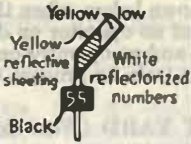


CFL

### STANDARD SIGNS



**STATION ONE MILE SIGN**  
See Rule 14 (m)  
(One mile from station or first switch of siding, whichever is nearer, on single track in main order territory. Not to be used on branch lines.)



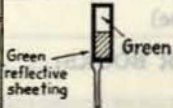
**PERMANENT SPEED RESTRICTION SIGN**  
See Rule 10(h) and Timetable Special Instructions Section 3



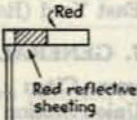
**APPROACH SIGN**  
See definition of Restricted Speed and Special Instructions supplementary to Operating Rules



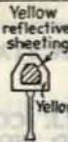
**HIGHWAY GRADE CROSSING WHISTLE SIGN**  
1320 feet from Crossing where speed is 60 m.p.h. or less, and 1850 feet where speed is over 60 m.p.h.  
See Rule 14 (l)



**PERMANENT RESUME SPEED SIGN**  
See Rule 10(h)  
Used in connection with Permanent Speed Restriction Sign



**STOP SIGN**  
At point where stop required 200 ft. from Railroad Crossing or of certain other points where stop required



**TEMPORARY SPEED RESTRICTION SIGN**



**TEMPORARY RESUME SPEED SIGN**



**YARD LIMIT SIGN**  
See Rule 93



**RAILROAD CROSSING-JUNCTION-DRAWBRIDGE**  
(except when protected by interlocking),  
**ONE MILE SIGN**  
See Rule 98



**SPEED LIMITING SIGNS FOR SPRING SWITCHES**  
When moving points in trailing movements



**SWITCHING LIMIT SIGN**  
Used to designate Switching Limits in signal indication territory where Rule 93 does not apply

# 68259  
\$ 5.00

## SAFETY FIRST



# Missouri Pacific Railroad Company

## KANSAS CITY TERMINAL DIVISION

### SPECIAL INSTRUCTIONS No. 8

EFFECTIVE NOVEMBER 15, 1954

Superseding Special Instructions No. 7, dated August 1, 1952, and all supplements thereto.

### SUPPLEMENTARY TO THE UNIFORM CODE OF OPERATING RULES

DATED MAY 1, 1950

E. H. CAMPBELL,  
Superintendent

CARRY INSIDE BACK COVER OF TIMETABLE

**1. SUPERIORITY OF TRAINS:**

See Timetables.

**2. MAXIMUM SPEED:**

	Miles Per Hr.
Eastern Divn.—Sedalia Subdiv.:	
Between MP 275, Pole 20 and Rock Creek Jct.....	45
Eastern Divn.—River Subdiv.:	
Between Congo and Rock Creek Jct.....	20
Omaha Divn.—Atchison Subdiv.:	
Between Edgewater Jct. and Ramapo.....	50
(Consist A)	50
(Consist B)	75
(Consist C)	79
(Consist D)	79
Between Edgewater Jct. and Kansas City Term'l Conn.....	40
Cent. Kan. Divn.—Kansas City Subdiv.:	
Between K. C. T. Ry. Crossing—Sheffield and Leeds.....	35
(Consist A)	35
(Consist B)	55
(Consist C)	55
(Consist D)	55

**3. SPEED RESTRICTIONS:**

(Where maximum speed is less, such restrictions will be observed.)

	Miles Per Hr.
Eastern Divn.—River Subdiv.:	
Rock Creek, through interlocking.....	10
Eastern Divn.—Sedalia Subdiv.:	
Rock Creek, through switches (No. 15 turnouts).....	20
Eastward trains and engines must not exceed 20 MPH from Rock Creek Jct. until public crossing at MP 276, Pole 19 is occupied.....	20
Omaha Divn.—Atchison Subdiv.:	
Kansas City, Kansas, over K. C. N. W. Crossing.....	30
K. C. Term. Bridge between Kaw Point and Minnesota Avenue.....	10
Cent. Kan. Divn.—Kansas City Subdiv.:	
Centropolis, 15th Street.....	25
Cent. Kan. Divn.—Kansas City Subdiv.:	
Union Depot Connection, Sheffield.....	10

For additional restrictions see Timetables and Special Instructions of connecting divisions.

With exceptions shown above, trains and engines must not exceed 10 miles per hour through No. 10 turnouts or crossovers, and 30 miles per hour through No. 15, No. 16 and No. 20 turnouts or crossovers.

