

SAFETY ALWAYS

Safety is of the first importance in the discharge of duty.

Obedience to the rules is essential to safety.

Every employe should report promptly to proper person every unsafe condition and practice.

ROAD DIESEL LOCOMOTIVES

To provide greater advance warning to Maintenance of Way Forces DURING DAY-LIGHT HOURS, Road Diesel Locomotives must burn their headlights Dim during ordinary weather, and at full power when weather is dull and foggy.

Following signals will be used to notify crews of passing trains of defective conditions.

HOT JOURNAL. . . . BY DAY.

Nose held with one hand with other hand pointing toward track.

BY NIGHT.

Stop Signal.

BRAKES STICKING. . BY DAY.

Hands shoved in sliding motion out from body.

BY NIGHT.

Stop Signal.

**BROKEN WHEELS
DEFECTIVE TRUCK
DRAGGING BRAKE
CONNECTION
LADING SHIFTED OVER
SIDE OR END OF CAR
SWINGING CAR DOOR OR
ANY OTHER DANGEROUS
CONDITION**

} Stop signal.

DIVISION OFFICERS

J. N. SAILOR.....Superintendent.....Moberly, Mo.
L. K. BROWN.....Superintendent, St. Louis
Terminal Division.....St. Louis, Mo.
C. R. FOUNTAIN....Trainmaster, St. Louis
Terminal Division.....St. Louis, Mo.
W. G. BLADES.....Asst. Trainmaster, St. Louis
Terminal Division.....St. Louis, Mo.
R. W. BERREY.....Superintendent, Kansas
City Terminal Division... Kansas City, Mo.
H. N. BURTON.....Trainmaster, Kansas City
Terminal Division.....Kansas City, Mo.
C. B. LEU.....Trainmaster.....Moberly, Mo.
J. T. ORMOND.....Trainmaster.....Moberly, Mo.
N. N. BURGHER.....Asst. Trainmaster.....Moberly, Mo.
K. K. NICHOLS.....Road Foreman of Engines....Moberly, Mo.
G. H. RILEY.....Road Foreman of Engines....Moberly, Mo.
G. R. GREATHOUSE..Chief Train Dispatcher.....Moberly, Mo.
L. W. KELLY.....Night Chief Train Dispatcher..Moberly, Mo.
J. G. WEST.....Night Chief Train Dispatcher..Moberly, Mo.
J. L. O'CONNOR.....Relief Chief Train Dispatcher..Moberly, Mo.

Wabash Railroad Company

MOBERLY DIVISION

Time-Table No. 43

IN EFFECT

SUNDAY, APRIL 25, 1954

AT 12:01 A. M.

Central Standard Time



**PREVIOUS TIME-TABLES ARE VOID AND MUST
BE DESTROYED**

**This time-table is for the government and information
of employes only. The management reserves
the right to vary from it at pleasure.**

**G. H. SIDO,
VICE PRESIDENT - OPERATIONS.**

**C. A. JOHNSTON,
General Manager.**

**R. A. MESSMORE,
Assistant General Manager.**

**L. A. HIGH,
Superintendent Transportation.**

**J. N. SAILOR,
Superintendent.**

MOBERLY AND OUTER DEPOT—12th District

Westward Trains			Distance from Hannibal	Time-Table No. 43		Station Numbers	Capacity of sidings in 45 ft. cars exclusive of engine and caboose	Eastward Trains		
THIRD CLASS	SECOND CLASS			SECOND CLASS						
67	89	91		98	90			82		
Freight	Red Ball Freight	Red Ball Freight		In effect April 25, 1954				Red Ball Freight	Red Ball Freight	Red Ball Freight
Daily	Daily	Daily		STATIONS				Daily	Daily	Daily
AM	PM	AM		(DN OUTER DEPOT WC)				AM	PM	PM
2.00	4.30	10.20	2.1	10.1	265	.....		4.25	12.15	10.05
			12.2	D RENSSELAER	315	125				
			15.2	HUNTINGTON	317					
			18.6	HASSARD	319					
			22.3	D MONROE CITY	321	119				
			30.6	CLAPPER	323	95				
			34.2	STOUTSVILLE	325					
			39.5	GOSS	326	125				
			43.9	D PARIS	327					
			48.1	FOWKES	.....	111				
			51.7	HOLLIDAY	329	96				
			56.4	D MADISON	330					
			61.8	EVANSVILLE	331	91				
5.45	7.30	1.30	69.7	(DN MOBERLY WC)	673	.....		1.45	9.55	7.55
AM	PM	PM						AM	AM	PM
Daily	Daily	Daily						Daily	Daily	Daily
3:45	3:00	3:10		..... Scheduled time.....				2:40	2:20	2:10
18.0	22.5	21.3		..... Average miles an hour.....				25.3	28.9	31.2

BERKELEY AND LUTHER—14th District

Westward Trains					Distance from Luther	Time-Table No. 43		Station Numbers	Capacity of sidings in 45 ft. cars exclusive of engine and caboose	Eastward Trains				
THIRD CLASS	SECOND CLASS					SECOND CLASS					THIRD CLASS			
71	95	97	89	91		96	98			92	90	70		
Local Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight		In effect April 25, 1954				Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight
Tues. Thurs. Sat.	Daily	Daily	Daily	Daily		STATIONS				Daily	Daily	Daily	Daily	Mon. Wed. Fri.
AM	PM	PM	AM	AM		DN LUTHER WC	612			AM	AM	AM	PM	PM
6.45	8.20	7.10	9.30	2.00	.....	2.8 JENNINGS	614	28		5.00	6.40	11.45	5.30	1.25
6.55	8.27	7.18	9.40	.....	2.8	3.0 FERGUSON	607	40		.....	6.15	10.50	4.20	f 1.13
8 7.05	8.35	7.26	9.50	2.30	5.8	1.8 BERKELEY	619	60		4.00	6.05	10.45	4.12	8 1.05
7.20	8.40	7.35	10.05	2.40	7.6					3.40	5.55	10.40	4.08	1.00
AM	PM	PM	AM	AM						AM	AM	AM	PM	PM
Tues. Thurs. Sat.	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Mon. Wed. Fri.
:35 13.0	:20 22.8	:25 18.2	:35 13.0	:40 11.4		..... Scheduled time				1:20 5.7	:45 10.1	1:05 7.0	1:22 5.5	:25 18.2
						.. Average miles an hour..								

COLUMBIA BRANCH—14th District

Westward Trains			Distance from St. Louis	Time-Table No. 43		Station Numbers	Capacity of sidings in 45 ft. cars exclusive of engine and caboose	Eastward Trains		
FIRST CLASS				FIRST CLASS						
37	35	33		32	34			36		
Mixed	Passenger	Mixed		Passenger	Mixed	Passenger				
Daily	Daily	Daily		Daily	Daily	Daily				
PM	PM	AM		AM	PM	PM				
7.20	5.00	11.05	123.2	DN CENTRALIA	665	.....	10.00	4.50	7.00
f 7.38	f 5.16	f 11.23	131.9	8.7 HALLSVILLE	717	16	f 9.39	f 4.18	f 6.39	
f 7.49	f 5.26	f 11.34	137.1	5.2 BROWNS	719	3	f 9.30	f 4.06	f 6.30	
7.52	5.29	f 11.37	138.6	1.5 STEPHENS	721	5	f 9.27	4.03	6.27	
7.55	5.32	f 11.40	139.9	1.3 SWITZLER	722	.....	f 9.24	4.00	6.24
8.05	5.45	11.55	144.9	5.0 D COLUMBIA	725	24	9.15	3.50	6.15	
PM	PM	AM					AM	PM	PM	
Daily	Daily	Daily					Daily	Daily	Daily	
:45 28.9	:45 28.9	:50 26.0		..... Scheduled time			:45 28.9	1:00 21.7	:45 28.9
				.. Average miles an hour..						

ADJUSTED TONNAGE RATING FOR CLASS D-15 ENGINES

	A	B	C	D	
Luther to Berkeley.....	2305	2155	2010	1870	Car Factor 5
Vandeventer to St. Charles.....	2050	1915	1785	1660	Car Factor 5
Berkeley to Luther.....	2380	2190	2010	1845	Car Factor 6
St. Charles to Vandeventer.....	1980	1820	1670	1535	Car Factor 6

ST. LOUIS TO MOBERLY—14th District

Distance from St. Louis	Time-Table No. 43 In effect April 25, 1954 STATIONS		Capacity of siding in 45 ft. cars exclusive of engine and caboose	Westward Trains													
				FIRST CLASS							SECOND CLASS				THIRD CLASS		
				3	209	207	201	9	203	11	205	17	91	89	97	95	71
				City of Kansas City	Decatur Division No. 24	Decatur Division No. 4	Decatur Division No. 10	City of St. Louis	Decatur Division No. 2	Omaha-Des Moines Limited	Decatur Division No. 18	Midnight Limited	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight
														Tues. Thurs. Sat.			
														Tues. Thurs. Sat.			
.....	DN	ST. LOUIS	.....	AM	AM	AM	NOON	PM	PM	PM	PM	PM	PM	.....		
2.2	D	VANDEVENTER WC	.....	8.50	8.55	9.00	12.00	4.00	6.15	8.00	11.30	11.40	.....	.....	
5.6		DELMAR	.....	8.57	9.02	9.07	12.06	4.07	6.22	8.07	11.37	11.47	.....	.....	
6.9	DN	PAGE AVE. JCT.	.....	9.03	9.08	9.13	12.13	4.13	6.30	8.16	11.47	11.54	.....	.....	
8.8		GLEN ECHO	25	9.05	9.10	9.15	12.15	4.15	6.33	8.19	11.50	11.58	.....	.....	
12.1	D	FERGUSON	.....	.....	AM	AM	PM	.....	PM	.....	PM	.....	.....	.....
13.9	DN	BERKELEY	60	9.13	.....	.....	.....	4.23	.....	8.26	.....	12.06	AM	AM
16.2	D	ROBERTSON	71	9.15	.....	.....	.....	4.25	.....	8.28	.....	12.08	2.40	10.05
22.8	2S	ST. CHARLES	92	9.17	.....	.....	.....	4.27	.....	8.30	.....	12.11	2.50	10.25
30.9		ST. PETERS	71	9.26	.....	.....	.....	4.36	.....	8.44	.....	12.20	3.12	10.45
35.4	D	O'FALLON	61	9.33	.....	.....	.....	.....	.....	8.57	.....	12.27	3.30	10.57
41.1	2S	GILMORE	106	9.37	.....	.....	.....	4.46	.....	9.03	.....	12.31	3.40	11.06
43.6	D	WENTZVILLE	47	9.37	.....	.....	.....	.....	.....	9.08	.....	12.36	3.53	11.14
49.4		FORISTELL	60	9.44	.....	.....	.....	4.53	.....	9.10	.....	12.39	3.58	11.24
52.9	D	WRIGHT CITY	72	.....	.....	.....	.....	.....	.....	9.15	.....	12.44	4.11	11.37
59.0	DN	TRUESDALE	97	9.52	.....	.....	.....	5.01	.....	9.18	.....	12.47	4.29	11.50
64.7		PENDLETON	51	9.57	.....	.....	.....	5.06	.....	9.24	.....	12.52	4.42	12.05
69.2	D	JONESBURG	71	.....	.....	.....	.....	.....	.....	9.29	.....	12.57	4.51	12.18
73.8	N	HIGH HILL WC	85	10.05	.....	.....	.....	5.14	.....	9.33	.....	1.01	5.00	12.33
77.8	D	NEW FLORENCE	61	10.09	.....	.....	.....	5.18	.....	9.37	.....	1.05	5.29	12.52
83.3	2S	MONTGOMERY	99	.....	.....	.....	.....	.....	.....	9.41	.....	1.09	5.40	1.03
90.9	DN	WELLSVILLE	98	10.17	.....	.....	.....	5.26	.....	9.46	.....	1.14	6.03	1.15
95.6	D	MARTINSBURG	72	10.23	.....	.....	.....	.....	.....	9.53	.....	1.20	6.25	1.30
102.3		BENTON CITY	62	10.27	.....	.....	.....	5.36	.....	9.57	.....	1.24	6.38	1.50
109.1	DN	MEXICO	135	10.34	.....	.....	.....	5.42	.....	10.03	.....	1.30	6.55	2.20
114.7		THOMPSON	100	10.34	.....	.....	.....	5.42	.....	10.03	.....	1.30	6.55	2.20
123.2	DN	CENTRALIA	228	10.43	.....	.....	.....	5.51	.....	10.15	.....	1.53	7.36	2.45
131.0	D	STURGEON	95	10.50	.....	.....	.....	.....	.....	10.20	.....	2.00	7.54	3.00
135.8	DN	CLARK	58	11.00	.....	.....	.....	6.07	.....	10.33	.....	2.22	8.25	3.20
141.3		RENICK	84	11.09	.....	.....	.....	6.14	.....	10.41	.....	2.30	8.46	3.36
147.1	DN	MOBERLY DT WC	.....	11.13	.....	.....	.....	6.18	.....	10.46	.....	2.35	9.00	3.44
				11.18	.....	.....	.....	6.23	.....	10.51	.....	2.42	9.15	3.54
				11.29	.....	.....	.....	6.32	.....	11.05	.....	2.55	9.40	4.05
				AM	.....	.....	.....	PM	.....	PM	.....	AM	AM	PM
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.		
				2:39	:15	:15	:15	2:32	:18	3:05	:20	3:15	7:00	6:00	4:30		
				55.5	27.6	27.6	27.6	58.0	23.0	47.7	20.7	45.2	19.0	22.2	29.6		

No. 3 stop on signal at St. Charles to receive revenue passengers for Mexico, Centralia, Moberly, Carrollton and Kansas City. At Montgomery to discharge revenue passengers from St. Louis, or to receive revenue passengers for Kansas City.

