

SURGEONS AND PHYSICIANS

Albany, Mo.....DR. F. H. ROSE.....Surgeon
 Atchison, Kan.....DR. C. S. BRADY.....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
 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. W. H. MINTON.....Eye Specialist
 St. Joseph, Mo.....DR. R. S. MINTON.....Eye Specialist
 Tarklo, Mo.....DR. C. M. WAUGH.....Surgeon
 Tarklo, 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

H. E. HINSHAW,
General Manager,
Chicago

W. B. SIMMONS,
General Superintendent
Transportation, Chicago

E. G. WESSON,
General Superintendent,
Burlington

J. S. SLOAN,
Superintendent Terminals,
Kansas City

E. R. SHRADER,
Superintendent,
St. Joseph

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE OF THE ST. JOSEPH DIVISION OF THE CENTRAL DISTRICT No. 67

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

SUNDAY, MAY 6, 1951

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. 67.

EFFECTIVE MAY 6, 1951.

FIRST CLASS					Signs	Mile Post Location	STATIONS	Capacity of		Office Open Week Days Except Saturdays	SECOND CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Northward Siding				Other Tracks	Daily Freight		Daily Freight	Daily Freight	Daily Freight	
23	43	21	27			(63.80)				71	61	75	67	
P.M. L 11.58	P.M. L 6.30	P.M. L 4.00	A.M. L 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				
						1.51	..... MUSTICK (Interl.)			Continuous				
					B.C.K.O.Y R.T.W.Yd.	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	9.13	Yd.		4.25	..... BLOCK 4 (Interl.)			No Office	4.15	7.15	6.45	9.15
c 12.20	6.48	4.16	s 9.19			9.49	..... PARKVILLE		24	8:30a.m. to 5:30p.m.				
12.28	6.56	4.24	9.27			16.50	..... WALDRON	77	8	No Office				
c 12.33	7.01	4.29	9.32			21.04	..... FARLEY		24	8:30a.m. to 5:30p.m.				
f 12.37	7.04	4.32	9.35	Y. F.		23.90	..... EAST LEAVENWORTH		70	No Office				
f 12.42	s 7.12	s 4.38	s 9.44			27.36	..... BEVERLY C. G. W. Crossing (Interlocked)	88	13	Continuous	5.35	8.00	7.25	9.55
c 12.47	7.17	4.42	s 9.49			30.86	..... WESTON		96	Continuous	5.50	8.10	7.32	10.00
12.52	7.22	4.46	9.54	F.		36.24	..... BLOCK 36			No Office	6.15	8.20	7.45	10.10
				F.		37.12	..... IATAN		12	No Office				
f 1.02	s 7.35	s 4.55	s 10.07	W.		43.45	..... ARMOUR		53	Continuous	6.45	8.35	8.00	10.25
1.05	7.38	4.58	10.10			45.92	..... DAVIES C. R. I. & P. Crossing (Interlocked)			Continuous				
f 1.06						46.16	..... RUSHVILLE	75	38	No Office				
1.12	7.43	5.02	10.15	F.		50.66	..... HALLS			No Office				
1.22	7.50	5.08	10.21	Yd.		58.13	..... BAILEY M. P. Crossing (Interlocked)			Continuous				
				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 9.00 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 1.35 A.M.	A 8.05 P.M.	A 5.21 P.M.	A 10.35 A.M.	B. K. R. Y. Yd.		61.75	..... ST. JOSEPH U. S.	Yard	Yard	Continuous				
1:37 38.1	1:35 40.3	1:21 47.1	1:35 40.3				..... SCHEDULE TIME				3:30 16.4	2:00 28.7	2:30 22.9	2:30 22.9
							..... AVERAGE MILES AN HOUR							

Double track between St. Louis Ave. and Block 4. Interlocking rules in effect.

Double Track between Block 4 and Beverly, Weston and Block 36, M. P. 41.89 south of Armour and St. Joseph Union Station. Rules D-251, D-252, D-253 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 Block 4 and Beverly.

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

Automatic Block System in effect between signal N-30.7 at Weston and Block 36 and between M. P. 43.30 at Armour and End of Block sign at M. P. 60.20.

Centralized Traffic Control system in effect between Weston and Beverly. Under Rule 525 conductor or engineman will communicate with operator at Weston.

Centralized Traffic Control system in effect between Block 36 and M. P. 43.30 at Armour. Under Rule 525 conductor or engineman will communicate with operator at Armour.

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

Rule 922 in effect.

Normal position of switches at end of double track at Weston and at M. P. 41.89 is for northward track.

Spring switch on freight lead, north end, Murray yard.

Spring switches 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.

At Kansas City Airport, trains receiving mail must stop when pouch is not hung on mail crane.

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. 27 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. 67.

EFFECTIVE MAY 6, 1951.

FIRST CLASS					Signs	Distance from Kansas City Union Station Miles	STATIONS		Capacity of		Office Open Saturday and Sunday	SECOND CLASS		
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Southward Siding			Other Tracks	Daily Freight	Daily Freight	Daily Freight				
26	42	20	22					(63.80)	70	78		62		
P.M. A 9.10	P.M. A 5.45	P.M. A 1.20	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				
					3.56	..... USTICK (Interl.)			Continuous				
				B.C.K.O.Y R.T.W.Yd.	4.76	..... MURRAY	Yard	Yard	Continuous	A 4.30	A 3.00	A 11.59	
	8.44	5.25	1.02	6.30	Yd.	6.30	..... BLOCK 4 (Interl.)		No Office	4.15	2.45	11.45	
	8.38	5.19	12.56	6.22		11.54	..... PARKVILLE	24	Closed				
	8.30	5.10	12.48	6.12		18.55	..... WALDRON	8	No Office				
	8.25	5.05	12.43	6.04		23.09	..... FARLEY	24	Closed				
	8.22	5.00	12.40	6.00	Y. F.	25.95	..... EAST LEAVENWORTH	70	No Office				
	8.18	4.55	12.36	5.55		29.41	..... BEVERLY C. G. W. Crossing (Interlocked)	13	Continuous	2.55	2.00	11.00	
	8.14	4.45	12.29	5.50		32.91	..... WESTON	73	96	Continuous	2.45	1.54	10.52
	8.08	4.38	12.23	5.41	F.	38.29	..... BLOCK 36		No Office	2.30	1.43	10.40	
		f 4.37			F.	39.17	..... IATAN	12	No Office				
	8.00	4.30	12.16	5.32	W.	45.50	..... ARMOUR	53	Continuous	2.15	1.30	10.25	
	7.57	4.19	12.11	5.28		47.97	..... DAVIES C.R.I.&P. Crossing (Interlocked)		Continuous				
		f 4.18				48.21	..... RUSHVILLE	38	No Office				
	7.52	4.12	12.07	5.20	F.	52.71	..... HALLS		No Office				
	7.45	4.04	12.01	5.10	Yd.	60.18	..... BAILEY M. P. Crossing (Interlocked)		Continuous				
		s 4.03			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 7.35 P.M.	L 3.50 P.M.	L 11.53 A.M.	L 4.55 A.M.	B. K. R. Y. Yd.	63.80	..... ST. JOSEPH U. S.	Yard	Yard	Continuous			
	1:35 40.3	1:55 33.3	1:27 44.0	2:00 31.9			..... SCHEDULE TIME				3:00	2:00	2:29
							..... AVERAGE MILES AN HOUR				18:1	28:7	22:9