Where such turnouts or crossovers are equipped with Spring Switches, the same restriction applies for trains or engines on straight track moving switch points, except that when lead wheels of lead unit have passed over switch points, normal speed may be resumed.

**MILES PER HOUR**

Diesel engines moving backward without pilot on end facing direction of movement, or moving forward shoving cars. 25

Where maximum speed is less, such restrictions will be observed.

**3. SPEED RESTRICTIONS:—Concluded.**

**Kansas City Terminal Railway Speed Restrictions:**  
(See K. C. T. Ry. Rule 600.)

**4. STANDARD CLOCKS:**

Union Station (Telegraph Office)	East Yard (Roundhouse)
East Yard (Topping Ave.)	Ohio Ave. (CGW Yard Office)
East Yard (West End)	Kaw Bridge (Yard Office)

**5. WATCH INSPECTORS:**

Location	Names	Street Address
Kansas City, Mo.	J. H. Mace Co.	Union Station
Kansas City, Kan.	Schneider Jewelry Co.	736-738 Minnesota
Kansas City, Kan.	Fred Gambrell	709 1/2 Central
Kansas City, Mo.	Drennon Jewelry Co.	10221 Independence Ave.
N. Kan. City, Mo.	Adams Jewelry & Sporting Goods	308 Armour Road
Kansas City, Mo.	Troost Jewelry	3029 Troost
Kansas City, Mo.	Ruth E. Smith Jewelry	6417 East 37th
Kansas City, Mo.	Goldman Jewelry Co.	1103 Walnut
Kansas City, Mo.	Hale's Jewelry	3605 St. John

**6. TRAIN REGISTERS:**

At initial stations shown below, when the train order signal indicates "Proceed" and no operator on duty, or where there is no train order signal and no operator on duty, it will not be necessary for a regular train to procure Clearance, Form C, per Rule 83(a).

**EAST YARD (West End)**

Train registers or suitable forms to be used by engine foremen and hostlers to record information required by Rules 3 and 6, are provided at following points:

- Kaw Bridge (Yard Office) East Yard (Topping Ave.)
- East Yard (West End)
- East Yard (Roundhouse)

**7. GENERAL ORDER BOOKS:**

**Kansas City:**

- Union Station
- East Yard (Topping Ave.)
- East Yard (West End)
- East Yard (Roundhouse)
- Ohio Ave. (CGW Yard Office)
- Kaw Bridge (Yard Office)
- Leeds (Yard Office)

**8. MAIL CRANES BETWEEN STATIONS:**

BLANK.

**9. MAXIMUM PERMISSIBLE COOPER'S CLASSIFICATION OF ENGINES AND WORK EQUIPMENT TO BE OPERATED, AND MAXIMUM GROSS WEIGHT OF CAR AND LADING TO BE HANDLED:**

Between	Engines and Work Equipment	Gross Weight of Car and Lading
MP 276 and Quindaro via Cypress.....	E-64	251,000 lbs.
Congo and Rock Creek Jct. Broadway and Edgewater Jct. via Kaw Point.....	E-64	251,000 lbs.
Washington Ave., Kansas City, Kan., & 27th Street-KCNW.	E-45	210,000 lbs.
KCSW Jct. and Leeds.....	E-64	251,000 lbs.

Cars with gross weight of car and lading of more than 251,000 lbs., may be handled only upon authority of Superintendent, which authority together with any restrictions, must be shown on, or attached to, waybill. If speed restrictions are involved, train order, Form X, must be issued, specifying speed restrictions.

**Explanation of Cooper's Classification:**

Classification	Engine Numbers	Work Equipment
E-30....	(D) 800-811.....	Pile Drivers X-165, X-169, X-170, X-171. Wrecking Derricks X-100, X-108.

9.—Continued.

Explanation of Cooper's Classification:—Concluded.

Classification	Engine Numbers	Work Equipment
E-35....	(D) 7100, (D) 9000-9012...	Bridge Erection Cranes X-1025. Locomotive Cranes X-1004, X-1005, X-1006, X-1026 and X-1031. Locomotive Ditcher X-202. Wrecking Dericks X-101 to X-107, Inc. and X-109.
E-40....	(D) 7000-7021, (D) 8001-8036.....	
E-45....	(D) 201-208, (D) 301-392, (D) 501-626, (D) 4100-4331, (D) 9102-9146, (D) 9170-9186, (D) 9200-9226, (D) 9233-9239.....	Bridge Erection Cranes X-1027, X-1028, X-1032, X-1033, Bridge Erection Derrick X-247. Bridge Derrick-Pile Driver, X-172. Wrecking Dericks X-110 to X-114-inc.