No. 9 stop on signal at St. Charles on Fridays to receive revenue passengers for Mexico, or scheduled stops west thereof.

No. 11 stop on signal at Montgomery to discharge revenue passengers from St. Louis, or to receive revenue passengers for scheduled stops west thereof.

No. 17 stop on signal at St. Charles to discharge revenue passengers from St. Louis or to receive revenue passengers for Centralia or scheduled stops west thereof; at Truesdale and Wellsville to discharge revenue passengers from St. Louis.

No. 71 carry passengers.

Following trains meet on double track between Grand Ave. and Page Ave. Jct.

No. 201 and No. 10.

MOBERLY TO ST. LOUIS—14th District

Distance from Kansas City	Time-Table No. 43 In effect April 25, 1954		Station Numbers	Eastward Trains													
				FIRST CLASS						SECOND CLASS				THIRD CLASS			
				208	202	18	14	10	206	204	12	210	98	92	90	96	70
				Decatur Division No. 17	Decatur Division No. 3	Midnight Limited	St. Louis Limited	City of St. Louis	Decatur Division No. 1	Decatur Division No. 11	City of Kansas City	Decatur Division No. 21	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight
STATIONS																	
Daily																	
AM																	
PM																	
278.1	DN	ST. LOUIS	601	6.55	7.15	7.35	8.45	12.29	4.10	4.59	9.55	10.00	.....	.....	.....
275.9	D	VANDEVENTER	602	6.37	6.55	7.18	8.25	12.12	3.49	4.45	9.42	9.47	.....	.....	.....
272.5		DELMAR	605	\$ 6.30	\$ 6.47	\$ 7.11	\$ 8.17	\$12.05	\$ 3.42	\$ 4.38	\$ 9.35	\$ 9.40	.....	.....	.....
271.2	DN	PAGE AVE. JCT.	.....	6.25	6.43	7.06	8.15	12.02	3.39	4.35	9.31	9.36	.....	.....	.....
269.3		GLEN ECHO	606	AM	AM	.....	.....	.....	PM	PM	.....	PM	.....	.....	.....
266.0	D	FERGUSON	607	.....	.....	6.55	f 8.05	11.56	.....	.....	9.23	.....	AM	AM	PM
264.2	DN	BERKELEY	619	.....	.....	6.52	8.01	11.54	.....	.....	9.21	.....	5.55	10.40	4.08
261.9	D	ROBERTSON	621	.....	.....	6.48	f 7.59	.....	.....	.....	9.18	.....	5.44	10.25	4.01
255.3	2S	ST. CHARLES	627	.....	.....	6.37	\$ 7.45	11.42	.....	.....	9.06	.....	5.25	9.58	3.45
247.2		ST. PETERS	629	.....	.....	6.25	f 7.27	.....	.....	.....	8.57	.....	5.11	9.33	3.31
242.7	D	O'FALLON	631	.....	.....	6.18	f 7.21	11.31	.....	.....	8.53	.....	5.02	9.20	3.24
237.0	2S	GILMORE	635	.....	.....	6.10	f 7.10	.....	.....	.....	8.48	.....	4.50	9.12	3.14
234.5	D	WENTZVILLE	637	.....	.....	6.07	\$ 7.06	11.24	.....	.....	8.45	.....	4.45	9.08	3.10
228.7		FORISTELL	639	.....	.....	5.59	f 6.55	.....	.....	.....	8.40	.....	4.35	9.00	3.02
225.2	D	WRIGHT CITY	641	.....	.....	5.55	f 6.49	11.16	.....	.....	8.37	.....	4.29	8.55	2.57
219.1	DN	TRUESDALE	643	.....	.....	5.47	\$ 6.38	.....	.....	.....	f 8.31	.....	4.20	8.46	2.49
213.4		PENDLETON	645	.....	.....	5.40	f 6.29	11.06	.....	.....	8.26	.....	4.09	8.38	2.41
208.9	D	JONESBURG	647	.....	.....	5.34	f 6.24	.....	.....	.....	8.22	.....	4.01	8.31	2.34
204.3	N	HIGH HILL	649	.....	.....	5.29	f 6.17	10.58	.....	.....	8.18	.....	3.53	8.24	2.25
200.3	D	NEW FLORENCE	651	.....	.....	5.24	f 6.11	.....	.....	.....	8.14	.....	3.45	8.18	2.16
194.8	2S	MONTGOMERY	653	.....	.....	5.17	\$ 6.03	10.50	.....	.....	f 8.09	.....	3.35	8.11	2.08
187.2	DN	WELLSVILLE	655	.....	.....	5.08	\$ 5.50	10.44	.....	.....	f 7.59	.....	3.23	8.01	1.57
182.5	D	MARTINSBURG	657	.....	.....	5.02	f 5.41	10.40	.....	.....	7.52	.....	3.15	7.54	1.50
175.8		BENTON CITY	659	.....	.....	4.54	f 5.30	10.34	.....	.....	7.46	.....	3.03	7.45	1.39
169.0	DN	MEXICO	661	.....	.....	4.46	\$ 5.22	10.28	.....	.....	\$ 7.39	.....	2.51	7.36	1.29
163.4		THOMPSON	663	.....	.....	4.37	5.12	10.20	.....	.....	7.25	.....	2.40	7.27	1.22
154.9	DN	CENTRALIA	665	.....	.....	4.26	\$ 4.59	10.12	.....	.....	\$ 7.16	.....	2.22	7.15	1.10
147.1	D	STURGEON	667	.....	.....	4.14	\$ 4.47	.....	.....	.....	7.05	.....	2.02	7.03	12.56
142.3	DN	CLARK	669	.....	.....	4.08	f 4.41	9.59	.....	.....	7.00	.....	1.54	6.55	12.45
136.8		RENICK	671	.....	.....	4.01	f 4.35	9.53	.....	.....	6.55	.....	1.45	6.45	12.37
131.0	DN	MOBERLY	673	.....	.....	3.50	4.25	9.47	.....	.....	6.48	.....	1.30	6.30	12.25
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	
..... Scheduled time				:30	:32	3:45	4:20	2:42	:31	:24	3:07	:24	4:25	4:10	3:43	5:30	6:50
..... Average miles an hour.....				13.8	12.9	39.2	33.9	54.4	13.3	17.2	47.1	17.2	30.1	31.9	35.8	24.2	19.4

No. 18 stop on signal Martinsburg, Wellsville, Montgomery, New Florence, Jonesburg, Truesdale, Wright City, Wentzville, O'Fallon and Robertson to discharge revenue Passengers from Carrollton, Chillicothe or Macon or schedule stops west thereof; at St. Charles to discharge or receive revenue passengers from or to schedule stops.
No. 10 stop on signal at St. Charles to discharge revenue passengers from Kansas City.

No. 12 stop on signal at St. Charles to discharge revenue passengers from Kansas City or Carrollton; and on Fridays and Sundays to receive revenue passengers for St. Louis.

No. 70 carry passengers.
Following trains meet on double track between Page Ave. Jct. and Grand Ave.

No. 10 and No. 201.

MOBERLY AND MOULTON—15th District

Westward Trains				Time-Table No. 43 In effect April 25, 1954 STATIONS	Station Numbers	Capacity of sidings in 40 ft. cars exclusive of engine and caboose	Eastward Trains		
THIRD CLASS	SECOND CLASS	FIRST CLASS	THIRD CLASS				SECOND CLASS	FIRST CLASS	
77	95	11	78				98	14	
Freight	Red Ball Freight	Des Moines Limited	Freight				Red Ball Freight	St. Louis Limited	
Mon. Wed. Fri.	Daily	Daily	Tues. Thurs. Sat.	Daily	Daily				
AM	AM	PM	PM	AM	PM				
5.00	3.20	11.25	147.1	DN MOBERLY WC	673	.....	2.25	10.15	3.30
5.17	3.40	11.38	153.7	CAIRO	727	60	2.14	10.02	2.45
5.32	3.51	11.50	159.1	D JACKSONVILLE	729	.....	2.05	9.52	2.20
5.42	3.59	11.56	162.2	EXCELLO	731	13	2.00	9.46	2.00
6.15	4.17	12.12	169.7	N MACON	733	59	1.49	9.33	1.35
6.45	4.40	12.30	181.5	D ATLANTA	735	65	1.29	9.13	12.55
7.15	4.56	12.46	190.2	D LA PLATA	739	65	1.15	8.55	12.25
7.30	5.08	1.01	197.2	MILLARD	741	58	1.01	8.41	11.55
8.30	5.33	1.19	204.4	28 KIRKSVILLE W	743	56	12.50	8.27	11.05
9.10	5.58	1.35	215.0	D GREEN TOP	747	21	12.31	8.07	10.20
9.25	6.06	1.44	219.3	D QUEEN CITY	749	61	12.24	7.59	10.05
9.50	6.21	1.58	228.3	GLENWOOD	751	16	12.12	7.44	9.39
9.55	6.24	2.01	229.4	GLENWOOD JCT.	753	31	12.08	7.41	9.30
10.35	6.35	2.14	234.6	COATESVILLE	755	.....	12.00	7.28	9.10
11.30 AM	7.00 AM	2.27 AM	242.4	DN MOULTON	757	96	11.47 PM	7.10 PM	8.30 AM
Mon. Wed. Fri.	Daily	Daily					Daily	Daily	Tues. Thurs. Sat.
6:30 14.6	3:40 25.9	3:02 31.4		..... Scheduled time..... Average miles an hour.			2:38 36.1	3:05 30.9	7:00 13.6

No. 11 stop on signal at Cairo, Jacksonville, Excello and Atlanta to discharge or receive revenue passengers from or to scheduled stops.

No. 14 stop on signal at Atlanta, Excello, Jacksonville and Cairo to discharge or receive revenue passengers from or to scheduled stops.

MOULTON AND OTTUMWA—16th District

Westward Trains			Time-Table No. 43 In effect April 25, 1954 STATIONS	Station Numbers	Capacity of sidings in 40 ft. cars exclusive of en- gine and caboose	Eastward Trains	
THIRD CLASS		THIRD CLASS					
71		70					
Local Freight	Distance from St. Louis	Local Freight					
Daily Except Sun.		Daily Except Sun.					
AM		PM					
.....	9.15	242.4	DN MOULTON	757	.....	3.00	.....
.....	9.37	249.6	WEST GROVE	759	19	2.30	.....
.....	10.05	257.1	D BLOOMFIELD	761	11	2.00	.....
.....	10.20	262.7	BELKNAP	763	.....	1.37	.....
.....	10.35	268.2	CARBON	765	11	1.17	.....
.....	11.05	277.0	SO. OTTUMWA	.....	37	12.47	.....
.....	11.35 AM	277.9	D OTTUMWA	767	.....	12.45 PM	.....
Daily Except Sun.						Daily Except Sun.	
2:20 15.2			..... Scheduled time..... Average miles an hour.			2:15 15.7	

No. 71 and No. 70 carry passengers
No. 71 has right over No. 70

MOULTON AND DES MOINES—16th District

Westward Trains					Distance from St. Louis	Time-Table No. 43 In effect April 25, 1954 STATIONS	Station Numbers	Capacity of sidings in 45 ft. cars exclusive of engine and caboose	Eastward Trains					
SECOND CLASS				FIRST CLASS					FIRST CLASS	SECOND CLASS				
81	895	27	95	11					14	894	28	98	82	
C.B.&Q. Freight	M&StL Freight	CB&Q Mixed	Red Ball Freight	Des Moines Limited					St. Louis Limited	M&StL Freight	CB&Q Mixed	Red Ball Freight	C.B.&Q. Freight	
Daily Except Sat.	Daily Except Sun.	Daily Except Sun.	Daily	Daily	Daily	Daily Except Mon.	Daily Except Sun.	Daily	Daily Except Sun.					
.....	.....	.....	AM 7.22	AM 2.28	242.4	DN	MOULTON	757	96	PM \$11.46	.....	.....	PM 6.45	.....
.....	.....	.....	7.42	2.39	249.9		UDELL	775	45	11.34	.....	.....	6.30	.....
.....	PM	.....	8.02	2.54	259.6	D	MORAVIA	777	.....	11.19	AM	.....	6.12	.....
PM	2.55	AM	8.55	3.17	270.6	DN	ALBIA-M&StL, W	783	.....	\$11.04	8.05	AM	5.45	AM
11.05	2.59	11.30	9.00	3.30	271.4	DN	ALBIA-CB&Q	.....	.....	10.52	7.48	11.00	4.10	1.25
11.14	3.08	11.40	9.09	3.38	275.3		SHEAHAN	784	87	10.38	7.35	10.50	3.58	1.05
11.25	3.18	\$11.50	9.18	f 3.48	281.0	D	LOVILIA	785	50	10.30	7.23	\$10.40	3.45	12.37
11.30	3.23	\$11.55	9.23	3.53	283.3		HAMILTON	787	42	10.26	7.15	f10.35	3.41	12.26
11.36	3.36	\$12.01	9.28	f 3.58	285.9	D	BUSSEY	789	60	10.22	7.03	\$10.30	3.36	12.15
11.50	3.45	12.10	9.38	f 4.09	291.2	DN	TRACY	791	29	10.14	6.45	10.15	3.20	11.55
PM	PM	PM	9.48	f 4.16	294.8		HARVEY	843	24	10.09	AM	AM	3.02	PM
.....	.....	.....	10.03	4.34	304.7		FIFIELD	847	29	9.55	.....	.....	2.43	.....
.....	.....	.....	.....	f 4.40	307.7		CORDOVA	849	.....	9.50	.....	.....	2.37	.....
.....	.....	.....	10.21	4.47	311.4		DUNREATH	851	27	9.44	.....	.....	2.27	.....
.....	.....	.....	10.35	f 4.56	316.9		PERCY	853	.....	9.36	.....	.....	2.15	.....
.....	.....	.....	10.50	s 5.14	323.3	D	RUNNELLS	857	31	9.26	.....	.....	2.00	.....
.....	.....	.....	11.15	5.35	334.6		McCOY	860	59	9.11	.....	.....	1.35	.....
.....	.....	.....	11.27	5.45	337.3		WABASH JCT.	863	.....	9.06	.....	.....	1.15	.....
.....	.....	.....	12.30	6.00	339.2	DN	DES MOINES W	865	.....	9.00	.....	.....	1.00	.....
Daily Except Sat.	Daily Except Sun.	Daily Except Sun.	Daily	Daily						PM	Daily Except Mon.	Daily Except Sun.	Daily	Daily Except Sun.
:45 26.4	:50 24.7	:40 29.7	5.08 18.8	3:32 27.3			.....Scheduled time..... ...Average miles an hour..			2:46 34.9	1:20 15.4	:45 26.4	5:45 16.8	1:30 13.2

No. 11 stop on signal at Udell and Moravia to receive revenue passengers for Des Moines; at Moravia to discharge revenue passengers from Moberly and scheduled stops east or west thereof, and stop at C. B. & Q. station Albia to handle U. S. mail.