Double track between St. Louis Ave. and Block 4, Interlocking rules in effect.
 Double Track between Block 4 and Beverly, Weston and Block 36, M. P. 41.89, south of Armour and St. Joseph Union Station. Rules D-251, D-252, D-253 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 Block 4 and Beverly.
 Manual Block System Rule 318-B in effect for trains moving against the current of traffic on train order authority.
 Centralized Traffic Control system in effect between Weston and Beverly. Under Rule 525 conductor or engineman will communicate with operator at Weston.
 Centralized Traffic Control system in effect between Block 36 and M. P. 43.30 at Armour. Under Rule 525 conductor or engineman will communicate with operator at Armour.
 Automatic Block system in effect between signal S-60.2 north of South St. Joseph and M. P. 43.30 at Armour and between Block 36 and Weston.
 Rule 922 in effect.
 Normal position of switches at end of double track at Weston and at M. P. 41.89 is for northward track.
 Spring switch on freight lead, north end, Murray yard.

Spur Track M. P. 8.32 located on southward track south of Parkville, capacity 9 cars with switch at south end.
 Spring switches 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.
 At Kansas City Airport, trains receiving mail must stop when pouch not hung on mail crane.
 No. 22 will stop at Beverly to discharge passengers from Lincoln and beyond.

St. Joseph to Pacific Junction—Subdivision—Northward.

ST. JOSEPH DIVISION.TIME TABLE No. 67.EFFECTIVE MAY 6, 1951.

FIRST CLASS							Signs	Mile Post Location	STATIONS	Distance from St. Joseph Freight Yards Miles	Capacity of		Office Open Week Days Except Saturday
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Northward Sliding					Other Tracks		
43	31	21	41	27	23			(112.47)					
							B.C.K.O. R.T.W. Yd. Y.	60.15	... ST. JOSEPH FRT. YDS. ...		Yard	Yard	Continuous
									1.30 U. P. Crossing (Grade) C. R. I. & P. Crossing (Grade) 0.20				
							B.K.R.Y. Yd.	61.75	..... ST. JOSEPH U. S.	1.50	Yard	Yard	Continuous
									0.20 M. P. Crossing (Grade) 0.60				
							Yd.	64.01	FRANCIS STREET U. T. Crossing (Interlocked)	2.30			No Office
								66.90	..... WATER WORKS	5.19		30	No Office
								72.16	..... AMAZONIA	10.45	80	13	9:45a.m. to 1:45a.m.
								77.03	..... NODAWAY	15.32		7	No Office
								83.28	..... FORBES	21.57		23	No Office
								91.52	..... FOREST CITY	29.81	75	62	8:30a.m. to 5:30p.m.
								97.42	..... NAPIER	35.71	81	155	Continuous
							B.K.R. W.Y. Yd.	101.88	..... BIGELOW	40.17	75	29	8:30a.m. to 5:30p.m.
							Y.	109.27	..... CRAIG	47.56	125	29	8:30a.m. to 5:30p.m.
								114.98	..... CORNING	53.27	125	50	8:30a.m. to 5:30p.m.
								119.39	..... NISHABOTNA	57.68	83	30	No Office
								124.96	..... LANGDON	63.25	61	24	Continuous
								128.25	..... PHELPS	66.54	70	24	No Office
								133.78	..... WATSON	72.07	125	23	8:30a.m. to 5:30p.m.
							C.W.Y. Yd.	142.00	..... HAMBURG	80.29	87	108	Continuous
							Yd.	149.25	..... PAYNE	87.54	125	22	8:30a.m. to 5:30p.m.
								155.61	..... PERCIVAL	93.90	69	28	8:30a.m. to 5:30p.m.
								160.63	..... McPAUL	98.92	125	18	8:30a.m. to 5:30p.m.
								165.12	..... BARTLETT	103.41	68	16	8:30a.m. to 5:30p.m.
							B.C.K.R. T.W.Y. Yd.	174.18	..... PACIFIC JUNCTION	112.47	Yard	Yard	Continuous
									C. B. & Q. Crossing (Interl.)				
									..... 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, D-253 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 on train order authority.
 Manual Block System; Rule 318-B in effect between Pacific Junction and M. P. 97.6 at Napier.
 No train order signal at St. Joseph Union Station or St. Joseph Freight Yard. Conductors and Enginemen must have clearance Form A.
 Signal between Fourth and Sixth streets north of Union Station, St. Joseph, govern movement of trains as follows:
 Signal to right of mast, northward movements from St. Joseph Terminal Tracks.
 Signal to left of mast, northward movements on C. B. & Q. northward Main Track.
 Trains using tracks of St. Joseph Union Depot Co. between Sixth St. and Monterey St. St. Joseph, will be governed by the rules of that Company.
 Extra Trains between St. Joseph and Napier will display classification signals under Rule D-251.
 Rule 922 in effect.

