not exceeding speed authorized by timetable through turnouts and on sidings.

525. When trains meet within CENTRALIZED TRAFFIC CONTROL limits, and it is not necessary to stop for opposing train, headlight will be dimmed instead of extinguished when on siding, and opposing train may pass same, and be governed by signal indication.

526. When stopping at a signal, no part of train or engine should pass the signal.

527. A train or engine entering a block between signals, on authority of train dispatcher, must be protected as required by the rules and must proceed at restricted speed to the next governing signal.

528. A train or engine or cars on sidings or other tracks must stand clear of insulated joints placed in the track at the clearance point. When a train or engine enters a siding or other track, the main track switch must be kept open until the entire train has passed the insulated joints at the clearance point.

Trains or engines proceeding from sidings or other tracks, must remain clear of insulated joints at the clearance points on such tracks until the main track switch has been opened.

529. A train or engine having passed beyond the limits of a block must not back into that block, except by permission from the train dispatcher.

530. In foggy or stormy weather, enginemen must approach all signals with great care, prepared to comply with the indication displayed.

531. When a work extra is authorized within CENTRALIZED TRAFFIC CONTROL limits, the train dispatcher will instruct conductor either the time and place the work extra must be clear for other trains or the time to call on telephone for further instructions.

The levers controlling signals and switches at each end of the working limits must be blocked and no other train or engine permitted to enter the working limits until the work extra is clear.

Flag protection will not be required within the working limits except on two or more tracks where other tracks may be obstructed.

532. To operate a dual-control switch by hand, or to make any switch movements over a dual-control switch, trainmen or enginemen must secure permission from the train dispatcher. When permission (including time and working limits) is granted, enginemen must be notified and switch must be operated by hand in the following manner:

1. Unlock switch lock on dual-selector lever.
2. Move dual-selector lever from position marked "POWER" to position marked "HAND."
3. In addition to above, when necessary to reverse the switch points, throw switch in regular manner with lever provided for that purpose.

If additional time is required, permission must be secured from the train dispatcher before the time limit has expired.

When time limit has expired or work is completed, switch must be restored to position in which originally found, and engineman notified. Train dispatcher must be advised of the location of train or engine, and the next movement desired.

When a dual-control switch is being operated by hand, or dual-selector lever is on position marked "HAND," signal indications governing movements over such switch are suspended.

The permission granted by the train dispatcher to operate a dual-control switch by hand does not authorize any part of the train or engine to move beyond the designated working limits, nor does it authorize movement over such switch except on hand signal from trainman or engineman stationed at the switch.

The selector and hand-throw lever must not be forced. They will move easily when in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for the siding when hand operation started, it must be again lined for siding before selector lever is restored to "POWER" position.

533. When hand-operated switches are equipped with electric locks, trainman or engineman must obtain permission from the train dispatcher before using. Switches must be operated as follows:

1. Unlock and open door of case.
2. If the indicator shows the word "UNLOCKED," turn crank to the left until it is against its stop block, then throw switch.

When finished using switch, proceed as follows:

1. Place the switch in its normal position and lock.
2. Turn the crank of electric lock to the right until it is against its stop block.
3. Close and lock door of case.
4. Call the train dispatcher and report the completion of movement and that switch is properly locked.

534. When a train or engine is occupying the main track and has permission to operate a switch equipped with Automatic Electric Switch Lock, the leading truck of engine or car must be less than one rail length ahead of switch before Electric Switch Lock can be operated.

535. When a train or engine is using a hand-operated switch equipped with Electric Switch Lock, and the head end of train has entered the siding and portion of train is left on the main track, the Electric Switch Lock lever MUST BE LEFT REVERSED until the head end of train has again returned to the main track. It must return to the main track through the same switch, as Electric Switch Lock on opposite end of track cannot be operated under these conditions. This applied to either Controlled or Automatic Electric Switch Lock.

536. Drop switches must not be made over power-operated switches.

537. Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which the movements are governed by signal indication, except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

SPECIAL INSTRUCTIONS

Master Mechanic, H. E. Logan, St. Joseph.
 Train Master, J. W. Terrill, St. Joseph.
 Assistant Train Master, C. Starks, Albany, Mo.
 Road Foreman, C. L. Talbott, St. Joseph.
 Chief Dispatcher, F. E. French, St. Joseph.
 Night Chief Dispatcher, J. A. Wilson, St. Joseph.