No. 14 stop on signal at Runnels, Percy, Cordova, Harvey, Tracy, Bussey and Lovilia to discharge revenue passengers from Des Moines, or to receive revenue passengers for scheduled stops east of Albia; at Moravia and Udell to discharge revenue passengers from scheduled stops west of Albia; at Moravia to receive revenue passengers for scheduled stops east thereof; at C. B. & Q. station Albia to discharge U. S. mail.

MOBERLY TO KANSAS CITY—17th District

Distance from St. Louis	Time-Table No. 43 In effect April 25, 1954		Westward Trains												
			FIRST CLASS				SECOND CLASS				THIRD CLASS				
			17	3	9	11	97	95	91	89	75				
			Midnight Limited	City of Kansas City	City of St. Louis	Omaha Limited	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight				
		Capacity of side seats in 45 ft cars exclusive of engine and caboose													
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.						
147.1	DN	MOBERLY	WC	DBL TRK	.....	AM	AM	PM	PM	AM	AM	PM	PM	AM	6.30
153.9	D	HUNTSVILLE		C.T.C.	f 3.25	11.34	6.35	11.10	12.40	1.50	2.10	8.10	f 6.55		
160.6	D	CLIFTON		DBL TRK	144 f 3.39	.....	.....	.....	.....	.....	.....	.....	f 7.15		
168.1	D	SALISBURY		DBL TRK	95 \$ 3.52	11.57	6.56	11.35	1.16	2.20	2.49	8.49	\$ 7.45		
175.1	D	KEYTESVILLE		DBL TRK	..... f 4.03	.....	.....	.....	1.25	2.34	3.00	9.03	f 8.00		
179.0	D	DALTON		DBL TRK	..... f 4.11	12.07	7.06	11.45	1.30	.....	.....	9.09	f 8.15		
186.1	DN	BRUNSWICK	WC	DBL TRK	E 114 W 111 \$ 4.27	12.15	7.12	\$11.52	1.42	3.05	3.20	9.35	\$ 9.05		
192.9	D	DEWITT		DBL TRK	125 4.38	12.24	7.20	PM	2.01	AM	3.30	9.50	f 9.20		
196.3	D	MIAMI		DBL TRK	.....	.....	.....	.....	.....	.....	.....	.....	f 9.30		
202.8	D	WAKENDA		DBL TRK	125 4.51	12.34	7.28	.....	2.20	.....	3.50	10.06	f 9.45		
209.8	DN	CARROLLTON	W	DBL TRK	250 \$ 5.09	\$12.43	7.34	.....	2.30	.....	4.05	10.18	\$10.00		
211.8	DN	WB JCT.		DBL TRK	..... 5.15	12.46	7.36	.....	2.34	.....	4.10	10.24	10.04		
219.8	2S	NORBORNE		DBL TRK	E 66 W 124 5.27	.....	.....	.....	.....	.....	.....	.....	10.36		
228.4	DN	HARDIN		DBL TRK	E 113 5.37	.....	.....	.....	.....	.....	.....	.....	f11.06		
234.5	DN	HENRIETTA		DBL TRK	E 226 W 150 \$ 5.51	1.09	.....	.....	.....	.....	.....	.....	\$11.31		
240.1	D	CAMDEN		DBL TRK	.....	.....	.....	.....	.....	.....	.....	.....	f11.46		
241.4	DN	CA JCT.		DBL TRK	..... 6.01	1.16	8.03	.....	3.47	.....	5.20	11.24	12.01		
245.7	D	ORRICK		DBL TRK	125 f 6.06	.....	.....	.....	.....	.....	.....	.....	f12.11		
249.6	D	MAXWELL		DBL TRK	.....	.....	.....	.....	.....	.....	.....	.....	.....
252.6	D	EXC'LS'R SPG. JCT.		DBL TRK	130	.....	.....	.....	.....	.....	.....	.....	f12.36		
255.6	D	MISSOURI CITY		DBL TRK	..... f 6.20	.....	.....	.....	.....	.....	.....	.....	f12.46		
261.1	D	SOUTH LIBERTY		DBL TRK	125	.....	.....	.....	.....	.....	.....	.....	f 1.01		
263.7	D	BIRMINGHAM JCT.		DBL TRK	.....	.....	.....	.....	.....	.....	.....	.....	.....
265.6	DN	BIRMINGHAM		DBL TRK	67 6.40	1.42	8.30	.....	4.40	.....	6.12	12.07	f 1.21		
268.2	D	RANDOLPH		DBL TRK	E 98	.....	.....	.....	.....	.....	.....	.....	f.....		
271.1	DN	BLOCK 222		DBL TRK	.....	.....	.....	.....	.....	.....	.....	.....	.....
272.3	DN	N. KAN. CITY	WC	DBL TRK	.....	.....	.....	.....	5.15	.....	7.00	12.55	2.00		
278.1	DN	KANSAS CITY		DBL TRK	..... 7.25	2.10	9.00	.....	AM	.....	PM	AM	.....	
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	
						4:15	2:36	2:25	:42	4:35	1:15	4:50	4:45	7:30	
						30.8	50.3	54.2	55.7	27.3	31.2	25.9	26.3	16.7	

The following trains meet on double track between Moberly and Huntsville:
 No. 97 and No. 98.
 No. 17 and No. 18.
 No. 9 and No. 12.
 No. 9 and No. 82.

The following trains meet on double track between Salisbury and Brunswick:
 No. 95 and No. 18.
 No. 95 and No. 14.
 No. 17 and No. 92.
 No. 75 and No. 90.
 No. 75 and No. 10.
 No. 3 and No. 74.
 No. 11 and No. 98.

The following trains meet on double track between WB Jct. and CA Jct.:
 No. 91 and No. 82.
 No. 91 and No. 12.
 No. 89 and No. 98.

No. 9 will use CMStP&P-CRI&P, KCS and KCT tracks, Birmingham to Union Station, Kansas City, and will be governed by timetables, rules and special instructions of those railroads.

No. 17 stop on signal at Norborne and Hardin to discharge revenue passengers from Moberly, or scheduled stops east thereof; or to receive revenue passengers for Kansas City.

No. 3 stop on signal at Salisbury, Brunswick and Henrietta to receive or discharge revenue passengers from or to scheduled stops.

No. 11 stop on signal at Salisbury to discharge revenue passengers from St. Louis, or to receive revenue passengers for scheduled stops west of Brunswick.

No. 75 carry passengers.

KANSAS CITY TO MOBERLY—17th District

Distance from Kansas City	Time-Table No. 43 In effect April 25, 1954 STATIONS		Station Numbers	Eastward Trains									
				FIRST CLASS				SECOND CLASS				THIRD CLASS	
				14	10	12	18	92	90	82	98	74	
				St. Louis Limited	City of St. Louis	City of Kansas City	Midnight Limited	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.				
131.0	DN	MOBERLY	WC	673	AM	AM	PM	AM	AM	AM	PM	2.05	
124.2	D	HUNTSVILLE	} C-T-C	675	2.38	9.32	6.31	f 3.16	5.10	9.08	6.38	12.30	f12.55
117.5	D	CLIFTON		677	.....	.....	.....	f 3.02	.....	.....	.....	.....	f12.22
110.0	D	SALISBURY	} DBL TRK	679	2.25	9.18	§ 6.18	§ 2.48	4.51	8.38	6.08	11.59	§11.59
103.0	D	KEYTESVILLE		681	2.16	.....	6.10	2.37	4.41	8.27	5.58	11.43	f11.40
99.1	D	DALTON	} TRK	683	2.12	9.08	6.05	2.29	4.35	8.21	5.52	11.36	f11.25
92.0	DN	BRUNSWICK		WC	685	§ 2.00	9.02	5.57	§ 2.14	4.21	8.08	5.41	11.25	§11.00
85.2	D	DEWITT	} DBL TRK	687	AM	8.54	5.48	2.01	AM	7.56	5.31	11.06	f10.15
81.8		MIAMI		689	.....	.....	.....	.....	.....	.....	.....	.....	f10.05
75.3	D	WAKENDA	} DBL TRK	691	.....	8.44	5.38	1.46	.....	7.40	5.17	10.50	f 9.45
68.3	DN	CARROLLTON		W	693	8.38	§ 5.30	§ 1.36	7.26	5.08	10.40	§ 9.15
66.3	DN	WB JCT.	} DOUBLE TRACK	.....	.....	8.36	5.25	1.25	.....	7.23	5.05	10.37	9.10
58.3	2S	NORBORNE		695	.....	.....	.....	1.16	.....	.....	.....	.....	f 8.50
49.7	DN	HARDIN	} TRK	697	.....	.....	.....	1.08	.....	.....	.....	.....	f 8.30
43.6	DN	HENRIETTA		699	.....	.....	5.03	§ 1.00	.....	.....	.....	.....	§ 7.50
38.0		CAMDEN	} TRK	701	.....	.....	.....	.....	.....	.....	.....	.....	f 7.30
36.7	DN	CA JCT.		.....	.....	8.12	4.57	12.48	.....	6.32	4.24	9.39	7.25
32.4	D	ORRICK	} C-T-C	703	.....	.....	.....	12.43	.....	.....	.....	.....	f 7.15
28.5		MAXWELL		704
25.5		EXC'LS'R SPG. JCT.	} TRK	705	.....	.....	.....	12.33	.....	.....	.....	.....	f 6.57
22.5	D	MISSOURI CITY		707
17.0		SOUTH LIBERTY	} DBL TRK	708	.....	7.50	4.35	12.22	.....	5.45	3.51	8.50	f 6.35
14.4		BIRMINGHAM JCT.		709	VIA KCT KCS CRI&P-CMSIP&P
12.5	DN	BIRMINGHAM	} TRK	711	.....	.....	.....	.....	.....	5.30	3.40	8.20	6.05
9.9		RANDOLPH		713	7.30 AM	4.15 PM	11.59 PM
7.0	DN	BLOCK 222	} TRK	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.8	DN	N. KAN. CITY		WC
.0	DN	KANSAS CITY	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.	
..... Scheduled time					:45	2:14	2:28	3:29	1:29	4:00	4:00	4:40	8:00
..... Average miles an hour					52.0	58.6	53.1	37.6	26.2	31.3	31.3	26.8	15.6

The following trains meet on double track between Huntsville and Moberly:

No. 98 and No. 97.
 No. 18 and No. 17.
 No. 12 and No. 9.
 No. 82 and No. 9.

The following trains meet on double track between Brunswick and Salisbury:

No. 18 and No. 95.
 No. 14 and No. 95.
 No. 92 and No. 17.
 No. 90 and No. 75.
 No. 10 and No. 75.
 No. 74 and No. 3.
 No. 98 and No. 11.

The following trains meet on double track between CA Jct. and WB Jct.:

No. 82 and No. 91.
 No. 12 and No. 91.
 No. 98 and No. 89.

No. 10 will use KCT, KCS and CMSIP&P-CRI&P tracks, Union Station Kansas City to Birmingham, and will be governed by timetables, rules and special instructions of those railroads.

No. 18 stop on signal at Orrick and Missouri City to discharge revenue passengers from Kansas City, or to receive revenue passengers for Carrollton, or scheduled stops east thereof; at Hardin and Norborne to discharge revenue passengers from Kansas City, or to receive revenue passengers for St. Louis.

No. 14 stop on signal at Keytesville to discharge revenue passengers from Brunswick or scheduled stops west thereof, or to receive revenue passengers for Moberly or scheduled stops east thereof; at Salisbury and Huntsville to discharge revenue passengers from scheduled stops west of Brunswick.

No. 12 stop on signal at Henrietta and Brunswick to receive or discharge revenue passengers from or to scheduled stops.

No. 74 carry passengers.