Northward trains and engines must move at restricted speed between St. Joseph Union Depot Co. tracks at Sixth Street and signal N-63.5.
 Train order signal opposite General Office Building St. Joseph, governs trains using C. B. & Q. tracks north of Francis Street.
 Train order signal Napier does not govern Wymore Div. trains. Conductors and enginemen, Wymore Div. must have clearance Form A.
 Operator at Napier will register for Nos. 21, 23, 27, 41 and 43. Other trains may register by ticket at Napier.
 Operator at Pacific Junction will register for first class trains. Conductors will leave register ticket Form 1643.
 No. 23 will stop at Corning to receive and discharge revenue passengers to and from Omaha, Council Bluffs, St. Joseph and Kansas City and beyond.
 No. 23 will register at Payne.
 No. 27 will stop on flag at Forest City for revenue passengers for Council Bluffs and beyond.
 No. 27 will stop on flag at Napier for passengers, for points where No. 27 makes regular stops.
 No. 27 stop at Watson to discharge passengers from St. Joseph or beyond and receive passengers for Omaha.
 No. 21 will stop at Payne to discharge passengers from Kansas City and beyond.
 Amazonia closed 12:01 a. m. to 1:45 a. m. Monday.

St. Joseph to Pacific Junction—Subdivision—Northward.

ST. JOSEPH DIVISION.

TIME TABLE No. 67.

EFFECTIVE MAY 6, 1951.

SECOND CLASS							Signs	Mile Post Locations	STATIONS (112.47)	Distance from St. Joseph Freight Yards Miles	Capacity of		Office Open Saturday and Sunday
Daily Freight	Sunday Tuesday Thursday Freight	Daily Freight	Daily Freight	Tuesday Thursday Saturday	Daily Freight	Northward Siding					Other Tracks		
75	63	71	61	85	67								
P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	B. C. K. O. R. T. W. Yd. Y.	60.15	...ST. JOSEPH FRT. YDS. ...			Yard	Yard	Continuous
10.15	9.00	11.59	11.15	9.30	1.15			1.30 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
								0.20 M. P. Crossing (Grade)					
				9.45		Yd.	64.01	.....FRANCIS STREET U. T. Crossing (Interlocked).....	2.30				No Office
								0.60.....WATER WORKS.....	5.19			30	No Office
				10.00 A.M.				2.89.....AMAZONIA.....	10.45	80	13		9:45 a.m. to 12:45 p.m.
						F.	77.03	.....NODAWAY.....	15.32		7		No Office
						F.	83.28	.....FORBES.....	21.57		23		No Office
								8.24.....FOREST CITY.....	29.81	75	62		Closed
		P.M.						5.90.....NAPIER.....	35.71	81	155		Continuous
11.40	10.30	1.20	12.30		2.45	B. K. R. W. Y. Yd.	97.42	.....BIGELOW.....	40.17	75	29		10:30 a.m. to 1:30 p.m.
	P.M.		P.M.			Y.	101.88	.....CRAIG.....	47.56	125	29		Closed
11.50 A.M.		1.30						7.39.....CORNING.....	53.27	125	50		Closed
12.06		1.45				Y.	114.98	.....NISHNABOTNA.....	57.68	83	27		No Office
		1.57				F.	119.39	.....LANGDON.....	63.25	61	24		Continuous
		2.05						4.41.....PHELPS.....	66.54	70	24		No Office
		2.17				F.	128.25	.....WATSON.....	72.07	125	23		Closed
		2.22						5.57.....HAMBURG.....	80.29	87	108		Continuous
		2.35				O.W.Y. Yd.	142.00	.....PAYNE.....	87.54	125	22		Closed
		3.10				Yd.	149.25	.....PERCIVAL.....	93.90	69	28		Closed
		3.35						3.29.....McPAUL.....	98.92	125	18		Closed
		3.50						5.02.....BARTLETT.....	103.41	68	16		Closed
		4.00						4.49.....PACIFIC JUNCTION.....	112.47	Yard	Yard		Continuous
		4.10				B. C. K. R. T. W. Y. Yd.	174.18	.....C. B. & Q. Crossing (Interl.).....					
		4.41 P.M.						9.06.....SCHEDULE TIME.....					
								.....AVERAGE MILES AN HOUR.....					
4:30 25.0	1:30 23.8	4:42 23.6	1:15 27.5	0:30 29.0	1:30 23.8								

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, D-253 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 on train order authority.

Manual Block System; Rule 318-B in effect between Pacific Junction and M. P. 97.6 at Napier.

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

Extra Trains between St. Joseph and Napier will display classification signals under Rule D-251.

Rule 922 in effect.

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, rock loading tipple, will not clear box car or engine.

Mordaunt quarry track off northward track, M.P. 73.74, capacity 62 cars.

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

Amazonia, Bigelow, Corning and Payne open week day hours on Saturdays.

Amazonia closed 5:45 P. M. Saturday to 9:45 A. M. Sunday also 12:45 P. M. Sunday to 9:45 A. M. Monday.

Pacific Junction to St. Joseph—Subdivision—Southward.

ST. JOSEPH DIVISION.

TIME TABLE No. 67.

EFFECTIVE MAY 6, 1951.

FIRST CLASS							Signs	Mile Post Location	STATIONS (112.47)	Distance from St. Joseph Freight Yards Miles	Capacity of		Office Open Week Days Except Saturdays
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Southward Sidings					Other Tracks		
	26	42	20	30	44	22							
							B.C.K.O. 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
							Yd.	64.01	..... FRANCIS STREET U. T. Crossing (Interlocked) —2.69—	2.30			No Office
								66.90	..... WATER WORKS —5.26—	5.19		30	No Office
								72.16	..... AMAZONIA —4.87—	10.45		13	9:45 a. m. to 1:45 a. 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	8:30 a. m. to 5:30 p. m.
							B.K.R. W.Y.Yd.	97.42	..... NAPIER —4.46—	35.71	65	155	Continuous
							Y.	101.88	..... BIGELOW —7.39—	40.17	75	29	8:30 a. m. to 5:30 p. m.
								109.27	..... CRAIG —5.71—	47.56	125	29	8:30 a. m. to 5:30 p. m.
							Y.	114.98	..... CORNING —4.41—	53.27	125	50	8:30 a. m. to 5:30 p. m.
							F.	119.39	..... NISHABOTNA —5.57—	57.68	83	27	No Office
								124.96	..... LANGDON —3.29—	63.25	61	24	Continuous
							F.	128.25	..... PHELPS —5.53—	66.54	70	24	No Office
								133.78	..... WATSON —8.22—	72.07	125	23	8:30 a. m. to 5:30 p. m.
							C.W.Y. Yd.	142.00	..... HAMBURG —7.25—	80.29	57	108	Continuous
							Yd.	149.25	..... PAYNE —6.36—	87.54	125	22	8:30 a. m. to 5:30 p. m.
								155.61	..... PERCIVAL —5.02—	93.90	69	28	8:30 a. m. to 5:30 p. m.
								160.63	..... McPAUL —4.49—	98.92	125	18	8:30 a. m. to 5:30 p. m.
								165.12	..... BARTLETT —9.06—	103.41	68	16	8:30 a. m. to 5:30 p. m.
							B.C.K.R. T.W.Y. Yd.	174.18	..... PACIFIC JUNCTION C. B. & Q. Crossing (Interl.)	112.47	Yard	Yard	Continuous
									..... 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, D-253 and D-254 in effect.