(D)—Diesel Electric.

All other Work Equipment mounted on two standard four-wheel trucks and weighing not more than 150,000 pounds classifies E-30 or less.

Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by superintendent or trainmaster at the time of handling.

9-A. Engine Restrictions:

Name of Track or Location	MP	Pole	Restrictions
Atchison Subdiv. New Municipal Dock.....	283	4	Engines are not allowed beyond switch leading to No. 1 track (No. 1 track is the northerly track which leads to trestle serving concrete dock and points out in river.)
Sheffield Steel Co. Lead.....			Engines are not allowed on bridge

10. RAILROAD CROSSINGS AT GRADE:

Subdiv.	MP	Other Railroad	Senior Line	Type of Protection
River.....	284.56	KCS	KCS	Manual (Electro-Pneumatic) Interlocking Gate against MP
River..... (K. C. S. W. Jct. Wye)	285.80	KCS	KCS	Gate against MP
Sedalia..... (Westward Main)	276.81	MP River Subdiv.		Manual (Electro-Pneumatic) Interlocking
Sedalia.....	278.05	KCS	MP	None
Sedalia..... (Eastward Freight Main)	278.17	MP Kansas City Subdiv.		None
Lydia Ave..... (Eastward Freight Main)	281.80	GM&O	MP	Gated against GM&O
Troost Ave.....	282.06	KCS	MP	Electric Interlocking
Troost Ave.....	282.08	CB&Q	MP	Electric Interlocking
Broadway.....	283.07	MP Atchison Subdiv.		Electric Interlocking

10.—Concluded.

Subdiv.	MP	Other Railroad	Senior Line	Type of Protection
Santa Fe Street..	283.75	S&L-SF	MP	None
Santa Fe Street..	283.77	UP	MP	None
Eleventh Street.	284.05	UP	UP	None
Minnesota Ave..	284.68	UP	MP	Interlocking with Controlled Electric Signals
Minnesota Ave..	284.71	UP	UP	None
Minnesota Ave..	284.72	MP Atchison Subdiv.		None
Atchison.....	286.79	MP-KCNW	MP	Cabin Interlocking
Atchison.....	284.78	UP	MP	Gated against UP
Atchison..... (Edgewater Running Track)	284.81	UP	MP	None
Atchison..... (Great Lakes Lead)	285.65	UP	MP	None
Atchison..... (Edgewater Running Track)	284.82	UP	UP	Gated against UP
Kansas City....	278.64	KCT	KCT	Manual (Electro-Pneumatic) Interlocking
Kansas City....	279.12	KCT	KCT	Manual (Electro-Pneumatic) Interlocking
Kansas City....	279.20	MP (Paagr. Line) Westward Main		Manual (Electro-Pneumatic) Interlocking
(Southard Lead).	280.60	KCS	MP	Gated against MP

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first-class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

INSTRUCTIONS GOVERNING OPERATION OVER CROSSINGS:

10-A. Automatic Interlockings: BLANK.

10-B. Interlockings with Controlled Electric Signals: (Electro-Pneumatic and Electric Interlockings Included)

Subdiv.	Location	MP	Other Railroad
River.....	Rock Creek....	284.56	KCS
Sedalia.....	Rock Creek....	276.81	MP (River Subdiv.)
Atchison.....	Broadway.....	283.07	MP (Atchison Subdiv.)
Atchison.....	Minnesota Ave. (Edgewater Running Track)	284.68	UP
Kansas City.....	Sheffield.....	278.64	KCT
Kansas City.....	Sheffield.....	279.12	KCT
Kansas City.....	Sheffield.....	279.20	MP (Westward Main)
K. C. Terml.....	Troost Ave....	282.06	KCS

BROADWAY:

Routes and signals to and from East Yard, KCS at Troost Ave., Frisco Connection at Santa Fe St., Kaw Bridge Yard, Atchison Subdiv., Henning St. Yard (KCS), CGW Yard, Incline, and CB&Q-ASB Track, are controlled from Broadway Interlocking.

Instructions for operating electric locks are posted in telephone booths adjacent signals.

MINNESOTA AVE.:

Routes and signals between KCT Ry. Connection (North Cypress) and Edgewater Jct., and between Kaw Point and Edgewater Jct., (via Edgewater Running Track), are controlled from Minnesota interlocking.