BRUNSWICK AND STANBERRY—18th District

Westward Trains			Time-Table No. 43 In effect April 25, 1954	Eastward Trains			
SECOND CLASS	FIRST CLASS	Distance from St. Louis		Station Numbers	Capacity of sidings in 45 ft. cars, exclusive of engine and caboose	FIRST CLASS	SECOND CLASS
95	11					14	92
Red Ball Freight	Omaha Limited	Daily	Daily	St. Louis Limited	Red Ball Freight	Daily	Daily
			STATIONS				
AM	PM			W	R	AM	AM
3.07	\$11.54	186.1	DN BRUNSWICK W C	685	114	\$ 1.56	4.19
			7.3		111		
3.22	f12.08	193.4	D TRIPLETT	821	24	f 1.45	4.03
			11.4				
3.44	f12.25	204.8	D SUMNER	824	70	f 1.29	3.44
			5.4				
3.54	12.34	210.7	FOUNTAIN GROVE	825	23	1.21	3.33
			3.7				
4.01	12.40	213.9	BEDFORD	826	30	1.16	3.26
			5.2				
4.12	.....	219.1	NORVILLE	827	.....	.....	.....
			5.2				
4.30	\$ 1.01	224.3	DN CHILlicothe W	829	49	\$ 1.01	3.07
			8.5				
4.45	1.17	233.1	D SAMPSEL	831	30	12.39	2.48
			4.3				
4.52	f 1.25	237.4	D LOCK SPRINGS	833	77	f12.33	2.40
			3.8				
4.58	1.31	241.2	CARLOW	835	.....	12.28	2.32
			8.3				
5.13	\$ 1.48	249.5	2S GALLATIN	837	50	\$12.17	2.15
			6.7				
5.25	f 2.00	256.2	JAMESON	839	27	12.07	2.00
			9.5				
5.45	\$ 2.18	265.7	DPATTONSBURG	841	33	\$11.53	1.41
			7.1				
5.58	f 2.31	272.8	D MCFALL	556	27	11.42	1.29
			5.5				
6.07	2.42	278.3	WHITTEN	557	20	11.34	1.19
			3.5				
6.14	2.51	281.8	EVONA	558	15	11.28	1.13
			3.4				
6.21	f 3.00	285.2	DARLINGTON	559	.....	11.23	1.07
			8.4				
6.45	\$ 3.25	293.6	2S STANBERRY	561	27	\$11.10	12.50
AM	AM					PM	AM
Daily	Daily					Daily	Daily
3:38	3:31		..... Scheduled time.....			2:46	3:29
29.5	30.5		...Average miles an hour...			38.6	30.8

No. 11 stop on signal at Sampsel and Evona to discharge or receive revenue passengers from or to schedule stops.

No. 14 stop on signal at Darlington, Evona, McFall, Jameson and Sampsel to discharge or receive revenue passengers from or to schedule stops.

EMPLOYEES' HOSPITAL ASSOCIATION

LIST OF HOSPITALS AND SURGEONS

W. E. GOLLINGS, Superintendent, Decatur, Ill.

Moberly Hospital.....	Dr. D. W. Anderson
St. Louis Dispensary, 634 North Grand Ave...	{ Dr. L. T. Litzow Dr. V. O. Fish
Ferguson Dispensary.....	Dr. Roy Johnson
Kansas City Dispensary, U. S.....	Dr. R. D. Irland
No. Kansas City Dispensary.....	{ Dr. I. C. Fowler Dr. M. O. Langhu Dr. R. H. Dunham
Stanberry Dispensary.....	
Hannibal Dispensary.....	Dr. B. L. Murphy
St. Charles.....	Dr. V. A. Schneider
O'Fallon.....	Dr. G. H. Cramblet
Wentzville.....	Dr. H. C. McMurray
Wright City.....	Dr. Robert Hasson
Warrenton.....	Dr. H. F. Hoelscher
New Florence.....	Dr. J. O. Helm
Montgomery City.....	Dr. E. J. T. Andersen
Wellsville.....	Dr. S. J. Byland
Mexico.....	Dr. H. F. O'Brien
Centralia.....	Dr. L. Lachance
Sturgeon.....	Dr. A. R. McComas
Columbia.....	Dr. James M. Baker
Monroe City.....	Dr. Geo. Hopson
Paris.....	Dr. Geo. M. Ragsdale
Macon.....	Dr. Howard Miller
Kirksville.....	Dr. G. R. Hudson
Salisbury.....	Dr. G. W. Hawkins
Keytesville.....	Dr. C. C. Weger
Brunswick.....	{ Dr. D. D. Stuart Dr. G. C. Rice
Carrollton.....	Dr. John Platz
Norborne.....	Dr. Ralph E. Haskell
Richmond.....	Dr. E. E. Gay
Orrick.....	
Chillicothe.....	Dr. V. D. Vandiver
Gallatin.....	Dr. Edward E. Nixon
Pattonsbury.....	Dr. John Z. Parker
Maryville.....	Dr. L. E. Dean
Burlington Jct.....	Dr. B. F. Byland

IOWA

Moulton Dispensary.....	Dr. E. L. Cox
Bloomfield.....	Dr. H. C. Young
Ottumwa.....	{ Dr. F. L. Nelson, Sr. Dr. Lawrence Nelson
Albia.....	Dr. Robert A. Smith
Bussey.....	Dr. D. W. Cunningham
Des Moines.....	{ Dr. James B. Fraser Dr. Arnold Nelson
Shenandoah.....	Dr. Kenneth J. Gee
Malvern.....	Dr. T. E. Shonka
Council Bluffs Dispensary.....	Dr. Arthur M. Pedersen

NEBRASKA

Omaha.....	Dr. H. J. Jenkins
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Westward Trains			Time-Table No. 43 In effect April 25, 1954 STATIONS	Eastward Trains		
SECOND CLASS	FIRST CLASS	Station Numbers		FIRST CLASS	SECOND CLASS	
95	11			14	92	
Red Ball Freight	Omaha Limited	Capacity of sidings in 46 ft. cars exclusive of engine and caboose		St. Louis Limited	Red Ball Freight	
Daily	Daily	Distance from St. Louis	Daily	Daily		
AM	AM	28	PM	AM		
7.00	3 29	293.6	\$11.05	12.33		
7.15	f 3.44	302.1	f 10.52	12.10		
7.19	s 3.50	303.4	\$10.49	12.07		
7.35	.....	309.2	.....	11.55
8.01	s 4.16	317.4	\$10.27	11.35		
8.28	s 4.40	330.6	\$10.07	11.09		
8.40	f 4.53	336.7	9.56	10.57		
8.57	f 5.07	344.0	f 9.45	10.43		
9.10	s 5.17	349.4	f 9.37	10.32		
9.30	5.28	356.9	9.26	10.18		
10.00	s 5.40	361.9	s 9.18	10.07		
10.20	f 5.57	370.8	f 8.58	9.49		
10.35	f 6.10	377.6	8.46	9.35		
10.52	s 6.23	384.4	s 8.34	9.19		
11.15	f 6.36	392.4	f 8.21	9.04		
11.28	f 6.48	396.7	8.14	8.54		
11.38	6.56	400.5	8.08	8.46		
11.48	7.04	405.6	8.00	8.35		
11.55	7.09	408.2	7.54	8.30		
AM	s 7.22	410.1	s 7.42	PM		
.....	7.55	412.9	7.30	.....	
.....	AM	.....	PM	.....	
Daily	Daily	.....	Daily	Daily	
4:55	4:26	.....	3:35	4:03	
23.3	26.8	.....	33.2	28.2	

No. 14 stop on signal at Elmo to discharge revenue passengers from scheduled stops west thereof or to receive revenue passengers for Chillicothe or scheduled stops east thereof.

SPECIAL INSTRUCTIONS

The rules and regulations of the Transportation Department issued in book form, dated January 1, 1941, will govern the rights of trains on this time-table except as amended or superseded by the following:

Every employe whose duties are in any way prescribed by these rules must always have a copy of them at hand.

The officers of this company direct that the time-table, book of rules, general orders and bulletin orders must be rigidly observed, and the claim of customary practice at variance therewith will not be accepted as an excuse for violation.

Eastward trains are superior to westward trains of the same class, in accordance with rule S-72.

Trainmasters must require acknowledgment from every conductor and engineman of the receipt of a new time-table before they are permitted to start out on their run with any train or engine after it has taken effect.

Note carefully that important changes have been made.

A train must not leave its initial station on any district, or other station prescribed by special instructions, without receiving a clearance of proper form. If train dispatcher cannot be reached, the operator may issue clearance, when no orders. Following are initial stations under this rule: St. Louis, Luther, Moberly, Outer Depot, Moulton, C. B. & Q. Station Albia, M. & St. L. Station Albia, Tracy (when operator on duty), Des Moines, Brunswick, North Kansas City, Kansas City, Stanberry and East Switch.

SPEED OF TRAINS

All trains must run at reduced speed whenever regulations or safety require.

All trains must reduce speed around sharp curves. Following is maximum speed of trains.

PASSENGER TRAINS
14th & 17th Districts

78 miles an hour, or 1 mile in 46 seconds 110-112 pound rail, tangent track.

70 miles an hour, or 1 mile in 51 seconds, 90 pound rail, tangent track. 60 miles an hour, or 1 mile in 1 minute with class D-45, D-30 and D-15 engines.

12th, 15th, 16th & 18th Districts

50 miles an hour, or 1 mile in 1 minute 12 seconds.

19th District

45 miles an hour, or 1 mile in 1 minute 20 seconds.

All Districts

Passenger trains handling freight cars will be governed same as red ball freight trains.

RED BALL FREIGHT, LOCAL AND MIXED TRAINS

12th District

40 miles an hour, or 1 mile in 1 minute 30 seconds, except 50 miles an hour or one mile in 1 minute and 12 seconds from east switch Clapper, Mo., to the east switch Rensselaer, Mo.

14th & 17th Districts

50 miles an hour, or 1 mile in 1 minute 12 seconds.

15th, 16th & 18th Districts

40 miles an hour, or 1 mile in 1 minute 30 seconds.

19th District

35 miles an hour, or 1 mile in 1 minute 42 seconds.

DEAD FREIGHT TRAINS OR LIGHT ENGINES**All Districts**

50 miles an hour, or 1 mile in 1 minute 12 seconds, except when handling restricted cars.

Trains, engines and self-propelled equipment must not exceed the following speeds when moving in automatic block signal or traffic control system, through interlockings or approaching highway crossings protected by automatic warning devices—

Single engine or unit of self-propelled equipment.....20 MAH
Two units of engines or cars.....30 MAH
Three units of engines or cars.....40 MAH

Steam yard engines must not exceed 20 miles an hour.

D-20, D-22, single units of D-30, single units of D-45 or A and B units of D-45 running backward, will not exceed 25 M.A.H.

Where district maximum speeds are less they will govern.

BRANCH TRAINS

On the Columbia Branch passenger trains must not exceed 35 miles an hour, mixed and freight trains 30 miles an hour.

On the Ottumwa Branch, passenger trains must not exceed 30 miles an hour, mixed and freight trains 25 miles an hour.

Double-heading and engines with more than one unit are not permitted to operate over the following bridges on Ottumwa Branch.

Bridge No. 2224—Des Moines River Bridge, Ottumwa.

Bridge No. 2216—M.P. 274.8,—3.5 miles west of South Ottumwa.

Bridge No. 2185—M.P. 268.1,—1 mile east of Carbon.

Bridge No. 2155—M.P. 259.7,—1 mile west of Bloomfield.

GP-9 engines or heavier are not permitted to operate on Ottumwa Branch and Columbia Branch.

ENGINES HANDLED IN TRAINS

Dead engines must be separated from each other and from other engines by at least five cars. Trains hauling dead steam engines must not exceed 20 miles an hour.

Trains hauling diesel yard engines dead must not exceed 35 miles an hour.

Disabled engines or engines with one or more rods taken down must not be hauled in fast freight trains when it is possible to avoid it.

With side rods or main rods down, a speed of 15 miles an hour must not be exceeded.

With side rods and main rods in place, the maximum speed may be increased to 25 miles an hour, unless otherwise restricted.

Wabash steam yard engines hauled in trains must be moved backward.

WORK EQUIPMENT HANDLED IN TRAINS

Speed of trains handling following work equipment must not exceed 25 miles an hour:

Pile driver.

American ditcher.

Rail unloader.

Jordan spreader ditcher.

Scale test car.

Cranes, wrecking or traveling.

Steam shovel and other similar equipment.

Work equipment must be placed in trains next ahead of caboose.

Note: These instructions do not apply to wrecking derricks when they are handled in wreck train service.

ELECTRICALLY LOCKED HAND THROW SWITCHES

A. Train or engine desiring to enter electric locked switch must stop on releasing track instrument about 30 feet ahead of switch. With the lock released the switch can be handled in the regular manner.

B. Train or engine desiring to leave electric locked switch must stop clear of track to be entered and trainman must proceed as follows:

1. Remove padlock, wait until electric lock is released, and then the switch can be handled in the regular manner.

2. When movement over switch is completed, return switch to normal and lock.

C. When electric lock is out of order, inform the train dispatcher and secure authority to break seal, then lift cover, insert and turn switch key to release lock. After lock has been released train or engine desiring to leave electric locked switch must wait five minutes before lining switch and fouling the track to be entered. When seal has been broken, wire report must be made to trainmaster.

12th District

Clocks indicating standard time are located in conductors' room at Moberly passenger station, Moberly yard office, Moberly roundhouse, Outer Depot yard office and Hannibal roundhouse.

Trains between Outer Depot, and Union Depot, Hannibal, will be governed by Decatur Division time-table and special instructions.

Conductors will register at Moberly and Outer Depot.

At Moberly, trains arriving or departing passenger station will register at passenger station; all other trains will register at yard office.

All trains must not exceed 15 miles an hour through main track turnouts and 10 miles an hour through other turnouts.

Yard limits at Moberly and Outer Depot are designated by "Yard Limit" boards.

MANUAL BLOCK-REMOTE CONTROL SYSTEM**MOBERLY AND OUTER DEPOT**

1. All trains will be governed by time-table, train orders, rules and regulations of the Transportation Department, effective January 1, 1941, and special instructions, in the territory between Moberly and Outer Depot, except as hereinafter provided.

2. Train movements will be governed by signal indication as provided for under fixed signals pages 79-91 of Rules and Regulations of the Transportation Department.