Automatic Block System in effect between signal S-97.6, at 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 on train order authority.

Manual Block System; Rule 318-B in effect between Pacific Junction and Automatic Block Signal S-97.6 at Napier.

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

Extra Trains between St. Joseph and Napier will display classification signals under Rule D-251.

Rule 922 in effect.

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. Other trains may register by ticket at Napier.

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 is regular stop at Langdon on Sunday to unload newspapers.

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

Amazonia closed 12:01 a. m. to 1:45 a. m. Monday.

Pacific Junction to St. Joseph—Subdivision—Southward.

ST. JOSEPH DIVISION.

TIME TABLE No. 67.

EFFECTIVE MAY 6, 1951.

SECOND CLASS							Signs	Mile Post Location	STATIONS (112.47)	Distance from St. Joseph Freight Yards Miles	Capacity of		Office Open Saturday and Sunday
Tuesday Thursday Sunday Freight	Daily Freight	Monday Wednesday Friday Mixed	Daily Freight	Daily Freight	Daily Freight	Southward Sidings					Other Tracks		
64	70	84	62	72	78								
A. M. 12.05	P. M. 11.55	P. M. 6.30	P. M. 8.00	P. M. 2.15	A. M. 11.55		B.C.K.R. T.W.Yd.Y.	60.15	... ST. JOSEPH FRT. YDS. ...		Yard	Yard	Continuous
									-1.30 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
									-0.20 M. P. Crossing (Grade)				
		6.15					Yd.	64.01	..... FRANCIS STREET U. T. Crossing (Interlocked)	2.30			No Office
								66.90	..... WATER WORKS	5.19	30		No Office
								72.16	..... AMAZONIA	10.45	13		9:45 a.m. to 12:45 p.m.
		L 5.55 P. M.					F.	77.03	..... NODAWAY	15.32	7		No Office
							F.	83.28	..... FORBES	21.57	81	23	No Office
								91.52	..... FOREST CITY	29.81		62	Closed
									-5.90				
	L 10.35 P. M.	10.34		L 6.40 P. M.	12.10	L 10.35 A. M.	B. K. R. W. Y. Yd.	97.42	..... NAPIER	35.71	65	155	Continuous
		10.28			12.01 P. M.		Y.	101.88	..... BIGELOW	40.17	75	29	10:30 a.m. to 1:30 p.m.
		10.14			11.47 27			109.27	..... CRAIG	47.56	125	29	Closed
		10.03			11.10		Y.	114.98	..... CORNING	53.27	125	50	Closed
		9.57			10.55		F.	119.39	..... NISHNABOTNA	57.68	83	27	No Office
		9.45			10.35 20			124.96	..... LANGDON	63.25	61	24	Continuous
		9.40			10.20		F.	128.25	..... PHELPS	66.54	70	24	No Office
		9.30			10.05			133.78	..... WATSON	72.07	125	23	Closed
		9.15			9.40		C.W.Y. Yd.	142.00	..... HAMBURG	80.29	57	108	Continuous
		9.00			9.10		Yd.	149.25	..... PAYNE	87.54	125	22	Closed
		8.47			8.50			155.61	..... PERCIVAL	93.90	69	28	Closed
		8.37			8.35			160.63	..... McPAUL	98.92	125	18	Closed
		8.30			8.25			165.12	..... BARTLETT	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
	1:30 23.8	3:40 29.9	0:35 18.0	1:20 26.7	8:15 17.9	1:20 23.8			..... 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 Freight Yards and Napier, Rules D-251, D-252, D-253 and D-254 in effect.

Automatic Block System in effect between signal S-97.6, at 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 on train order authority.

Manual Block System; Rule 318-B in effect between Pacific Junction and Automatic Signal S-97.6 at Napier.

Extra Trains between St. Joseph and Napier will display classification signals under Rule D-251.

Rule 922 in effect.

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.

Amazonia, Bigelow, Corning and Payne open week day hours on Saturday.

Amazonia closed 5:45 P. M. Saturday to 9:45 A. M. Sunday also 12:45 P. M. Sunday to 9:45 A. M. Monday.

Mt. Ayr and Giles—Subdivision

ST. JOSEPH DIVISION.

TIME TABLE No. 67.

EFFECTIVE MAY 6, 1951.

NORTHWARD				Signs	Distance from Giles Miles	STATIONS	Capacity of Other Tracks	Office Open Week Days Except Saturday	SOUTHWARD			
SECOND CLASS		FIRST CLASS							FIRST CLASS		SECOND CLASS	
Daily Except Saturday Sunday Way Frt.	Daily Except Sunday Passenger	Daily Except Sunday Passenger	Daily Except Sunday Passenger						Daily Except Sunday Passenger	Daily Except Sunday Passenger	Daily Except Saturday Sunday Way Frt.	Daily Except Saturday Sunday Way Frt.
117		115	113			(23.40)			114	116		118
A.M. L 11.30				T. R. W. Yd.	23.40	..... MT. AYR	26	8:30 a.m. to 5:30 p.m.				A.M. A 11.00
s 11.59 P.M.— s 12.30		P.M.— L 9.20	A.M.— L 7.40		12.48	..... KELLERTON	19	8:30 a.m. to 5:30 p.m.				s 10.30
				R.	2.89	..... LAMONI	34	7:15 a.m. to 4:15 p.m.	A.M.— A 7.20	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	18	No Office	L 7.10 A.M.	L 9.03 P.M.		L 9.25 A.M.
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.

All Offices closed on Sundays.