Train Dispatchers—

J. E. Bell	L. Humphrey
H. G. Anderson	C. B. Bevington
R. P. Carter	L. D. Pettet

1. Between Napier and Pacific Jct. second class and extra trains and yard engines 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 passengers or caretakers on their train.

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

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."

Under Rule 318-B positive blocks must be maintained behind passenger and troop trains. Freight trains must not move to a non-communicating station to be passed by a passenger or troop train except in case of emergency.

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 and Centralized Traffic Control at restricted speed, where distant signals are not provided for such movements.

. USE OF TRACK.

Spur track, 5.63 miles in length extends between Clarinda and Shambaugh, Rule 908 in effect.

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 automatic signals and rules of C.G.W.R.R.

At Leavenworth S and heavier engines must not use bridge No. 1 at 7th Street, south of freight house.

Conductors and Enginemen of trains moving from Leavenworth for road movement beyond East Leavenworth must obtain Clearance Form A from Operator at Freight House Leavenworth before entering main tracks at East Leavenworth, unless Clearance Form A authorizing such movement has been previously received.

Trains must approach Mo. Pac. crossing at Fourth Street and Un. Pac. crossing on Fifth Street, St. Joseph, at restricted speed and be governed by signal from switch tender and will move against current of traffic from Francis Street to Middle Yard, southward, by signal indications and from Middle Yard to Francis Street northward, and between Middle Yard and Cedar Street on Instructions from switch tenders, on authority of Yardmaster or Train Dispatcher.

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

Special Instructions for movement through this interlocking when signals cannot be cleared will be found in the telephone boxes, located east of C.B. & Q. main track, north of the Union Terminal Crossing and at northward signal south of the crossover. Train or enginemen will promptly communicate with Train Dispatcher and when so instructed may proceed by stop signal, examining switches and derails in route designated, assuring themselves they are in proper position.

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 Train 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, also stock, elevator, and runaround tracks at Payne, and stock track and Creston Div. tracks at Hamburg. 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. M engines may use north-end of house track, Weston, between north switch and north end of depot.

Track centers, Florence Yard, St. Joseph 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.

O-2-A and O-3, engines must not use St. Joseph Union Depot Company's tracks between Monterey Street and 6th Street, except may use tracks 5 and 6.

Freight and Passenger Diesel engines may operate on any siding, yard or station track where O-1-A engines operate.

USE OF TRACKS AT NAPIER.

Northward St. Joseph Division trains unable to proceed beyond end of double track without additional authority under the rules, after receiving yellow signal from operator, as prescribed by Rule 12 (c), may proceed at restricted speed on single track to train order office and there be governed by train orders.

Northward Wymore Division trains moving with the current of traffic must stop south of 3-arm signal N-97.1 and not cross over, or if moving against the current of traffic, must not proceed beyond north switch of south crossover to junction switch until yellow signal, as prescribed by Rule 12 (c), has been received from Operator. Trains receiving this signal may proceed at restricted speed onto single track leading to Wymore Division tracks to train order office and there be governed by time-table authority or train orders.

Eastward Wymore Division trains must not proceed beyond end of Wymore Division double track until yellow signal, as prescribed by Rule 12 (c), has been received from Operator. Trains receiving this signal may proceed at restricted speed to train order office and there be governed by time-table authority or train orders.

Operator must receive authority from train dispatcher before giving signal to advance trains as authorized above.

Trains making yard movements must not block single track between Junction switch south of depot and Wymore Division tracks without authority from the Operator. All main track switches, except those listed below, will be handled by the Operator:

North switch of northward siding.

North switch of No. 4 track.

South switch of southward siding

These instructions do not modify the requirements of Rule 93.

SPECIAL INSTRUCTIONS (CONTINUED)

4. Trains must be identified at meeting or waiting point.

5. 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, and Amazonia junction switch and crossover. 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, or Amazonia, also Northward trains using crossover at Illinois Ave. South St. Joseph, will be governed by Rule 513.

6. 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.

7. Derricks, pile drivers, steam shovels, clamshells and other similar equipment moved in trains, other than work trains, upon their own wheels. Leads must be lowered and securely fastened, booms disconnected, boom end and leads trailing, and boom loaded so as to be entirely free of swinging features. They must be inspected for safe side and top clearance, and should be separated from the engine by at least two cars when practicable. Company service steam wrecking derricks having specially designed idler cars are excepted.

Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat cars or other open-top cars with booms connected and handled in 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.

Spreaders to be handled in trains other than work trains must have all movable parts properly secured and when practicable must be turned in the direction in which they are normally operated.

8. 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.

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

Employees handling spring switch hand throw levers must keep body in clear of lever until it has reached the center position when releasing the latch on hand throw lever.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

10. 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.

11. 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.

Under Rule 908, trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

12. 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.

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher.

13. Rule 914 of the Book of Rules of the Operating Department is modified as follows:

"A yellow signal on the right of the track indicates that the track one mile distant is safe for a speed of but 10 miles an hour, unless otherwise directed by train order. Where the one mile requirement will place the yellow signal between the switches of a siding, the signal will be carried back in advance of the siding switch.

A green signal on the right of the track signifies that the slow track has been passed, and the usual speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear end."

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

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. 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."

17. 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 fuses, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fuses 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 fuses 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.

18. 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.

19. The use of cupola lights will be discontinued and that part of Rule D-19 of Rules of the Operating Department reading: "A red light to the rear and a green light to the front must be displayed in cupola of cabooses while on main track" is abolished.

20. Rule 919 is modified to permit the use of a white electric lantern; the red lantern must be oil-burning.

21. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

22. The night signals to be used under Rule 906 are modified as follows; Hot Journals—Stop signal followed by lamp swung in small vertical circle. Brakes sticking—Stop signal followed by lamp in sliding movement out from body.

23. When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate line up; and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified, enginemen will keep a sharp lookout for track cars and use the whistle freely.

SPECIAL INSTRUCTIONS (CONCLUDED)

24. Rule 1047 of the Book of Rules of the Operating Department is modified as follows:

"Assist passengers, especially women, children and infirm persons, in entering and leaving the cars, or in passing from one car to another, giving special attention to their safety. Direct them on which side to leave the train, and see that platform gates and vestibule doors are opened and closed, as convenience and safety require. Do not leave the gates or car platforms until train has cleared the station platform. While the train is waiting at a station, remain at the car steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use step boxes where necessary."

25. The headlight of diesel and gas-electric engines must be burned dim during daylight hours when in road service.

26. Red fuses will be used only in complying with the requirements of Rule 99 or for emergency stop signal. Yellow fuses will be used in giving signals as prescribed by Rules 12 (a) to 12 (g) inclusive, when weather conditions, or length of train make it impracticable to pass hand or lamp signals.

27. On single track, unless movement is made from siding on signal indication, protection must be provided as prescribed by Rule 99 before switch is operated or main track fouled. This applies to both hand operated and spring switches.

28. OSCILLATING EMERGENCY RED HEADLIGHTS. Enginemen operating engines equipped with oscillating emergency red headlights will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, fouling an adjacent track, the emergency red headlight must immediately be displayed. The red headlight is displayed and the white headlight extinguished automatically by an emergency application of the air brakes. Should the automatic feature fail to function, the engineman must display the red light manually. When safety and the rules will permit the light will be extinguished manually.

The OSCILLATING EMERGENCY RED REAR END LIGHT will be displayed automatically by an emergency application of the air brakes, or manually when operating under Rule 917. Should the automatic feature fail to function from an emergency application of the air brakes a trainman will display the light manually but under no circumstances will he permit the manual operation of the light to delay complying with Rules 99 and 102. When displayed, and safety and the rules will permit, the light will be extinguished manually.

Engineman on an approaching train, observing the emergency red light displayed, must stop immediately and must not pass the red light until it has been ascertained that track is safe and clear for the movement of train.

This rule is in effect at all hours.

THE USE OF THE EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM FULL COMPLIANCE WITH RULES 99 AND 102.

When switching is to be done, cars or engines must not be coupled to the end of a car to which a portable emergency red rear end light is applied unless it is known positively that there is ample clearance to avoid damage to the light.

Enginemen and trainmen on trains or engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights

29. OPERATION OF ELECTRO-PNEUMATIC STRAIGHT AIR AND AUTOMATIC AIR BRAKES ON TRAINS EQUIPPED WITH BOTH

Electric connectors and straight air hose must be connected between all cars and the engine; cutout cocks must be open in the straight air pipe and electric connectors securely fastened in the receptacles in order for the electro-pneumatic brake to function properly.