3. Signals governing movement of trains entering blocks are absolute signals.

4. Block signals govern the use of the blocks and trains will move as authorized by train orders and signal indications, which may supersede time-table superiority of trains, but will not dispense with the use or observance of other signals whenever and wherever they may be required.

5. Unless otherwise provided, a fixed signal must be used at each train order office, which shall indicate "Stop" when trains are to be stopped for train orders. When there are no orders, the signals must indicate "Proceed".

6. Trains will maintain their authorized identity and continue the display of classification and marker signals.

7. A train, other than a passenger train, may be permitted to follow a train, other than a passenger train, into a block, if weather conditions are favorable, and curvature, grades and other track conditions warrant.

8. When it is necessary to allow more than one train in a block, manual block-remote control system permissive form 1 will be issued by the train dispatcher, and following train must proceed only at restricted speed.

9. Train dispatcher issuing manual block-remote control system permissive form 1 to a following train, as prescribed by Rules 7 and 8, will authorize such movement only from one absolute block signal to the next succeeding absolute block signal. Train finding any succeeding absolute block signal displaying "Stop" indication, may proceed only in accordance with Rules 19 and 20.

10. Sidings at Evansville, Holliday, Fowkes, Goss, Clapper, Monroe City and Rensselaer will be used for the meeting and passing of trains. That section of main track between the absolute signals at the ends of these sidings are stations blocks.

11. STATION BLOCK—A section of main track between the opposing absolute signals at the ends of sidings.

12. BETWEEN STATION BLOCK—A section of main track between the opposing absolute signals at the ends of sidings between adjacent station blocks.

13. ABSOLUTE BLOCK SIGNAL—Any block signal with a marker disc letter "A" or without a number plate when displaying "Stop" indication. Rule 292.

This signal must not be passed without authority from the train dispatcher.

14. INTERMEDIATE SIGNAL—Any automatic block signal that is equipped with a number plate.

15. ENTERING SIGNAL ON MAIN TRACK FOR BETWEEN STATION BLOCK—A train finding signal displaying "Stop" indication may proceed only in accordance with Rules 8, 19 and 20. If signal is displaying a less restrictive indication than "Stop", train may enter and proceed through the block.

16. ENTERING SIGNAL FROM SIDING FOR BETWEEN STATION BLOCK—A train finding signal displaying "Stop" indication may proceed only in accordance with Rules 8, 19 and 20. A flashing lunar white indication, Rule 296, will be displayed for trainman to set switch for movement from siding to main track and then upon signal displaying "Proceed" indication, Rule 281, train may enter and proceed through the block.

17. ENTERING SIGNAL ON MAIN TRACK FOR STATION BLOCK—A train finding signal displaying "Stop" indication may proceed only in accordance with Rules 8, 19 and 20. A flashing red indication will be displayed on bottom unit, Rule 295, for trainman to set switch and train must enter siding. A flashing yellow indication on bottom unit, Rule 286-A, will be displayed for train to proceed on main track approaching next signal at end of siding, prepared to stop.

18. Intermediate signals will be provided for trains approaching the station block. Indications displayed will be in accordance with Rules 281-285 and 291.

19. When a train or engine is stopped by an absolute signal governing entrance into a station block or a between station block and the cause for "Stop" indication is not apparent, the conductor or engineman will communicate with the operator or train dispatcher. If conditions require, the train dispatcher will issue manual block-remote control system permissive form 1, when train may proceed at restricted speed as authorized.

20. When a train is stopped by an absolute signal and no cause for detaining the train is apparent, if means of communication have failed, the train may proceed, after a thorough understanding between the conductor and engineman, preceded by a flagman a sufficient distance to insure full protection, to the next point of communication, or to the next block signal, displaying a more favorable indication than "Stop and Proceed", expecting to find a train, engine, cars or other obstructions in the block, switch not properly lined, or a broken rail. Prompt report must be made to train dispatcher and trainmaster.

21. If head end of train passes a signal at end of siding and then reverse movement is made so train is again in approach of signal, the train dispatcher must be notified at once.

22. Should it become necessary for a train or engine to reverse movement, such movement must be made under flag protection but train must not pass a signal at end of siding in reverse movement without permission from the operator or train dispatcher.

23. To hold main track to do work at stations requiring the train to enter a block, permission must be obtained from operator or train dispatcher and train must make first move on signal indication. When conditions require, the train dispatcher will issue manual block-remote control system work permit form 2, which will specify working limits and the time the main track will be used, and the block must be cleared at the time specified.

24. If additional time is required, conductor must, before time limit has expired, report to the operator or train dispatcher for instructions.

25. When work has been completed or train or engine is clear of main track and switch closed and locked, the work permit has expired, and report must be made to the operator or train dispatcher, stating circumstances, location of the train or engine, and the governing signal.

26. Trains must not clear main track block at any tracks other than at the sidings specified in the time-table, except in emergency. Trains clearing main track at any other tracks in emergency must, before again occupying main track obtain proper authority from the train dispatcher and then movement made only under flag protection.

27. Eastward trains will not depart from Moberly yard until proceed indication Rule 281 is displayed by signal at Coates Street. Westward trains will not depart from Outer Depot yard until proceed indication Rule 281 is displayed by signal located 2800 feet west of yard office. If proceed indication is not displayed by these signals and the cause is not apparent, rule 20 will apply.

28. A train entering a block to do work will be governed by signal indication except when block to be entered has been left occupied by a portion of the train doing the work.

29. A train or engine having accepted a proceed indication of an intermediate signal or of an entering signal for station block and is delayed must approach the absolute signal at end of siding expecting to find that signal displaying its most restrictive indication.

30. Telephones are located at absolute signals.

LOCATION OF SPRING SWITCHES

Evansville — West end siding.

Clapper — West end siding.

The normal position of these switches is for main track. All movements through these switches must be made as prescribed by Rule 690.

Westward movements from passing track at Evansville and Clapper into between station block will be made in accordance with Rules 281 and 292.

If leaving signal from passing track continues to display "Stop" in addition to complying with manual block-remote control Rule 19, trainmen must throw switch to reverse position by hand and observe that points are in proper position then train movement can be made at restricted speed as authorized. Trainman must remain at the switch and line switch back to normal position after movement has been completed.

When a spring switch has been damaged or it is necessary to spike a spring switch, train dispatcher must be notified immediately and switch protected, leaving a flagman if necessary.

14th District

Clocks indicating standard time are located in conductors' room at Moberly passenger station, Moberly yard office, Moberly round house, St. Louis Union Station, Vandeventer yard office, Berkeley, Luther yard office and Luther round house.

Conductors will register at St. Louis Union Station, Page Ave. Jct., Berkeley, Luther, Moberly passenger station and Moberly yard office.

Train and enginemen will be under the supervision of the superintendent, St. Louis Terminal Division, between Robertson and St. Louis.

Trains and engines will be governed by the Terminal Railroad Association rules east of Grand Ave. and elsewhere, while operating over their tracks.

The line between Page Ave. Jct. and Grand Ave., will be operated as double track in accordance with the rules, and extra trains and engines, will move with current of traffic without train orders.

All trains must not exceed 10 miles an hour passing through interlocking at Grand Ave.

Eastward trains must not exceed 15 miles an hour passing Vandeventer.

At Page Ave. Jct., all trains will register by throwing off O. S. slip to operator. All westward trains affected will examine register, unless given clearance by train dispatcher.

All trains must not exceed 25 miles an hour between home signals Page Ave. Jct. interlocking.

At Berkeley, all trains will register by throwing off O. S. slip to operator. All trains affected will examine the register, unless given clearance by train dispatcher. All trains to and from Luther must receive clearance of proper form at Berkeley.

Hand thrown electrically locked switches with pipe connected derails operated from the switch are located as follows:

Westlake Quarry Spur $2\frac{1}{2}$ miles west of Robertson.

West end of siding Berkeley.

Uregas spur track, 3 miles west of Wentzville.

Hand thrown electrically locked switches with pipe connection to inside crossover switch are located as follows:

Junction Luther Line Berkeley.

Junction UD Line Berkeley.

All trains must not exceed 30 miles an hour over Missouri River Bridge No. 59 and approaches at St. Charles.

Train and enginemen will make close running inspection of all trains around curves east and west of bridge and must know that everything is O. K. before permitting train to proceed over bridge. A member of crew of either passenger or freight trains must ride rear end of rear car in train over the bridge keeping close lookout for any possible defects and be in position to immediately stop train if any unsafe condition found. Trains must not back out on this bridge except in case of emergency.

All passenger trains must not exceed 50 miles an hour and freight trains 40 miles an hour around curve west end of Perruque bridge 2 miles east of Gilmore.

Conductors on Columbia Branch will register at Columbia and Centralia.

Operation over Auxiliary Track between Wightman St., Moberly and Urbandale, 1.7 miles east of Moberly will be permitted only as authorized by train order. Trains using this track will move at restricted speed and markers will be displayed in accordance with Transportation Department Rule 19, figure 8, effective January 1, 1941.

All eastward trains must not exceed 20 miles an hour between home signals of interlocking M.-K.-T. crossing Moberly, moving on main track.

At Moberly, passenger trains will register at passenger station; all other trains will register at yard office. All trains will examine register at passenger station unless given clearance by train dispatcher.

The line between Wightman Street and Clark Street, Moberly, will be operated as double track in accordance with the rules.

All trains must not exceed 15 miles an hour through main track turnouts and 10 miles an hour through other turnouts.

Yard limits at Moberly, Centralia, Columbia, Mexico, St. Charles, Ferguson-Berkeley, Jennings—Luther, Page Ave. Jct., — Delmar and Vandeventer are designated by "Yard Limit" boards.

Eastward yard limit boards Delmar switching district are located 1.5 miles west of Page Ave. Jct. on U. D. Line and 300 feet west of Page Ave. Jct. on Terminal West Belt and westward yard limit boards located 200 feet east of Delmar Ave.

Eastward yard limit board Vandeventer switching district is located 150 feet west of Kingshighway overpass.

Westward yard limit boards at 23rd Street and Grand Ave. interlocking.

Yard limit board Luther located 800 feet west of Jennings station.

Diverging route signals Rule 283 or 286 are located at the following points:

- Page Ave. Interlocking, St. Louis, Mo.
- Westward Home Signal — To Terminal West Belt.

15th District

Clocks indicating standard time are located in the conductors' room at Moberly passenger station, Moberly yard office, Moberly round house and Moulton telegraph office.

Conductors will register at Moberly passenger station, Moberly yard office and Moulton telegraph office.

At Moberly, passenger trains will register at passenger station. All other trains will register at Moberly yard office. All trains will examine register at Moberly passenger station unless given clearance by train dispatcher.

At Moulton first class trains will register by throwing off O. S. slip to operator. All trains affected will examine register unless given clearance by train dispatcher.

All trains must not exceed 10 miles an hour through all turnouts.

Yard limits at Moberly, Kirksville and Moulton are designated by "Yard Limit" boards.

16th District

Clocks indicating standard time are located in telegraph offices at Moulton, Ottumwa and Des Moines.

Conductors will register at Moulton, C. B. & Q. Station at Albia, M. & St. L. Station at Albia, Tracy, Des Moines, and Ottumwa.

Trains will be governed by the time-table and rules of the Des Moines Union between Wabash Jct. and Des Moines.

Conductors will call at the telegraph office Union Station, Des Moines, for orders.

All trains must not exceed 15 miles an hour between mile post 319.2 and mile post 319.5 two miles west of Percy.

Engines, with or without cars, must not exceed 15 miles an hour on Tracy mine lead, except that 10 miles an hour must not be exceeded around first curve west of C. B. & Q. main track switch.

M. & St. L. trains will be governed by time-table and rules of the Wabash Railroad Co. between M. & St. L. Station Albia and Tracy.

C. B. & Q. trains will be governed by the time-table and rules of the Wabash Railroad Co. between Albia C. B. & Q. and Tracy.

No train order signals at Tracy or C. B. & Q. station at Albia.

It will be permissible to operate C. B. & Q. class O-3 engines over joint track between Albia and Tracy at a speed not to exceed 30 miles an hour.

At Tracy interlocking, all trains must not exceed 15 miles an hour between the eastward and westward approach-distant signals.

At Tracy, all trains will register by throwing off O. S. slip to operator, except when no operator on duty conductors will register on train register maintained in waiting room of station. All trains affected will examine register unless given clearance by train dispatcher.

Passenger trains must not exceed 40 miles an hour between C. B. & Q. mile post 0.5, located 0.5 miles west of Albia and C. B. & Q. mile post 10.75, located 0.76 miles east of Hamilton.

All trains must not exceed 10 miles an hour between C. B. & Q. Jct., Albia, and bridge 0.24, and 10 miles an hour over Highway crossing mile post 0.5.

At Albia C. B. & Q. interlocking, all trains must not exceed 15 miles an hour between home signals.

At Albia, all trains will register at C. B. & Q. and M. & St. L. stations by throwing off O. S. slip to operator. All trains affected will examine register unless given clearance by train dispatcher.

Trains will be governed by the time-table and rules of the M. & St. L. while on their tracks at Albia.

At Moravia interlocking all trains must not exceed 20 miles an hour between home signals.

At Moulton, first class trains will register by throwing off O. S. slip to operator. All trains affected will examine register unless given clearance by train dispatcher.

At Belknap interlocking all trains must not exceed 20 miles an hour between home signals.

All trains must not exceed 10 miles an hour through all turnouts.

Yard limits at Moulton, Ottumwa, Albia-M. & St. L.-C. B. & Q., Tracy and McCoy are designated by "Yard Limit" boards.

17th District

Clocks indicating standard time are located in conductors' room at Moberly passenger station, Moberly yard office, Moberly round house, North Kansas City east yard office, North Kansas City roundhouse, and Kansas City Union Station.