All tracks at Mt. Ayr are yard tracks. Trains entering Mt. Ayr expect to find cars on any or all tracks including former main track.

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.

Bigelow and Clearmont—Subdivision.

ST. JOSEPH DIVISION.

TIME TABLE No. 67.

EFFECTIVE MAY 6, 1951.

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

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

M. P. 22.00 wye; tall track 150 ft. In length.

Train order signal at Bigelow does not govern trains on Bigelow and Clearmont Subdivision. No train order signal at Clearmont. Conductors and Enginemen must have Clearance Form A, when operator on duty.

All tracks at Clearmont are yard tracks. Trains entering Clearmont expect to find cars on any and all tracks including former main track.

Sundays: Bigelow open from 10:30 a. m. to 1:30 p. m.

Mondays: Bigelow open from 8:30 a. m. to 5:30 p. m.

Burlington Junction open Mondays. Closed Saturdays.

Except Bigelow, all offices closed Sundays.

Corning and Villisca—Subdivision.

ST. JOSEPH DIVISION.

TIME TABLE No. 67.

EFFECTIVE MAY 6, 1951.

NORTHWARD				Signs	Distance from Corning	STATIONS	Capacity of		Office Open Week Days Except Saturdays	SOUTHWARD			
SECOND CLASS							Siding	Other Tracks		SECOND CLASS			
Daily Except Sunday Mixed		Daily Except Sunday Mixed	Miles							Daily Except Sunday Mixed		Daily Except Sunday Mixed	
97		93			(60.81)				94		96		
		P. M. L 12.05		R. Y.	0.	..... CORNING		50	8:30 a.m. to 5:30 p.m.		A. M. A 10.15		
		f			3.76	..... MILTON		6	No Office		f		
		s 12.40			7.64	..... FAIRFAX		32	8:30 a.m. to 5:30 p.m.		s 9.45		
		s 1.25			14.93	..... TARKIO		53	8:30 a.m. to 5:30 p.m.		s 9.05		
		s 1.55			22.14	..... WESTBORO		27	8:15 a.m. to 5:15 p.m.		s 8.25		
		s 2.15			27.62	..... NORTHBORO		26	7:45 a.m. to 4:45 p.m.		s 8.05		
		s 2.40			33.02	..... COIN		16	7:30 a.m. to 4:30 p.m.		s 7.45		
		f 2.55			39.81	..... PAGE CENTER		7	No Office		f 7.23		
		P. M. L 5.45		R. Yd.	45.83	..... CLARINDA		71	8:30 a.m. to 5:30 p.m.		s 7.10		A. M. A 11.40
		s 6.00			60.47	..... HEPBURN		22	No Office		s 6.50		s 11.20
		A 6.15 P. M.		B. C. K. R. T. W. Yd.	67.80	..... 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.
		0:30 33.8				..... SCHEDULE TIME					3:40 18.6		0:40 25.2
		3:50 15.8				..... 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.

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.

Shambaugh, Iowa on spur track south of Clarinda is closed office.

Sundays: Villisca open 5:15 a.m. to 1:15 p.m., 3:00 p.m. to 11:00 p.m.

Except Villisca all offices closed Sunday.

Albany Junction and Grant City—Subdivision.

ST. JOSEPH DIVISION.

TIME TABLE No. 67.

EFFECTIVE MAY 6, 1951.

NORTHWARD				Signs	Distance from Grant City	STATIONS	Capacity of		Office Open Week Days Except Saturday	SOUTHWARD			
SECOND CLASS							Siding	Other Tracks		SECOND CLASS			
Tuesday Thursday Saturday Way Frt.		Tuesday Thursday Saturday Way Frt.	Miles							Tuesday Thursday Saturday Way Frt.		Tuesday Thursday Saturday Way Frt.	
		127			(20.10)				128				
		A. M. L 9.50		F. R. Y.	65.75	..... ALBANY JUNCTION		No Office		A. M. A 11.55			
		s 10.05			57.44	..... GENTRY		35	No Office		s 11.35		
		s 10.25			52.06	..... WORTH		30	No Office		s 11.20		
		A 10.50 A. M.		R. W. T. Yd.	45.65	..... GRANT CITY		25	8:30 a.m. to 5:30 p.m.		L 11.05 A. M.		
		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.

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

All Offices closed on Sundays.

All tracks at Grant City are yard tracks. Trains entering Grant City expect to find cars on any or all tracks including former main track.

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.

Saturday Grant City open 10:30 a. m. to 12:30 p. m.

Northward—St. Joseph and Chariton—Subdivision—Southward.

ST. JOSEPH DIVISION. TIME TABLE No. 67. EFFECTIVE MAY 6, 1951.