Electro-pneumatic air brake connectors must not be disconnected while train is in motion.

Complete tests of both types of brakes must be made at initial terminal of the train.

Air brake tests at initial terminals of the train will be made by mechanical department inspectors; Conductor and Engineman will be issued an Air Brake Clearance Form K by mechanical department inspector showing the number of cars in train, and whether the brakes are to be operated with the electro-pneumatic or automatic air.

Should the electro-pneumatic brake become defective after leaving its initial terminal, the train must be stopped and a standing test made of the automatic air brake as prescribed by Rule 1314, after which the train may proceed, making a running test. When this change is made Conductor and Engineman will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signature. This will supersede instructions on the original Clearance Form K.

When a train leaves its initial terminal operating with automatic air brakes or when the operation of brakes is changed enroute, Superintendents and Master Mechanics of Division over which the train will operate must be advised.

The last Air Brake Clearance Form K issued must be kept on display in engine cab until train arrives at its final terminal. Conductor must keep the last Clearance Form K issued on display until train arrives at its final terminal and will notify other members of train crew the type of brakes with which the train is being operated.

Should mechanical department inspectors be able to correct defects in the electro-pneumatic brake enroute, a standing test must be made as prescribed by Rule 1314 and if electro-pneumatic air brake is found to be working properly, Conductor and Engineman will be advised and a new Air Brake Clearance Form K issued, after which train may proceed, making a running test.

TRAIN AND ENGINEER MUST NOT CHANGE FROM AUTOMATIC AIR OPERATION TO ELECTRO-PNEUMATIC OPERATION ON THE ROAD UNLESS AUTHORIZED BY AIR BRAKE CLEARANCE FORM K.

30. Rule 922 of the Book of Rules of the Operating Department is modified to read as follows:

"Cars containing explosives must be placed near the middle of train, 2 or more such cars may be placed together if desired. They must be at least 16 cars from the engine or occupied caboose, when length of train will permit.

"In local freight trains, to avoid the dangers of otherwise unnecessary switching at way stations, cars containing explosives may be placed not closer than the second car from the caboose or the second car from the engine."

31. Where it is necessary to cross a train over in non-automatic territory and authority for such movement is to be given at the point where the train is to cross over, it should be understood that, unless the movement is governed by signal indication or the train has advance information of the movement to be made, the train must first be brought to a stop before the crossover switches are lined.

32. ATCHISON AND EASTERN BSIDGE CO. AT ATCHISON, KANSAS.

Movement of trains will be governed by signal indications. Signals are two position color light type (normal position stop).

Color	Indication	Name
Red	Stop	Stop signal
Green	Proceed	Clear signal

Eastward is from Missouri to Kansas, Westward is from Kansas to Missouri.

Eastward trains from CB&Q and westward trains on Union Depot Track No. 5 after entering clearing section should receive proceed indication provided the route is unoccupied.

Eastward trains on CRI&P should receive proceed indication after entering clearing section and junction switch has been reversed provided the route is unoccupied.

Westward trains from Union Depot Track No. 3 and 4 will be by a signal located 48 feet west of CB&Q crossing. The signal will indicate proceed after entering clearing section and junction switch has been reversed provided the route is unoccupied.

Westward trains from Mo. Pac. bridge connection will be governed by a signal located at clearance point of switch. This signal will indicate proceed after switch has been reversed provided the route is unoccupied.

Clearing sections are marked by yellow rail joints. Should signal fail to indicate, proceed after waiting five minutes, and no move is evident, a train may proceed when preceded by a trainman of their train to the opposing signal, expecting to find broken rail, switch improperly set, bridge locked, draw span open or crossing gate improperly set.

33. STILLINGS-LEAVENWORTH AUTOMATIC SIGNAL PROTECTION

1. All trains and engine movements between junction switch Stillings and west end of River Bridge Leavenworth will be governed by automatic signals of the color light type, and will be made under control.

2. CGW-CB&Q main track junction and west end of Stillings passing track will be provided with standard hand operated switches and switch lamps; switches to be normally set for Great Western main track movements.

3. CGW westward trains and engines will be governed by approach signal (Rule 501-D) located 6000 feet east of junction switch Stillings and two-position automatic signal (Rule 501-A and 501-B) located 200 feet east of junction switch Stillings.