Conductors will register at Moberly passenger station, Moberly yard office, Brunswick, WB Jct., North Kansas City and Kansas City Union Station.

The line between Moberly and Huntsville, Salisbury and Brunswick, Birmingham and Birmingham Jct., will be operated as double track in accordance with the rules.

At Moberly, passenger trains will register at passenger station. All other trains will register at Moberly yard office. All trains will examine register at Moberly passenger station unless given clearance by train dispatcher.

Eastward trains leaving the limits of Centralized Traffic Control will respect their scheduled time at end of double track Huntsville.

Eastward inferior trains passing Huntsville on time of superior trains will move with current of traffic in accordance with Rules 93 and 251 to Moberly.

Westward trains leaving the limits of Centralized Traffic Control will respect their scheduled time at end of double track Salisbury.

Westward inferior trains passing Salisbury on time of superior trains will move with current of traffic in accordance with Rules 93 and 251 to Brunswick, where train orders will be issued directing further movement.

Trains in siding at Salisbury must not foul eastward main track or operate main track switches without authority from train dispatcher.

When necessary to move against current of traffic on double track from Huntsville to Moberly or from Salisbury to Brunswick, a push button located in concrete house at the switch at Huntsville and Salisbury must be operated upon instructions from train dispatcher before proceed signal can be displayed for movement over power switch, and movement through yard limits made in accordance with Rule 93 and D-93.

At Brunswick, all trains will register by throwing off O. S. slip to operator. All trains affected will examine register unless given clearance by train dispatcher.

At WB Jct., all trains will register by throwing off O. S. slip to operator. All eastward trains affected will examine register unless given clearance by train dispatcher.

Trains must not exceed 15 miles an hour through main track turnouts except turnouts controlled by power operated switches movement over which is governed by signal indication.

End of double track Huntsville.....	50 M.A.H.
East end siding Clifton.....	25 M.A.H.
West end siding Clifton.....	25 M.A.H.
End of double track Salisbury.....	50 M.A.H.
End of double track Brunswick.....	25 M.A.H.
East end siding Orrick.....	25 M.A.H.
West end siding Orrick.....	25 M.A.H.
To C. B. & Q. Railroad Maxwell.....	35 M.A.H.
East end siding Excelsior Spg. Jct.....	25 M.A.H.
West end siding Excelsior Spg. Jct.....	25 M.A.H.
East end siding South Liberty.....	25 M.A.H.
West end siding South Liberty.....	25 M.A.H.
End of double track Birmingham Jct.....	25 M.A.H.

for trains moving in westward direction to westward main track and 10 M.A.H. through all other turnouts.

Train and enginemen will be under the supervision of the superintendent, Kansas City Terminal Division, between Birmingham and Kansas City.

Movement of trains between Birmingham and Birmingham Jct. will be governed by signal indication as provided for under fixed signals, page 79 to 91, and interlocking rules of the Rules and Regulations of the Transportation Department and Special Instructions.

Trains and engines will be governed by the joint C. B. & Q.—Wabash time-table in effect, including rules and regulations, between Birmingham and the west limits St. Louis Ave. interlocking at Kansas City.

Trains leaving North Kansas City conductors call at yard office for orders.

Trains and engines will be governed by Kansas City Terminal time-table and rules between St. Louis Ave. and Union Station.

Trains leaving Kansas City, conductors call at Union Station for orders.

**CENTRALIZED TRAFFIC CONTROL SYSTEM
Between Huntsville and Salisbury — C. A. Junction and
Birmingham Junction**

520. Trains will move as authorized by signal indications which will supersede time-table superiority of trains but will not dispense with the use or observance of other signals whenever and wherever they may be required.

521. Trains will maintain their authorized identity and continue the display of classification and marker signals.

522. Train movements will be governed by signal indication as provided for under fixed signals, pages 79-91 of Rules and Regulations of the Transportation Dept.

Operation between Huntsville and Salisbury and between C. A. Junction and Birmingham Junction will be by Centralized Traffic Control System in accordance with Rules 261, 263, 264 and Special Instructions.

523. When a train is stopped by a stop signal at end of siding and the cause is not apparent, the conductor or engineman will communicate with the train dispatcher. If conditions require, the train dispatcher will issue clearance, which will be copied on CTC Permissive Form 439, when train may proceed at restricted speed as authorized. If cause is apparent and the signal continues to display "stop" indication for five minutes, the conductor or engineman must report to train dispatcher for instructions.

524. When a train is stopped by stop signal governing movement over Power switch and means of communication have failed, after every possible effort has been made to establish communication with train dispatcher, should no cause for detaining train be apparent, the conductor, after a thorough understanding with engineman, will arrange to place selector lever in HAND position, switch lined for desired route and observe that indicator on end of switch machine shows LOCKED, after which train may proceed, preceded by a flagman, a sufficient distance to insure full protection, to the next point of communication, or to the next block signal, displaying proceed indication, expecting to find a train or obstruction in block, switch not properly lined, a car inside the clearance point or a broken rail. After train has cleared the power switch, the switch must be lined normal, the hand throw lever in normal position and selector lever returned to MOTOR position and the levers padlocked.

525. Should it become necessary for a train or engine to reverse movement, such movement must be made under flag protection, but must not pass a signal, which governs movement over a Power controlled switch, in reverse movement without permission from the train dispatcher.

526. If head end of train passes a signal governing movement over a Power controlled switch and then reverse movement is made so it is again in the rear of signal, the train dispatcher must be notified at once.

527. Westward signals for Wabash trains C. A. Junction are jointly controlled by signalman and train dispatcher. Westward trains when stopped by stop signal at this location in addition to receiving hand signal from signalman as per Rule 8a of Rules governing operation of the joint tracks of the A. T. & S. F. Ry. Co. and Wabash R. R. Co. must secure C. T. C. permissive card Form 439 authorizing the movement. Westward signals at Birmingham Jct. are jointly controlled by signalman and train dispatcher. Westward trains when stopped at this location will be governed by instructions from train dispatcher.

528. Power switches and signals at the following locations are controlled and operated by train dispatcher at Moberly:

- End double track, Huntsville.
- East and west end siding Clifton.
- End double track Salisbury.
- East and west end siding Orrick.
- CB&Q Junction switch Maxwell.
- East and west end siding Excelsior Springs Jct.
- East and west end siding South Liberty.
- End double track Birmingham Jct.

Switches at the following locations are equipped with electric locks and pipe connected details:

- No. 4 track Huntsville.
- House track Clifton.
- East end siding Salisbury.
- Potato track C. A. Junction.
- East and west end House track Orrick.
- East and west end potato siding Excelsior Springs Jct.
- Team track Missouri City.
- East and west end Power Company siding west of Missouri City.
- River track Missouri City.
- Tobin Quarry spur track west of South Liberty.
- House track Birmingham.

All hand operated main track switches between end double track Huntsville and end double track Salisbury, and between C. A. Jct. and end double track Birmingham Jct. must be used only when authorized by train dispatcher. When movement is made into track equipped with pipe connected derail main track switch must not be restored to normal until entire engine and cars are beyond derail.

529. There is a dual-control attachment which is a part of each POWER switch machine located at each controlled switch.

There is also an indicator on the end of each switch machine which shows LOCKED when switch points are in position and locked.

A cast iron "N" on first cross tie ahead of the switch point indicates the normal position of switch point. A cast iron "R" indicates reverse position of switch point.

Detail instructions for operation will be found in concrete house adjacent to POWER switch.

530. To obtain authority for hand operation of POWER switch trainman must inform dispatcher of movement to be made and secure permission. Train must make first move on signal indication. After authority has been obtained to operate POWER switch by hand and after first move-

ment has been made on signal indication, Trainman must move selector lever (small lever) to HAND position. Then switch may be operated by hand to desired position, trainman must observe that indicator on end of switch machine shows LOCKED each time switch is operated by hand before movement is made over switch.

531. Before a train may proceed on hand signal from a stop signal under authority of dispatcher or under flag protection, trainman MUST put selector lever in HAND position and observe that switch is lined for desired route and indicator on end of switch machine shows LOCKED. If indicator does not show LOCKED switch points must be spiked before movement is made over switch. Spike maul claw bar and spikes are kept in concrete house near switch).

The employee securing authority is responsible for restoring switch and selector lever to normal position.

532. When it is necessary to line POWER switch by use of hand-throw lever, trainman must notify engineman that selector lever is in the HAND position and indicator on end of switch machine shows LOCKED and must notify him when it is returned to MOTOR position.

533. When selector lever is moved to HAND position, signals governing movement over POWER switch will indicate stop. Under these conditions, the train or engine authorized to use switch may consider indications of these signals suspended, and may make movements over switch as necessary during time selector lever is in HAND position.

534. Enginemen must not accept hand signals against fixed signals in making movement over a POWER switch unless selector lever of dual-control switch machine has been placed in HAND position and indicator on end of switch machine shows LOCKED, or unless in an emergency, when they are fully informed as to the circumstances and the switch points have been spiked.

535. The permission granted by the train dispatcher to a trainman to hand operate a dual-control switch does not authorize any part of train or engine to move beyond the designated limits, even though the selector lever is operated.

536. If and when movement beyond the designated limits are necessary during the time the dual-control switch is being hand operated, the trainmen must communicate with the train dispatcher and be governed by his instructions.

537. If additional time is required, trainmen must, before time limit has expired, report to the train dispatcher for instructions.

538. When time limit expires or work is completed, trainman must restore hand-throw lever to normal position and the selector lever to "motor-operating" position and lock both the selector and hand-throw levers and so report to the train dispatcher and, at the same time, notify him of the location of his train or engine.

539. To hold main track to do work or to operate a main track hand-thrown switch in the vicinity of a POWER switch, a trainman must secure permission from the train dispatcher, and must have an understanding as to the length of time the main track can be used and must be in the clear in the time specified.

540. To hold the main track to do work at points not in the vicinity of a track or siding equipped with POWER switch or switches the conductor or engineman must obtain permission from the train dispatcher before leaving the controlled track or siding.

541. When conditions require, a train dispatcher will issue authority to work which will be copied on CTC Work Permit Form 440, showing working and time limits authorized.

542. When work has been completed or train or engine is clear of main track and switch closed and locked, or time limit has expired, a trainman must report to train dispatcher, stating circumstances, location of train or engine, and the governing signal. If additional time or extension of working limits are required, they must be authorized by the train dispatcher and handled in the same manner.

544. Electrically locked hand throw switches:

- A. Train or engine desiring to enter electric locked switch must stop on releasing track instrument about 30 feet ahead of switch. With the lock released the switch can be handled in the regular manner.
- B. Train or engine desiring to leave electric locked switch must stop clear of track to be entered and trainman must proceed as follows:
 1. Secure authority from train dispatcher, remove padlock, wait until electric lock is released, and then the switch can be handled in regular manner.
 2. When movement over switch is completed, return switch to normal and lock, notifying train dispatcher when done.
- C. When electric lock is out of order, inform the train dispatcher and secure authority to break seal, then lift cover, insert and turn switch key to release lock. After lock has been released train or engine desiring to leave electric locked switch must wait five minutes before lining switch and fouling the track to be entered. When seal has been broken, wire report must be made to trainmaster.

545. Telephones are located in a concrete house near power operated switches, also in booths at electric locked switches.

546. A signal indicating "Stop", which is evidently out of order, must be reported to the train dispatcher from the first available point of communication, giving number of the signal.

547. A POWER switch known or thought to be out of order must be reported to the train dispatcher from the first available point of communication, and if necessary, a flagman must be left to notify all trains that would be affected, until relieved by a signal department employe or by instructions from the train dispatcher.

548. Running switches must not be made over electrically locked or POWER switches.

549. When taking siding, trains must stop to clear dwarf signals.

550. Trains may make movement from main track to siding at Clifton against an opposing train in siding by complying with the following instructions:

1. Obtain authority from train dispatcher on telephone in the house at switch.
2. Operate push button adjacent to telephone over which following instructions are posted:
"When authorized to push button to obtain signals for movement into siding against opposing trains". After button is pushed home signal will display a **proceed at restricted speed** indication.
3. Train may then proceed at restricted speed **only when preceded by a trainman a sufficient distance to properly flag and stop opposing trains.**

Diverging route signals, Rule 283 or 286 are located at the following points:

Clifton, Missouri.

Westward Home Signal, east end siding—to siding.

Eastward Home Signal, west end siding—to siding.

WB Junction, Missouri.

Eastward Home Signal—to AT&SF.

CA Junction, Missouri.

Eastward Home Signal—to track No. 3.

Maxwell, Missouri.

Eastward Home Signal—to CB&Q.

Birmingham Jct., Missouri.

Westward Home Signal—to eastward main.

Birmingham, Missouri.

Eastward Home Signal—to CB&Q.

Yard limits at Moberly and Brunswick are designated by "Yard Limit" boards.

RULES GOVERNING OPERATION OF THE JOINT TRACKS OF THE A. T. & S. F. RAILWAY CO. AND WABASH RAILROAD CO.

1. The movement of trains will be supervised by A. T. & S. F. train dispatcher, who will issue instructions as may be required.

Trains having work to do or encountering unusual delay, must notify train dispatcher.

Except as affected by the following rules, all Wabash block signal and train rules remain in force.

2. Two Main Tracks, designated as Eastward and Westward Tracks, and Automatic Block System, between W. B. Jct. and C. A. Jct.

Trains must keep to the right, unless otherwise provided, and will run with the current of traffic by block signals whose indications will supersede time table superiority.

Movement against the current of traffic must be controlled by train order.