SECOND CLASS		FIRST CLASS		Distance From Chariton Miles	STATIONS	Office Open Week Days Except Saturdays	Capacity of		FIRST CLASS		SECOND CLASS	
Daily Except Sunday Way Frt.	Daily Except Saturday Sunday Way Frt.	Daily Except Sunday Passenger	Signs				Sidings	Other Tracks	Daily Except Sunday Passenger	Daily Except Saturday Sunday Way Frt.	Monday Wednesday Friday Way Frt.	Tuesday Thursday Saturday Way Frt.
119	117	111			(144.40)				112	118	124	126
A.M.					... ST. JOSEPH FRT. YDS. ...	Continuous	Yard	Yard			P.M.	P.M.
L 2.30		L 5.32		B. C. K. O. R. T. W. Yd.	0.82				- A.M. -		A 3.55	A 3.35
				B. K. R. Y. Yd.	143.58	Continuous	Yard	Yard	A 11.20			
					0.48							
					143.10							
					143.00							
				Yd.	141.60	No Office		5	11.03			
3.15		5.49	F.		137.50	No Office		20	10.56		3.10	2.55
f 3.45		s 6.02			129.63	No Office		13	s 10.45		f 2.47	f 2.32
f 4.10		s 6.12			125.71	No Office		23	s 10.36		f 2.35	f 2.15
s 4.45		s 6.23	W.		119.66	8:30 a.m. to 5:30 p.m.		33	s 10.24		s 2.15	s 1.55
s 5.30		s 6.39			112.68	8:00 a.m. to 5:00 p.m.		35	s 10.11		s 1.55	s 1.30
f 5.55		s 6.50			106.80	No Office		23	s 9.59		f 1.30	f 1.20
s 6.20		s 7.02			99.16	No Office		25	s 9.43		f 1.10	f 1.15
6.25		7.07	F. Y.		96.88	No Office			9.38		1.05	P.M. - 11.55 9.48
s 7.50		s 7.15	C. K. W. Yd.		94.88	7:00 a.m. to 4:00 p.m.		120	s 9.35		s 1.00	s 9.35
s 8.30		s 7.35			86.76	8:00 a.m. to 5:00 p.m.		24	s 9.13		s 11.45	s 8.30
s 8.55		s 7.58	W.		77.85	7:30 a.m. to 8:30 p.m.		77	s 8.55		s 11.15	s 8.05
s 9.40		s 8.20			67.46	8:00 a.m. to 5:00 p.m.		24	s 8.22		s 10.30	s 7.25
s 10.10		s 8.35			60.60	8:00 a.m. to 5:00 p.m.		22	s 8.10		s 10.10	s 7.05
s 11.00	L 12.40	s 9.03	F. R. Y. Yd.		49.31	No Office		18	s 7.50		- A.M. -	
A 11.30	s 1.15	s 9.28			44.62	6:00 a.m. to 3:00 p.m.	32	39	s 7.00		A 9.25	s 9.30
- A.M. -	s 1.45	s 9.58	R. K. B. C. W.		36.97	6:15 a.m. to 10:15 p.m.		28	s 6.45		s 8.50	- A.M. -
		f 10.07			32.30	No Office		24	f 6.27			
		s 10.23			23.67	6:00 a.m. to 3:00 p.m.		22	s 6.09		s 8.05	
		s 10.43	W. Y. Yd.		16.92	7:00 a.m. to 4:00 p.m.	29	44	s 5.57		s 7.45	
		s 10.53			11.14	No Office		27	s 5.43		s 7.20	
	A 3.30 P.M.	A 11.15 P.M.	B. C. K. R. O. T. W. Y. Yd.		.0	Continuous	Yard	Yard	L 5.25 A.M.		L 7.00 A.M.	
9:00 11.1	2:50 17.4	5:43 25.1				... SCHEDULE TIME ...			5:55 24.8		2:25 20.4	6:40 14.9
						... AVERAGE MILES AN HOUR ...						9:25 10.8

TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.
 Manual Block System Rule 318-B in effect.
 Rule No. 907 in effect.
 Hansell Spur track M. P. 34.47, Switch on north end, capacity two cars.
 Andover Mo. M. P. 53.21 is flag stop for No's 111, 112, 119, 124 and 126.
 Gardner, Mo., M.P. 72.88, is flag stop for No's 111 and 112 for passengers
 Spur track, M. P. 112, Switch on north end, capacity two cars.
 Humeston open Saturday. Closed Monday.
 Davis City open Saturday 6:00 a. m. to 8:00 a. m.
 Bethany open Saturday 12:30 p. m. to 8:30 p. m.
 Bethany closed Monday 3:30 p. m. to 8:30 p. m.
 Other offices closed Sunday.
 No. 117 and No. 118 will carry passengers between Humeston and Giles.

No. 119, No. 124 and No. 126 will carry passengers between Davis City and St. Joseph.
 No. 126 will register at Albany Junction.
 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 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.
 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.

Amazonia and Creston—Subdivision.

ST. JOSEPH DIVISION.

TIME TABLE No. 67.

EFFECTIVE MAY 6, 1951.

NORTHWARD				SOUTHWARD						
SECOND CLASS		FIRST CLASS		STATIONS (95.67)	Capacity of Other Tracks	Office Open Week Days Except Saturday	FIRST CLASS		SECOND CLASS	
Tuesday Thursday Saturday		Daily Passenger					Daily Passenger		Monday Wednesday Friday	
85		31					30		84	
A.M. 10.10 30		P.M. 5.50 84	R.	95.67	13	0:45 a.m. to 1:45 a.m.	A.M. 10.10 85		P.M. 5.50 31	
				5.53	109	8:30 a.m. to 5:30 p.m.	\$ 9.58		\$ 5.20	
\$ 10.30		\$ 6.05		90.14	13	8:30 a.m. to 5:30 p.m.	\$ 9.41		f 4.55	
\$ 10.55		\$ 6.19	W.	82.72	17	8:30 a.m. to 5:30 p.m.	\$ 9.31		f 4.31	
\$ 11.20		\$ 6.31		77.92	22	8:30 a.m. to 5:30 p.m.	\$ 9.22		f 4.15	
\$ 11.40		\$ 6.43		73.48	25	No Office	\$ 9.06		f 3.50	
f 11.59 P.M.		\$ 7.00		68.85	77	8:00 a.m. to Noon 3:15 p.m. to 5:00 p.m.	\$ 8.55		\$ 3.25	
\$ 12.30		\$ 7.20		59.50	27	8:15 a.m. to 5:15 p.m.	\$ 8.37		\$ 2.20	
\$ 12.45		\$ 7.34		52.17	52	8:00 a.m. to 5:00 p.m.	\$ 8.25		\$ 2.00	
\$ 1.30		\$ 7.48		45.03	76	7:45 a.m. to 4:45 p.m.	\$ 8.07		\$ 1.30	
\$ 2.30		\$ 8.05	W.	35.18	25	7:30 a.m. to 4:30 p.m.	\$ 7.52		\$ 1.00	
\$ 3.00		\$ 8.20		27.62	6	No Office	7.46		12.45 P.M.	
f 3.15		8.25	F.	24.78	52	7:15 a.m. to 4:15 p.m.	\$ 7.34		\$ 11.40	
\$ 3.50		\$ 8.41		17.27	16	No Office	\$ 7.20		f 11.20	
\$ 4.20		\$ 8.54		9.35	Yard	Continuous	L 7.05 A.M.		L 11.00 A.M.	
A 4.45 P.M.		A 9.15 P.M.	B. C. K. O. R. T. W. Y. Yd.	0.						
8:35 14.5		3:25 28.7				SCHEDULE TIME	3:05 31.0		6:50 14.0	
						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.

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

Saturday Amazonia open 9:45 a. m. to 5:45 p. m.

Sunday: Creston continuous, Amazonia open 9:45 a. m. to 12:45 p. m.