Rules 340, 341, 342 and other rules applicable govern.

**10-C. Standard Manual Interlockings:**

BLANK.

**10-D. Cabin Interlockings:**

Subdiv.	Location	MP	Other Railroad
Atchison	KCNW Crossing	286.79	MP (KC NW-Yard Track)

Interlocking is equipped with derails on KCNW-Yard Track only.

Interlocking signals on Atchison Subdiv. operate in conjunction with Automatic Block Signals.

Lever in cabin at crossing are manually operated by trainmen and instruction chart is posted in cabin. Before operating signals for movement on KCNW (Yard Track) over crossing, crew will obtain permission from operator at Minnesota Ave. After passage of train or engine over crossing on KCNW (Yard Track), trainmen must operate levers to return derails to normal position and signals to display normal indication.

**10-E. Interlocked Gates:**

Subdiv.	Location	MP	Other Railroad
Kansas City Term. (Southard Lead)	KCS Crossing	280.60	KCS

This crossing is equipped with derails and absolute signals on Southard Lead. Crows desiring to use this crossing will be governed by instructions in iron box at crossing.

**10-F. Standard Gates:**

Subdiv.	Location	MP	Other Railroad
River	K. C. S. W. Jet. Wye	285.80	KCS
Terminal	Lydia Ave. (Eastward Freight Main)	281.80	GM&O

Trains and engines must approach these crossings at restricted speed not exceeding 15 MPH.

Atchison	Minnesota Ave.	284.78	UP
Atchison	Minnesota Ave.	284.82	UP

These gates are at crossings in the Edgewater running track and the most favorable indication that can be displayed by the approach signal is per Rule 285. Trains and engines must move at low speed from approach signal until crossing is occupied.

**10-G. Standard Gates with Electric Locking Devices:**

BLANK.

**10-H. Flagging of Unprotected Railroad Crossings at Grade in Yard Limits, Where View is Obstructed:**

BLANK.

**10-H (I). Flagging of Railroad Crossings at Grade with UP and SL-SF in Santa Fe St. near Ninth St.:**

Trains and engines must approach railroad crossings in Santa Fe Street near Ninth Street, and the railroad crossings in three Missouri Pacific tracks near and just west of Santa Fe Street, Kansas City, Missouri, at restricted speed and must stop clear of crossing unless proceed signal given with yellow flag or a yellow light is received from flagman at the crossing. When two or more movements approach crossing at the same time, flagman must not give proceed signal until all movements have stopped. He will then occupy center of the track and face the movement he desires to move in preference.

**11. INTERLOCKINGS AT JUNCTIONS:**

BLANK.

**12. YARD LIMITS:**

	From		To	
	MP	Pole	MP	Pole
Sedalia Subdiv.	275	15	East Yard	
River Subdiv.	284	0	East Yard	
Atchison Subdiv.			287	22
			Edgewater	
Kansas City Subdiv.			283	20
			East Yard	

**12-A. Switching Limits (Outside of Yard Limits):**

Yard and light engines may work within the following switching limits (outside of yard limits,) under provisions of Rules 400 to 406, inc. Rule 93 is not in effect in switching limits outside of yard limits.

	Between			
	MP	Pole	MP	Pole
Atchison Subdivision	287	22	288	37
Kansas City Subdivision	283	20	284	22

**13. SWITCHES:**

**13-A. Spring Switches:**

Subdiv.	Type of Switch	Location	Normal Position
Kansas City... No. 20.		East end crossover Blue River Yard to Eastward Main, Leeds, MP 283, Pole 13	For Blue River Yard Lead
Kansas City... No. 20.		West end of two Main Tracks, Leeds, MP 283, Pole 17	For Eastward Main

Rule 104(a) and other rules applicable govern. See Section 3 of these instructions covering speed restrictions.

**13-B. Remotely Controlled Switches:**

Subdiv.	Location	Type of Switch	Control Operator at
Atchison	North Cypress-Yard Lead	No. 10	Minnesota Ave.
Atchison	Wyandotte-U. P. Connection-2 switches	No. 10	Minnesota Ave.
Atchison	Edgewater Jct.-Edgewater Running Track	No. 20	Minnesota Ave.
Atchison	Kaw Point-Wood Street Yard Lead	No. 10	Minnesota Ave.
Atchison	Kaw Point-CGW Yard Lead	No. 10	Minnesota Ave.
Atchison	Kaw Point-End of Two Main Tracks	No. 10	Minnesota Ave.
Kansas City	Leeds-West Switch Blue River Yard Lead	No. 10	SN Tower-Dodson
KG Term.	Tenth St.-Old Depot Connection		Switchtender at Kaw Bridge
KG Term.	Lydia Ave. to Santa Fe St. (Switches governed by absolute signals)		Broadway Tower
KG Term.	Lydia Ave. to Troost Ave.		Rock Creek Tower

Rules 104(b), 104(c) and other rules applicable, will govern.