Trains moving against the current of traffic must approach interlockings and facing point spring switches prepared to stop unless track is clear, switches are properly lined and signals indicate "proceed". Movements around curves where view is obscured must be made at restricted speed and one extra long and short blast of engine whistle sounded frequently.

3. Main Track No. 3 between Hardin and C. A. Jct. is located south of the Eastward Main track.

Trains have no time table superiority on this track and will use same only as authorized by train order.

Manual Block Rules govern.

Trains or engines, other than passenger trains, finding permissive Manual Block Signal (Yellow aspect) at Henrietta, may proceed through block at restrictive speed. A passenger train must not accept a Permissive Manual Block Signal

Maximum authorized speed 40 MAH on Track No. 3.

Yard limits on this track at Hardin and Henrietta are designated by "Yard Limit" boards.

4. Trains will register — westward by leaving O. S. slip at W. B. Jct., and eastward by leaving O. S. slip at C. A. Jct.

5. Trains must secure numbered clearance card — westward at W. B. Jct., eastward at C. A. Jct., and at originating stations between those points.

6. A. T. & S. F. trains use marker lamps with red and yellow lens. Trains displaying classification signals will continue same over joint track.

7. Block phones at MP 393, MP 401, Camden and in freight room at Norborne.

8. Interlockings at W.B. Jct., Hardin, Henrietta and C.A. Jct.

(a) Hand signals must not be given which conflict with interlocking signals, except:

1. When governing signals at an open interlocking station cannot be cleared, operator may give permission verbally or by proceed signal with yellow flag or yellow light. In either case a member of crew must precede the move, examine each switch and derail affecting same, and flag over railroad crossings within the limits.

2. At interlocking remotely controlled, or where the station is closed, should the governing signal indicate "stop", a member of the crew will communicate with interlocking station and be governed by instructions. If authorized to proceed, switches and derails within the limits must be examined before moving over them. If unable to communicate, place dual control switches on "hand" operation, spike other interlocked switches and derails affecting such movement. After movement is completed, restore and lock dual control switches to "motor" operation, remove spikes from other interlocked switches, leave all in position found, and report to interlocking station at first available point of communication. If necessary to roll switches by hand, be governed by instructions posted in phone box.

After flagging over interlocking within automatic signal limits, trains and engines may proceed at restricted speed to next governing signal.

(b) Trains or engines stopped by operator in making a movement through an interlocking must not move in either direction until they have received proper signal from him.

(c) No engine, train or portion of a train must be allowed to stand within the interlocking limits while opposing routes are being cleared for trains.

(d) If necessary to change any route for which signals have been cleared for an approaching train or engine, switches must not be changed or signals cleared for any conflicting route until the train or engine for which the signals were first cleared has stopped and given whistle signal G-3.

(e) At an interlocking station, the home interlocking signal may be used as a train order signal, a red flag by day or a red light by night, so placed at the interlocking station that it can be seen from approaching train, will indicate to the engineman and trainmen that there are train orders.

The engineman will acknowledge the display of signals as above indicated by two short blasts of the whistle.

The operator will then clear interlocking signal and train may proceed to interlocking station, but not beyond, until released by clearance card.

(f) Sand must not be used between the home signals of an interlocking. Violations must be reported to the trainmaster.

(g) Following whistle signals will be used at interlocking stations:

1. Extra long — main track.
2. Long, short and long — siding.
3. Short, extra long, short — notify operator cannot take signal.

9. At an open office, at night, when light is not displayed on a train order signal, trains must secure clearance card.

10. TWO AND THREE ARM HOME SIGNALS.

Signal aspects for movements will be displayed as indicated in Signal System Two, except:

W. B. Jct., eastward movements to Wabash route, top indication governs movements to Wabash main track; bottom indication to Wabash siding or Wabash main track.

C. A. Jct., eastward trains from Wabash route, top indication governs movement to Santa Fe eastward main track, bottom indication to main track No. 3.

Dwarf signal at C. A. Jct., governing westward movements on eastward main track to Wabash route display lunar white over green or lunar white over yellow.

When yellow over green aspect is displayed on approach signal to westward home signal at C. A. Jct., it will indicate route at C. A. Jct. is lined for movement to Wabash track; approach westward home signal not exceeding 40 MAH for passenger and 30 MAH for freight trains.

Eastward trains at C. A. Jct. and Westward trains at W. B. Jct. moving on yellow signal will proceed prepared to enter turnout or stop short of train or obstruction.

11. SIGNAL SYSTEM.

Signal System Two in effect W. B. Jct. to C. A. Jct.

"SIGNAL SYSTEM TWO"

Aspect	Name	Indication
Green	Clear	Proceed.
Yellow over Yellow	Advance	Proceed; approach next signal at Medium speed, and be prepared to enter diverging route at prescribed speed.
Red over Green	Diverging-Clear	Proceed through diverging route; prescribed speed through turnout.
Yellow	Approach	Proceed preparing to stop at next signal; if exceeding medium speed, immediately reduce to that speed.
Red over Flashing Yellow	Diverging-Approach	Proceed through diverging route; prescribed speed through turnout. Approach next signal preparing to stop, if exceeding medium speed, immediately reduce to that speed.
Red over Yellow	Restricting	Proceed at restricted speed.
Red with Number Plate	Stop and Proceed	Stop; then proceed at restricted speed.
Red without Number Plate	Stop	Stop.

Trains may run to, but not beyond, a signal indicating stop, except as otherwise provided. If a train or engine over run a stop signal, the fact must be reported to trainmaster.

Westward trains or engines using track No. 3 finding Signal No. 2409 in advance to home signal at C. A. Jct. in stop position, will stop, wait five minutes, then proceed at restricted speed, except that when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

When separate signal governing train movements from siding or other track to main track indicate stop and train has authority to enter main track, the main track switch may be opened and after the expiration of five minutes, train may proceed at restricted speed, complying with rule 99.

When heading out through a spring switch, the same practice will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal position. This rule will also apply where such signals are located at non-continuous interlocking stations and are set for automatic operation during hours that the office is closed.

Trainmen and enginemen will, when practicable, observe whether signals passed by their train or engine assume proper indication. When a train or engine passes a signal which fails to assume its most restrictive indication it will proceed at restricted speed to the end of that block with rear end protected by flagman until entire train has passed out of block.

A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

12. Two or More Tracks

Two or more main tracks upon any of which the current of traffic may be in either specified direction.

Restricted Speed

A speed that will permit stopping short of train or obstruction but not exceeding 20 M.A.H.

Medium Speed

A speed not exceeding 40 M.A.H.

Dual Controlled Switch

An interlocking switch which may also be operated manually.

(When SELECTOR lever on dual control switch is moved from MOTOR to HAND position, the hand throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.)

Head-in switches Henrietta dual controlled.

13. Temporary signals, yellow flag, disc or light, will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed, trains must not exceed 15 M. A. H., unless otherwise directed by train order or special instructions, until rear of train has passed a temporary resume speed signal, green flag, disc or light, which indicates the end of the reduced speed area.

Permanent signs, yellow with numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track, or those at the top of the sign,

indicate the maximum speed for passenger trains, and the other numerals the maximum speed for freight trains, except that where only one numeral is shown it shall govern the speed of both passenger and freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent green resume speed sign. There may be more than one yellow sign in advance of a green sign, in which case the reduced speed shown on each yellow sign must be observed in succession until rear of train has passed the green sign.

The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains and the other numerals the maximum speed for freight trains. Indicated speed must not be exceeded until rear of train has passed a permanent green resume speed sign. There may be more than one yellow signal in advance of a green sign in which case the reduced speed shown on each yellow sign must be observed in succession until rear of train has passed the green sign.

14. A train finding a fusee burning on or near its track must stop and extinguish it or wait until it has burned out. The train may then proceed, prepared to stop short of train, obstruction or switch not properly lined for one mile.

Fusees will be used in addition to other signals for protecting trains, or in any manner which any particular emergency may demand.

On two main tracks they should be placed on the outside or field side of the track to be protected; on track 3 on outside of rail on engineman's side.

The explosion of two torpedoes is a signal to proceed prepared to stop short of train, obstruction or switch not properly lined, for one mile. The explosion of one torpedo will indicate the same as two, but the use of two is required. The explosion of torpedoes must be acknowledged by two short blasts of engine whistle.

Torpedoes will be placed two rail lengths apart on engineman's side of track to be protected.

15. When going out to flag, flagman must take with him not less than 8 torpedoes and 6 fusees.

16. The headlight will be displayed to the front of every train by day and night. It must be extinguished when a train turns out to meet another train and has stopped clear of main track.

In case of headlight failure enroute at night, and repairs cannot be made promptly, a white light must be placed on the front or leading end of train. Train must proceed at restricted speed while head end is passing through stations and over street and highway crossings. Whistle must be sounded frequently and bell run continuously. The dispatcher must be notified at first opportunity.

It must be dimmed while standing to meet a train at a junction or at end of two or more tracks. On two or more tracks it may be dimmed when approaching a train in the opposite direction.

On engines equipped with gyrating lights, the white beam will be displayed by night in addition to the headlight. When a train is stopped suddenly, by day or night, the red beam must be immediately displayed and trains on adjacent tracks observing red beam will stop and not proceed until it is known that their track is clear.

Display of red beam does not relieve employes from protecting their train.

17. Crews of trains clear of main track must not give proceed signals to approaching trains.

18. Spring switches are designated by letter "S" painted on switch stand.

If signal protecting facing point movement over a spring switch is in stop position, examine switch points to see that they are properly closed.

If necessary to spike a spring switch it must be protected and train dispatcher notified.

Sand must not be used over spring switches.

SWITCHES—MAXIMUM SPEED

Maximum authorized speed 10 MAH heading in or out over other than main track switches; 15 MAH over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches will not exceed speed prescribed for turnout.

"I" Interlocked Switch.

"S" Spring Switch.

Station	Type	Location	MAH
W. B. Jct.	I	Crossover and Santa Fe Connection.....	30
Norborne	S	Westward head-out switch.....	30
Hardin	I	Eastward head-in switch, crossovers, and connection to track No. 3.....	30
	S	Eastward head-out switch.....	30
Henrietta	I	Eastward head-in switch.....	40
	I	Westward head-in switch.....	30
	S	Eastward head-out switches.....	30
C. A. Jct.	I	Crossover and Santa Fe connection.....	30

19. **THE MAXIMUM AUTHORIZED SPEED OF TRAINS**

	Miles an Hour	
	Passenger	Freight and Mixed
Except where further restricted.....	78	50
First 2 curves west of Hardin, track No. 3.....	15	15
Hardin to C. A. Jct., track No. 3.....	40	40
Curves, MP 416.7 to MP 419.1.....	65	50

20. A white signal will be used to stop a train at the flag stations indicated on its schedule, or at conditional stops.

RULES GOVERNING OPERATION OF THE JOINT TRACK OF WABASH RAILROAD CO. AND CB&Q RAILROAD CO. BETWEEN MAXWELL AND BIRMINGHAM.

1. The movements of trains will be supervised by the Wabash train dispatcher, who will issue instructions as may be required.
2. All trains moving through CB&Q turnout Maxwell will not exceed 25 miles an hour.
3. All trains operating in territory between C. A. Jct. and Birmingham will move on signal indication and retain their original identification.

18th District

Clock indicating standard time is located in telegraph office at Stanberry.

Conductors will register at Brunswick and Stanberry.

At Brunswick, all trains will register by throwing off O. S. slip to operator. All trains affected will examine register unless given clearance by train dispatcher.

At Gallatin, passenger trains must not exceed 35 miles an hour, freight trains 30 miles an hour, 3000 feet east to 3000 feet west of Rock Island crossing and all trains must not exceed 20 miles an hour between the home signals.

Passenger trains must not exceed 40 miles an hour and freight trains 30 miles an hour between mile post 267.75, located 1.1 miles west of Pattonsburg, and mile post 271.5, located 4.85 miles west of Pattonsburg.

All trains must not exceed 25 M.A.H. while engine is on span of bridge 969 located 1.5 mile west of Evona.

GP-9 engines or heavier are not permitted to double-head over bridge No. 969—1.5 miles west of Evona.

All trains must not exceed 10 miles an hour through all turnouts.

Yard limits at Brunswick, Chillicothe and Stanberry are designated by "Yard Limit" boards.

19th District

Clocks indicating standard time are located in telegraph offices at Stanberry, East Switch and Omaha Union Station.

Conductors will register at Stanberry, East Switch, and Union Station, Omaha.

At East Switch, all first class trains will register by throwing off O. S. slip to operator. All trains affected will examine register unless given clearance by train dispatcher.

Between U. P. Transfer, Council Bluffs and Omaha Union Station, each member of train and engine crews must have a copy of and be governed by Union Pacific rules, Bridge Subdivision special rules, and Bridge Subdivision time-table.

All engines must not exceed 6 miles an hour around curves just east of C. M. St. P. & P. cross-over 17th Street, Council Bluffs.

All trains proceed at restricted speed between East Switch and junction switch of Wabash with C. M. St. P. & P., one-third mile east of U. P. Transfer, Council Bluffs expecting to find main track occupied.

All trains must not exceed 10 miles an hour through all turnouts.

Track located 1400 feet west of train order signal at Conception and formerly used for interchange purposes, can be used for meeting and passing trains.

Yard limits at Stanberry, Shenandoah and East Switch are designated by "Yard Limit" boards.

RAILROAD CROSSINGS AND JUNCTIONS

14th District

Grand Ave.—Governed by interlocking. No derails.

Page Ave. Jct.—Junction and end of double track. Governed by interlocking. No derails.

Berkeley—Junction, Luther Line. Governed by hand thrown switches. Normal position of switches for U. D. Line.

Mexico—G. M. & O. Governed by interlocking. No derails.