Amazonia closed 5:45 p. m. Saturday to 9:45 a. m. Sunday, also 12:45 p. m. Sunday to 9:45 a. m. Monday.

Sunday other offices closed.

Nos. 84 and 85 will carry passengers between Creston and Amazonia, Merle and Clearfield.

No. 84 will serve Clearfield about 12:15 p. m. Monday, Wednesday and Friday.

Clearfield is open office 8:30 a. m. to 5:30 p. m. Monday thru Friday. Closed Saturday, Sunday and Holidays.

SPEED RESTRICTIONS

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

Steam switch engines not equipped with engine truck, moving over the road (outside of switching limits) must run forward when practicable and must not exceed 20 MPH.

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

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

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 in other than manual block territory will reduce speed 10 miles an hour below speeds for diesel-operated Zephyr trains as authorized on page 13 and indicated by wayside zone and curve posts. In manual block signal territory speed restrictions for steam passenger trains will govern. Such trains must observe speed restrictions for other than diesel-operated Zephyr trains when passing through turnouts or crossovers, or over track or bridges covered by slow order, unless modified by train order.

Diesel engines running light must not exceed speed authorized for freight trains, except must not exceed 35 miles an hour, unless otherwise provided.

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

Gas or diesel-electric motor cars.....	60 M.P.H.
Diesel-electric passenger engines.....	75 M.P.H.
Diesel-electric freight engines.....	60 M.P.H.
Diesel-electric switch engines.....	40 M.P.H.

Where subdivision maximum speeds are less, they will govern.

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.....	Reduced Speed	Reduced Speed
Handling scale test car;		
Main Line.....		25
Branch Line.....		20
Handling clamshells;		
Main Line.....		25
Branch Line.....		20
Handling Rotary Snow Plows:		
Main Line.....		25
Branch Line.....		15
Handling steam shovels, pile drivers;		
Main Line.....		25
Branch Line.....		15
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
Wholly disconnected or dead steam engines.....		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 202800-202884 series, in rear of train when possible:		
Main Line.....		35

The following speed restrictions will govern when handling derricks:

TERRITORY	250 Ton Wrecking Derrick	Other 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.
KANSAS CITY AND ST. JOSEPH SUBDIVISION		
Maximum speed.....	65	50
Between Ustick and Beverly.....	59	49
Between Armour and St. Joseph both tracks.....		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.....	10	10
Between east end Missouri River Bridge and Ustick.....	15	15
Between Mile Post 3.70 and Mile Post 4.20.....	50	
Through crossover between main tracks Block 4.....	30	30
Turnout freight lead to northward main track Block 4.....		15
Through turnout end double track Beverly.....	30	30
Front end of northward trains over C. G. W. crossing Beverly.....	20	20
Through crossover Weston.....	40	40
Through turnout end double track Block 36.....	40	40
Through turnout end of double track M. P. 41.89.....	40	40
Through turnout freight lead Bailey.....		30
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	
Through north crossover Napier.....	40	40
Around curve Mile Post 141.75.....	50	
500 feet from railroad crossing, Pacific Jct.....	15	15
No. 22 through Langdon and Forest City to Dispatch Mall.....	20	
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 SPUR TRACK		
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	
Steam Engines running backward.....	10	10
K-4 and K-10 engines over Bridge N-1.24.....	10	10
Handling loaded tank cars and 30 yard air dump cars in 202800-202884 series: Between Maitland and Clearmont.....		20

SPEED RESTRICTIONS, (CONTINUED)

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	SPEEDS OF ZEPHYR TYPE MOTOR TRAINS					
			Northward MPH			Southward MPH		
			ZONE	OTHER	CONDITION	MP LOCATION	ZONE	OTHER
CORNING AND VILLISCA SUBDIVISION								
Maximum speed	35	25	59			2.00 to 27.36	59	
Steam Engine	25		75			27.36 to 44.00	75	
Steam Engines running backward	10	10		25	*Turnout	Beverly		
Front end of trains over 16th St. crossing Clarinda	10	10		20	*C.G.W. Crossing	Beverly		
Mile Post 66.50 to Bridge 66.68	5	5			*Crossover	Weston	50	
MT. AYR AND GILES SUBDIVISION								
Maximum speed	35	25			*Turnout	Block 36		
Steam Engine	25				*Turnout	41.89	50	
R and S Engines	20	20	70			44.00 to 48.00	70	
Front end of northward trains over highway crossing			75			48.00 to 58.50	75	
Mile Post 18	15	15	50			58.50 to 61.50	50	
Steam Engines running backward, handling trains	20	15	25			61.50 to 64.00	25	
between Giles and Lamoni	10	10	50			64.00 to 65.25	50	
Steam Engines running backward, except as above			75			65.25 to 97.00	75	
ST. JOSEPH AND CHARITON SUBDIVISION								
Maximum speed				50	*Bridge	77.54	50	
Between Mile Posts 0.83 and 4.00	45	45		50	*Turnout	Napier		
Between Mile Posts 4.00 and 142.00	40	30			*Crossover	Napier	40	
Steam Engine	30		59			97.00 to 172.60	59	
R and S engines over Bridge S-138.33	15	15		50	Curve	141.75	50	
4050, 6400 and 6000 H.P. Diesels over bridge S-138.33	10	10			*Mail	McPaul	50	
Steam Engine running backward, handling train				40	*Yard	Pacific Jct.	40	
between Mile Posts 0.83 and 4.00; Albany and								
Albany Jct.; Davis City and Giles	20	20						
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 12 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						
Handling clamshells		25						
Handling steam shovels, pile drivers		25						
Handling loaded air dump cars in 202800-202884 Series		35						
Engines under steam, disconnected on one side with								
main rod down	25	25						
Over turnout each end Albany yard	10	10						
ALBANY JCT. AND GRANT CITY SUBDIVISION								
Maximum speed	35	25						
Steam Engine	25							
R and S Engines	20	20						
R and S Engines over Bridge G-50.17	10	10						
Steam Engines running backward, handling trains	20	15						
Steam Engines running backward, except as above	10	10						
CRESTON AND AMAZONIA SUBDIVISION								
Maximum speed	40	30						
Steam Engine	30							
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	10						
Around curves between Arkoe and Barnard	35	25						
Between Mile Post 71.90 and 72.35	20	20						
Over slides between Mile Post 68.38 and								
68.76	15	15						
Front end of southward trains over highway crossing at								
Mile Post 67.08	5	5						
Front end of trains over crossing two hundred feet								
south of freight house Maryville	10	10						
R-4 and R-5 engines over Bridge 58.87	30	30						
Heavier than R-4 and R-5 engines over								
Bridge 58.87	10	10						
Around curves on Cudahy Pkg. plant track								
Bedford		5						
Front end of trains over State Street Bedford	10	10						
Handling loaded tank cars and loaded 30 yard								
air dump cars in 202800-202884 series;								
Between Amazonia and Arkoe		25						
Between Bedford and Creston		25						
MERLE AND CLEARFIELD SPUR TRACK								
Maximum speed	15	15						
Steam Engines running backward handling trains	15	15						
Steam Engines running backward except as above	10	10						

*No roadway signal.