**13-C. Normal Position of Switches, other than Spring or Remotely Controlled:**

Location	Normal Position
Montgall Ave., West End Empire Storage Lead...	For Eastward Freight Main.
Agnes Ave., East End Empire Storage Lead...	For Patch Track No. 6.
KCSW Jct. Wye Track...	For Eastward Freight Main.
Old Depot Conn.-West of Liberty St. Westward Running Track to UP Track-East Switch of Crossover.....	For Movement Via Crossover.

**13-D. Interlocked Switches:**

Location	By Whom Handled
East Yard Junction....	Control Operator at Minnesota Ave.
Kaw River Junction....	Control Operator at Minnesota Ave.
KCNW Connection....	Control Operator at Minnesota Ave.
East End of Team Track (Minnesota Ave.)	Control Operator at Minnesota Ave.

**13-E. Handling of Switches by Operators or Switch-tenders:**

**KCSW JCT.:**

Switchtender will handle switches under the supervision of yardmaster.

Movements of trains and engines from Kansas City and Sedalia Subdiv. Freight Mains to KCSW Jct. Yard, and from KCSW Jct. yard to Kansas City and Sedalia Subdiv. Freight Mains is governed by signals from switchtender.

**TOPPING AVE.:**

Switchtender will handle switches under the supervision of yardmaster.

**KAW BRIDGE:**

Switchtender will handle switches under the supervision of yardmaster.

**At KCSW Jct., Topping Ave., and Kaw Bridge:**

These instructions do not relieve train and yard crews from handling switches, when switchtender is otherwise engaged.

**13-F. ELECTRICALLY LOCKED SWITCHES:**

Subdiv.	Location	By Whom Controlled
Atchison....	UP-MP Interchange Yard-Connecting Track-MP 288-Pole 20.....	Control Operator at BB Tower (Leavenworth)
Atchison....	Darby Switch-MP 286-Pole 32	
Atchison....	West End Team Track-KCK.	Operator Minn. Ave.
Atchison....	U. P. Conn. North Cypress...	

Instructions for operation of Electric Lock are posted in the telephone booth, adjacent to the switch.

**13-F (1). Bolt-locked Switches:**

Kansas City.....22nd St., MP 280.97. Switches of crossover between Main tracks and switch to industry out of Eastward Main Track.

Kansas City.....31st St., MP 282.0, switches of crossover between main track and switch to industry out of Eastward Main Track.

Be governed by instructions posted in iron box at switch.

**14. LOCATIONS OF CROSSOVERS BETWEEN MAIN TRACKS:**

Subdiv.	Location	MP	Facing or Trailing Point
Kansas City..	KCSW Jct.....	278.39	Trailing
Kansas City..	KCSW Jct.....	278.59	Trailing
Kansas City..	G. M. & O. Crossing.	278.69	Facing
Kansas City..	Milwaukee Elevator.	278.83	Trailing
Kansas City..	Sheffield.....	279.29	Facing
Kansas City..	Sheffield.....	279.37	Trailing
Kansas City..	12th Street.....	280.06	Trailing
Kansas City..	16th Street.....	280.41	Trailing
Kansas City..	22nd Street.....	281.00	Trailing
Kansas City..	31st Street (Hwy. 40)	282.03	Trailing
Kansas City..	34th St. (CRI&P OH)	282.63	Facing
River.....	Rock Creek Jct.....	284.76	Trailing
River.....	E. Wye - KCSW Jct.	285.57	Facing
River.....	E. Wye - KCSW Jct.	285.69	Trailing

**15. FLASHING LIGHT TRAIN ORDER SIGNALS:**

Train order signals at following location are equipped with flashing lights to distinguish them from other signals:

Subdiv.	Location
Atchison.....	Minnesota Ave. (Passenger Main).
Atchison.....	Minnesota Ave. (Edgewater Running Track).

**16. SIDINGS:**

BLANK.