Centralia—Junction, Columbia Branch. Connected to siding by two wye switches, normal position of switches is for siding.

Clark—G. M. & O. Governed by interlocking.

Moberly—M.-K.-T. Governed by automatic interlocking. No derails.

Moberly—End of double track. Governed by hand thrown switches. Normal position of switches for westward main track.

15th District

Kirksville—C. B. & Q. No target. STOP.

Glenwood Jct.—C. B. & Q., 2 miles west. No target. STOP.

16th District

Belknap—C. R. I. & P. Governed by interlocking. No derails.

Moravia—C. M. St. P. & P. 0.5 mile east. Governed by automatic interlocking. No derails.

Albia—M. & St. L. Normal position of switch is for Wabash main track.

Albia—C. B. & Q. 0.8 mile west. Governed by interlocking. No derails.

Tracy—C. B. & Q. Governed by interlocking. No derails.

17th District

Huntsville—End of double track. Power controlled switch.

Salisbury—End of double track. Power controlled switch.

Brunswick—End of double track. Governed by hand thrown switches and automatic signals. Normal position of switches for eastward main track.

Brunswick—Junction 18th district. Governed by hand thrown switches. Normal position of switches for 17th district main track.

WB Jct.—Junction, A. T. & S. F. End of double track. Governed by interlocking. No derails.

CA Jct.—Junction, A. T. & S. F. End of double track. Governed by interlocking. No derails.

Maxwell—Junction, C. B. & Q.—Power controlled switches.

Birmingham Jct.—1.9 miles east of Birmingham. End of double track. Power controlled switch.

Birmingham—C. M. St. P. & P. and C. R. I. & P. 0.25 mile east—governed by interlocking. No derails.

Birmingham—Junction, C. B. & Q., Governed by interlocking.

18th District

Brunswick—Junction 17th district. STOP. Governed by hand thrown switches. Normal position of switches for 17th district main track.

Summer—C. B. & Q. Governed by automatic interlocking. No derails.

Chillicothe—C. B. & Q. 0.5 mile east. Governed by interlocking.

Lock Springs—C. R. I. & P. 1.5 miles west. Governed by interlocking. No derails.

Gallatin—C. R. I. & P. Governed by automatic interlocking. No derails.

Darlington—C. B. & Q. No target. STOP.

19th District

Burlington Jct.—C. B. & Q. No target. STOP.

Shenandoah—C. B. & Q. 0.2 mile west. No target. STOP.

White Cloud—C. B. & Q. 0.1 mile west. No target. STOP.

East Switch—C. B. & Q. 0.2 mile west. Governed by automatic interlocking. No derails.

Council Bluffs—15th Street—C. & N. W. No target. STOP.

Council Bluffs—16th Street—Junction, C. M. St. P. & P. Normal position of switch is for C. M. St. P. & P. main track.

STATIONS AND SIDINGS NOT SHOWN

12th District

Huntington, Missouri Gravel Quarry Spur connected west end, capacity 100 cars.
 Hassard, Elevator Spur, connected west end, capacity 18 cars.
 Stoutsville, Spur Track, connected west end, capacity 20 cars.
 Paris, Old Siding, connected both ends, capacity 29 cars.
 Madison, House Track, connected both ends, capacity 31 cars.

14th District

Ben Avis, Station No. 615, 0.6 miles west of Jennings. Team track connected at west end, capacity 5 cars.
 Buck-X-Ograph track connected west end, capacity 17 cars; engines must not be used past a point 75 feet west of gate.
 Emerson Spur 1.2 miles east of Ferguson connected at west end, capacity 40 cars.
 Westlake quarry, 2½ miles west of Robertson connected east end capacity 49 cars.
 Uregas Spur, 3 miles west of Wentzville, connected east end, capacity 6 cars.
 Binkleys Spur, 1½ miles west of Wentzville, connected east end, capacity 12 cars.
 Shell, 1.9 miles east of Columbia, connected west end, capacity 4 cars.
 Wellsville Fire Brick Co., 1.2 miles west of Wellsville, connected west end, capacity 55 cars.

15th District

Hildreth, 1 mile east of Macon, connected west end, capacity 5 cars.

16th District

Spur Track, 0.3 miles east C. B. & Q. station Lovilia connected east end, capacity 45 cars. House track connected both ends to spur track, capacity 11 cars.
 Dunreath Coal Co., 0.6 miles west of Bussey connected both ends, capacity 44 cars.
 Sinclair Coal Co., 0.5 mile west of Tracy, connected west end, capacity 729 cars.
 Cordova, connected both ends, capacity 7 cars.
 Iowa Power & Light Co., connected east end of McCoy siding, capacity 145 cars.
 Lake Shore Tire & Rubber Co., 1.7 miles west of McCoy connected east end, capacity 4 cars.

17th District

CA Jct., Storage Track connected west end, capacity 22 cars.
 Tobin Quarry Spur, 1.5 miles west of South Liberty, connected east end, capacity 16 cars.

18th District

Gravel Pit Spur, Station No. 830, 1.8 miles east of Sampsel connected east end, capacity 94 cars.
 Gravel Pit Sidings, Station No. 830, 1.8 miles east of Sampsel connected both ends, 2 tracks, total capacity 35 cars.

LIST OF THROUGH TRUSS AND OTHER NON-CLEARANCE BRIDGES AND STRUCTURES—MAIN TRACKS

Bridge No.	Location		
	St. Louis—		
9A	Euclid Ave.	Overhead	
9B	Kingshighway	Overhead	Side
10	Foot Bridge	Overhead	
11	Grand Drive	Overhead	
13	Lindell-Union	Overhead	
18	DeBaliviere	Overhead	
18A	Street car bridge	Overhead	
18B	Waterman	Overhead	
18C	Kingsbury	Overhead	
18D	Delmar	Overhead	
Fence between main tracks	Delmar		Side
22A	Page Ave.	Overhead	
24A	T. R. R. A.	Overhead	
25A	Easton Ave.	Overhead	
30A	Natural Bridge Rd.		Side
653A	T. R. R. A. } Luther Line		Side
664B	M P 9.4 }		Side

Bridge No.	Location		
90	St. Peters		Side
94C	St. Peters	Overhead	
133A	Wentzville		Side
188B	Truesdale	Overhead	
234	High Hill		Side
Coal Station	High Hill	Overhead	Side
311A	Mexico	Overhead	
708B	Columbia		Side
0-43.7	Paris	Overhead	Side
0-61.3	Evansville		Side
1990	LaPlata		Side
2018	Kirksville		Side
2155	Bloomfield	Overhead	Side
2185	Carbon	Overhead	Side
2196A	Carbon		Side
2216	South Ottumwa	Overhead	Side
2224	Ottumwa	Overhead	Side
Viaduct	Ottumwa		Side
2769A	Moulton		Side
2783	Udell		Side
2785P	Moravia		Side
2791	Albia		Side
Coal Station	Tracy	Overhead	Side
2891	Harvey	Overhead	Side
3010	Des Moines	Overhead	Side
413½	Huntsville	Overhead	Side
449	Salisbury	Overhead	Side
475	Keytesville		Side
489	Brunswick		Side
Coal Station	Brunswick	Overhead	Side
516	Wakenda	Overhead	Side
406B	Hardin (A.T.& S.F.)		Side
571½A	Fleming (A.T.& S.F.)	Overhead	Side
577	Orrick		Side
582	Orrick	Overhead	Side
609	South Liberty		Side
C.B.& Q.	Kansas City	Overhead	Side
K. C. S.	Kansas City	Overhead	
Broadway	Kansas City	Overhead	
St. Louis Ave.	Kansas City	Overhead	Side
St. L. Ave. (4 St.)	Kansas City	Overhead	Side
771¾	Whitham (A.T. & S.F.)	Overhead	Side
772	Whitham		Side
774	Sumner		Side
778	Fountain Grove		Side
792	Bedford	Overhead	Side
807A	Chillicothe	Overhead	
811½	Chillicothe (C.M.St.P & P.)	Overhead	Side
812A	Chillicothe	Overhead	Side
825	Chillicothe	Overhead	Side
914	Pattonsburg	Overhead	Side
917	Pattonsburg	Overhead	Side
969	Evona	Overhead	Side
986	Stanberry	Overhead	Side
1051	Bedison	Overhead	Side
1053A	Bedison	Overhead	Side
1062	Maryville		Side
1062A	Maryville	Overhead	
1145A	Coin (C. B. & Q.)	Overhead	Side
1169A	Bingham	Overhead	Side
1229	White Cloud	Overhead	Side
1237A	Malvern	Overhead	Side
1252	Malvern	Overhead	Side
1309	East Switch		Side
1314	East Switch		Side

Inasmuch as these structures will not clear a man on top of cars or on side of cars and engines, employees are forbidden to stand on top of, or ride on side ladders of cars, or to hang or lean out from sides of trains or engines when approaching or passing through these bridges and structures.

Conductors must not, under any circumstances, attempt to handle cars through these bridges, the lading of which is in excess of clearance.

Attention is directed to the fact that the bridges enumerated cover non-clearance bridges only; numerous other bridges and non-clearance points are covered by special notices or signs with which employees are directed to familiarize themselves. Employees are forbidden to stand on top of, or ride on side ladders of cars, or to hang or lean out from sides of trains or engines when approaching or passing non-clearance points.

ADJUSTED TONNAGE RATING

12th District	Car Factor	Moberly to Outer Depot				Outer Depot to Moberly			
	Class	7				5			
		A	B	C	D	A	B	C	D
	D-45	5505	5210	4950	4760	5610	5245	4920	4705
	D-30	3670	3480	3300	3170	3740	3485	3280	3140
	D-15	1835	1740	1650	1585	1870	1740	1640	1570

14th District	Car Factor	Luther to High Hill				High Hill to Moberly				Moberly to Luther			
	Class	5				6				6			
		A	B	C	D	A	B	C	D	A	B	C	D
	D-45	6300	5880	5445	5100	7275	6680	6140	5630	7275	6680	6140	5630
	D-30	4200	3920	3630	3400	4850	4455	4095	3750	4850	4455	4095	3750
	D-15	2100	1960	1815	1700	2425	2230	2050	1875	2425	2230	2050	1875

15th District	Car Factor	Moberly to Moulton				Moulton to Moberly			
	Class	8				8			
		A	B	C	D	A	B	C	D
	D-30	6400	5710	5190	4655	6400	5710	5190	4655
	D-15	3200	2855	2595	2325	3200	2855	2595	2325

16th District	Car Factor	Moulton to Tracy				Tracy to Des Moines				Des Moines to Albia Double Bussey Hill				Albia to Moulton			
	Class	8				8				5				11			
		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
	D-30	6400	5700	5180	4650	6400	5700	5180	4650	6400	5900	5490	5075	6400	5460	4830	4280
	D-15	3200	2850	2590	2325	3200	2850	2590	2325	3200	2950	2745	2540	3200	2730	2415	2140

16th District	Car Factor	Moulton to Bloomfield Bloomfield Jct. to Moulton				Bloomfield & Ottumwa			
	Class	5				3			
		A	B	C	D	A	B	C	D
	D-15	2775	2550	2430	2295	1650	1590	1500	1430
	D-10	1850	1700	1625	1530	1100	1060	1000	955
	D-8	1480	1360	1300	1225	880	845	800	764

17th District	Car Factor	Kansas City to Brunswick				Brunswick to Moberly				Moberly to Brunswick				Brunswick to Kansas City			
	Class	25				9				5				25			
		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
	D-45	15500	13550	12200	11450	8085	7620	7240	6415	6000	5550	5150	4770	13700	12300	11100	10300
	D-30	10330	9030	8130	7640	5390	5080	4830	4280	4000	3700	3440	3180	9140	8200	7400	6870
	D-15	5165	4515	4065	3820	2695	2540	2415	2140	2000	1850	1720	1590	4570	4100	3700	3425

18th District & 19th District	Car Factor	Brunswick to Stanberry				Stanberry to Chillicothe				Chillicothe to Brunswick				Stanberry and Shenandoah				Shenandoah and East Switch			
	Class	5				5				7				4				3			
		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
	D-30	3070	2830	2625	2435	3070	2830	2625	2435	5800	5250	4800	4355	2900	2745	2610	2495	2640	2510	2400	2280
	D-15	1535	1415	1315	1215	1535	1415	1315	1215	2900	2625	2400	2180	1450	1380	1305	1250	1320	1255	1200	1140

Class A Rate—Temperature above 30° F. and not much wind.
 Class B Rate—Temperature between zero and 30° F. or strong head or side wind.
 Class C Rate—Temperature between zero and 30° F. and strong head or side wind or temperature below zero and not much wind.
 Class D Rate—Temperature below zero and strong head or side wind.
 This rating to be adhered to as much as possible. Authority to reduce tonnage for any reason must be secured from trainmaster.
 Double unit passenger locomotives will be given a drag freight rating of 65% of Class D-30 rating on all districts.

Ratings shown on this table may be increased where grade and other conditions permit.
 The adjusted tonnage in any train is determined by multiplying the total number of cars in train by the car factor and adding the result to the actual tons in train.
 Conductors will show on all reports the adjusted tons.
 Non-doubling rate between Des Moines and Albia will be 70% of adjusted tonnage rating.
 Whenever one diesel unit is inoperative or hauled dead in train a weight of 125 tons should be added in computing train tonnage.

AVOID DAMAGE — SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range — NOT OVER 4 MILES PER HOUR — A BRISK WALK.

		IMPACT FORCE AT VARIOUS STRIKING SPEEDS	
		Car Coupled at	Units of Destructive Force
Safe	}	1 mph	1
		2 "	4
		3 "	9
		4 "	16
Damaging	}	5 "	25
		6 "	36
		7 "	49
		8 "	64
		9 "	81
		10 "	100