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

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		Miles per Hour	Time per Mile	
	Minutes	Seconds		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	43	75	0	48
35	1	30	80	0	45
40	1	20	85	0	42
45	1		90	0	40
			95	0	38

SPEED RESTRICTIONS, (CONCLUDED)

Speed governing Diesel Electric Engines 600 H. P. and larger in road service, as follows:

	600 HP Diesel Passenger Trains M.P.H.	Diesel Freight Trains M.P.H.	1000 to 6000 Passenger Trains M.P.H.	HP Diesel Freight Trains M.P.H.
CRESTON AND AMAZONIA SUBDIVISION				
Creston to MP 10.30.....	30	30	25	25
MP 11.75 to 13.53.....	30	30	25	25
MP 14.10 to 14.30.....	25	25	25	25
MP 17.43 to 18.85.....	30	30	25	25
MP 24.32 to 24.77.....	30	30	25	25
MP 59.40 to 60.00.....	30	30	25	25
MP 80.05 to 83.00.....	30	30	25	25
MP 85.05 to 88.00.....	30	30	25	25
MP 90.00 to 90.90.....	30	30	25	25
BIGELOW AND CLEARMONT SUBDIVISION				
MP 3.28 to 3.50.....	20	20	15	15
MP 10.55 to 11.05.....	20	20	15	15
MP 11.35 to 11.47.....	20	20	15	15
Bridge N. 1.24.....	10	10	10	10
Bridge N. 19.48.....	10	10	10	10
VILLISCA AND CORNING SUBDIVISION				
Corning to MP 1.60.....	30	25	30	25
MP 14.70 to 27.25.....	30	25	30	25
MP 27.25 to 27.60.....	10	10	5	5
MP 27.60 to Clarinda.....	30	25	25	25
Clarinda to MP 66.00.....	30	25	25	25
MP 66.00 to MP 66.80.....	30	25	25	25
MP 66.80 to Villisca.....	30	25	25	25
Bridge N. 66.68.....	10	10	10	10
SPUR TRACK BETWEEN CLARINDA AND SHAMBAUGH				
Clarinda-Shambaugh.....	30	25	25	25
MT. AYR AND GILES SUBDIVISION				
Giles to MP 9.35.....	30	25	25	25
MP 9.35 to 13.45.....	30	25	25	25
MP 13.45 to Mt. Ayr.....	30	25	25	25
GRANT CITY AND ALBANY JCT. SUBDIVISION				
Grant City to MP 48.00.....	30	25	25	25
MP 50.50 to Albany Jct.....	30	25	25	25

All other speed restrictions governing the operation of Diesel Electric Engines in road service as shown on Page 13 will continue in effect.

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.
 Road Foreman, M. F. Thompson, Kansas City.
 Chief Dispatcher, F. E. French, St. Joseph.
 Night Chief Dispatcher, J. A. Wilson, St. Joseph.

Train Dispatchers—

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

1. Operators when on duty will handle switches at stations, and for movements, as follows: 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 Weston, or Amazonia, also Northward trains using crossover at Illinois Ave. South St. Joseph, will be governed by Rule 513.

2. 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.

3. USE OF TRACK.

Spur track, 6.3 miles in length, extends between Merle and Clearfield. Yard limits. Rule 908 in effect.

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

Spur track 4.00 miles in length extends between Armour and Atchison.

Rule 908 in effect between Armour and home signal governing movements over Missouri River Bridge.

Train and engine movements in both directions over Missouri River Bridge will be governed by signal indication as provided in Special Instruction 4 in timetable 67.

Trains and engines using tracks of Atchison Union Depot Company will be governed by rules of that company.

Railroad crossing at Atchison Union Depot of track 5 and Missouri Pacific old main track between Signal 3305-R and Missouri Pacific main track is not connected with the signal system. This crossing must be protected against conflicting train and engine movements by a member of crew.

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

Crews will observe the arriving and leaving times at Armour and Atchison as published in the public passenger folder in protecting connections to and from passenger trains.

4. ATCHISON AND EASTERN BRIDGE 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 Nos. 3 and 4 will be governed 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.

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.

At Leavenworth, trains or engines must approach crossings at Second, Third, Fourth, Fifth, Sixth and Seventh Streets not to exceed three miles an hour.

Trains or engines must not occupy one of these crossings with engine or cars until flashing signals and bells are operating, unless crossing is protected by a member of the crew.

Missouri River Bridge (CGW) east of Leavenworth is restricted to not heavier than O-1 engines single. When O-1 engines are double-headed, lead engine must be cut off at east or west end of bridge to proceed over bridge LIGHT in advance of engine handling train.

5. 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.

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 engine men 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.

SPECIAL INSTRUCTIONS (CONCLUDED)

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.

Class M and O-5 engines must not use following tracks. Parkville river track; Waldron siding and house track; Weston house track from depot south, mill track, oil track and tobacco tracks; Rushville siding and house tracks.

Class M and O-5 engines must not use following tracks. Water Works; Amazonia oil track; Nodaway and Forbes house tracks; Forest City all tracks west side off Southward track south of depot, house track; Hamburg back track, north and south elevafor tracks; Payne stock, elevator and runaround tracks.

When necessary to set out or pick up cars on these tracks with M or O-5 engines, sufficient cars must be held onto so that it will be unnecessary for engine to go in on these tracks.

Flagmen must ride rear end of rear car of all trains, including switch transfer trains, between Ustick and St. Louis Avenue Towers, and return movement, with standard flagging equipment.

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.

6. 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.

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 cross-over 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