4. CB&Q westward trains and engines will be governed by approach signal (Rule 501-D) located 4000 feet east of junction switch Stillings and two-position automatic signal located 200 feet east of junction switch Stillings Normal indication of signal will be "STOP" (Rule 501-A). After stopping at signal, junction switch, Stillings, engines or cars must not foul CGW main track until it is seen there is no train approaching from either direction. If no train approaching from either direction junction switch may be operated and movement made according to signal indication (Rule 501-A and 501-B).

5. All CGW and CB&Q eastward train and engine movements will be governed by two-position automatic stop signal (Rule 501-A and 501-C) located at west end of River Bridge Leavenworth.

6. When signals found in stop position and no train or engine movement is evident, after waiting five minutes, train or engine may proceed upon authority of Operator Leavenworth tower, or when preceded by a flagman, to opposing signal, expecting to find broken rail, switch improperly set, bridge locked, draw span open, or other obstruction.

ST. JOSEPH DIVISION

1. The first of the three divisions of the St. Joseph Division is the Division of the St. Joseph Division. It is the largest of the three divisions and is the most important. It is the largest of the three divisions and is the most important. It is the largest of the three divisions and is the most important.

2. The second of the three divisions of the St. Joseph Division is the Division of the St. Joseph Division. It is the second largest of the three divisions and is the second most important. It is the second largest of the three divisions and is the second most important.

3. The third of the three divisions of the St. Joseph Division is the Division of the St. Joseph Division. It is the smallest of the three divisions and is the least important. It is the smallest of the three divisions and is the least important.

4. The fourth of the three divisions of the St. Joseph Division is the Division of the St. Joseph Division. It is the fourth largest of the three divisions and is the fourth most important. It is the fourth largest of the three divisions and is the fourth most important.

5. The fifth of the three divisions of the St. Joseph Division is the Division of the St. Joseph Division. It is the fifth largest of the three divisions and is the fifth most important. It is the fifth largest of the three divisions and is the fifth most important.

6. The sixth of the three divisions of the St. Joseph Division is the Division of the St. Joseph Division. It is the sixth largest of the three divisions and is the sixth most important. It is the sixth largest of the three divisions and is the sixth most important.

7. The seventh of the three divisions of the St. Joseph Division is the Division of the St. Joseph Division. It is the seventh largest of the three divisions and is the seventh most important. It is the seventh largest of the three divisions and is the seventh most important.

8. The eighth of the three divisions of the St. Joseph Division is the Division of the St. Joseph Division. It is the eighth largest of the three divisions and is the eighth most important. It is the eighth largest of the three divisions and is the eighth most important.

9. The ninth of the three divisions of the St. Joseph Division is the Division of the St. Joseph Division. It is the ninth largest of the three divisions and is the ninth most important. It is the ninth largest of the three divisions and is the ninth most important.

10. The tenth of the three divisions of the St. Joseph Division is the Division of the St. Joseph Division. It is the tenth largest of the three divisions and is the tenth most important. It is the tenth largest of the three divisions and is the tenth most important.

11. The eleventh of the three divisions of the St. Joseph Division is the Division of the St. Joseph Division. It is the eleventh largest of the three divisions and is the eleventh most important. It is the eleventh largest of the three divisions and is the eleventh most important.

12. The twelfth of the three divisions of the St. Joseph Division is the Division of the St. Joseph Division. It is the twelfth largest of the three divisions and is the twelfth most important. It is the twelfth largest of the three divisions and is the twelfth most important.

13. The thirteenth of the three divisions of the St. Joseph Division is the Division of the St. Joseph Division. It is the thirteenth largest of the three divisions and is the thirteenth most important. It is the thirteenth largest of the three divisions and is the thirteenth most important.

14. The fourteenth of the three divisions of the St. Joseph Division is the Division of the St. Joseph Division. It is the fourteenth largest of the three divisions and is the fourteenth most important. It is the fourteenth largest of the three divisions and is the fourteenth most important.

15. The fifteenth of the three divisions of the St. Joseph Division is the Division of the St. Joseph Division. It is the fifteenth largest of the three divisions and is the fifteenth most important. It is the fifteenth largest of the three divisions and is the fifteenth most important.

16. The sixteenth of the three divisions of the St. Joseph Division is the Division of the St. Joseph Division. It is the sixteenth largest of the three divisions and is the sixteenth most important. It is the sixteenth largest of the three divisions and is the sixteenth most important.