**16-A. Sidings of Assigned Direction:**

BLANK.

**16-B. Designation of Sidings:**

BLANK.

**16-C. Sidings in Advance of Train Order Signals:**

BLANK.

**16-D. Sidings Permitted to be used as Team and Storage Tracks:**

BLANK.

**16-E. Sidings Equipped with Spring Switches for Right Hand Running:**

BLANK.

**17. BLOCK SIGNALS: (See Map)**

**17-A. Automatic Block System:**

Subdiv.	Between What Points
Sedalia.....	MP 276, Pole 00, and Rock Creek Jct.
River.....	Congo and KCS crossing—KCSW Jct.
Atchison.....	Broadway and Kaw River Jct. (Freight Main)
Atchison.....	KCT Ry. connection and MP 288, Pole 39, Ramapo.
Kansas City.....	MP 278, Pole 11, west of SW Jct. to MP 284, Pole 22, west of Leeds.
Kansas City Terminal.....	Kaw River Jct. and Edgewater Jct., via Edgewater Running Track.
Kansas City Terminal.....	Kaw River Jct. and East Yard Jct., via Minnesota Ave. crossover.

Rules 281 to 332, inc., and 350 to 356, inc., and other rules applicable, will govern.

The following is added to Rule 285:

"When advance view permits, start reducing speed before reaching signal, and when such view is sufficient, to 30 MPH before reaching it."

**17-B. Operation by Signal Indication, Opposing and Following Movements:**

**(1) ON SINGLE TRACK:**

Subdiv.	Between What Points, By Whom Controlled
Kansas City Terminal (Yard)...	North Track, Lydia Ave. to Santa Fe St.-Operator at Broadway Tower.

**17-B.—Concluded.**

Subdiv.	Between What Points, By Whom Controlled
Atchison.....	KCT Ry. connection and Edgewater Jct., Control Operator—Minnesota Ave.
Atchison.....	Edgewater Jct. and Ramapo, Control Operator—BB Tower.
Kansas City.....	West end double track at Leeds and MP 284, Pole 22, Control Operator—SN Tower.

Rules 400 to 406, incl., and other rules applicable, will govern.

Westward trains of 30 or more cars, finding Signal No. 2829 at MP 282.91, near Leeds, indicating "Stop then Proceed at Low Speed through the entire block" will communicate with Control Operator at SN Tower, before proceeding.

**(2) ON YARD TRACKS:**

Subdiv.	Between What Points
Kansas City Terminal.	Kaw River Jct. and Edgewater Jct. (via Edgewater Running Track).
Kansas City Terminal.	Kaw River Jct. and East Yard Jct. (via Minnesota Ave. crossover).
Kansas City Terminal.	Kaw Point and Kaw River Jct. (over bridge).

Absolute signals and certain switches are controlled by Control Operator at Minnesota Ave.

Rules 400 to 406, inc., and other rules applicable, will govern, except:

The most favorable indication that can be displayed by signals in this territory is per Rule 285. Since movements are entirely on Yard Tracks, Rule 105 applies. Only verbal permission of Control Operator without track and time limits is required in entering these tracks at hand-operated switches where there is no signal indication to govern movement on to these tracks.

**17-C. Operation by Signal Indication with the Current of Traffic:**

Subdiv.	Between What Points
Kansas City.....	MP 278, Pole 11, west of SW Jct., to end of Double Track at Leeds.
Sedalia.....	Elm Park and Rock Creek Jct.
River.....	Congo and KCS Crossing, Southwest Jct.
Kansas City Terminal.	Broadway and Kaw Point (FREIGHT MAINS).
Kansas City Terminal.	On South Track and Middle Track. Troost Ave. and Santa Fe St.

Rules 93 and 450 to 453, inc., and other rules applicable, will govern, except that within Yard Limits authority of Train Dispatcher is not required.

In the absence of a check on first-class trains and train orders giving time on delayed first-class trains, the provisions of Rule 99 will apply.

Movement of trains and engines against the current of traffic must not be made, unless authorized by the Yardmaster, after proper protection has been provided. Train orders will not be issued by train dispatcher covering movements against the current of traffic within this territory.

Eastward color-light low Signal, No. 2832, located at west end of connection from ice house lead at Leeds, can display indications per Rules 290 and 291 and governs eastward movements from ice house lead to eastward main track. When this signal displays "Stop, then Proceed at Low Speed" per Rule 291, trains or engines must wait three minutes before proceeding at low speed.

**18. SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY:**

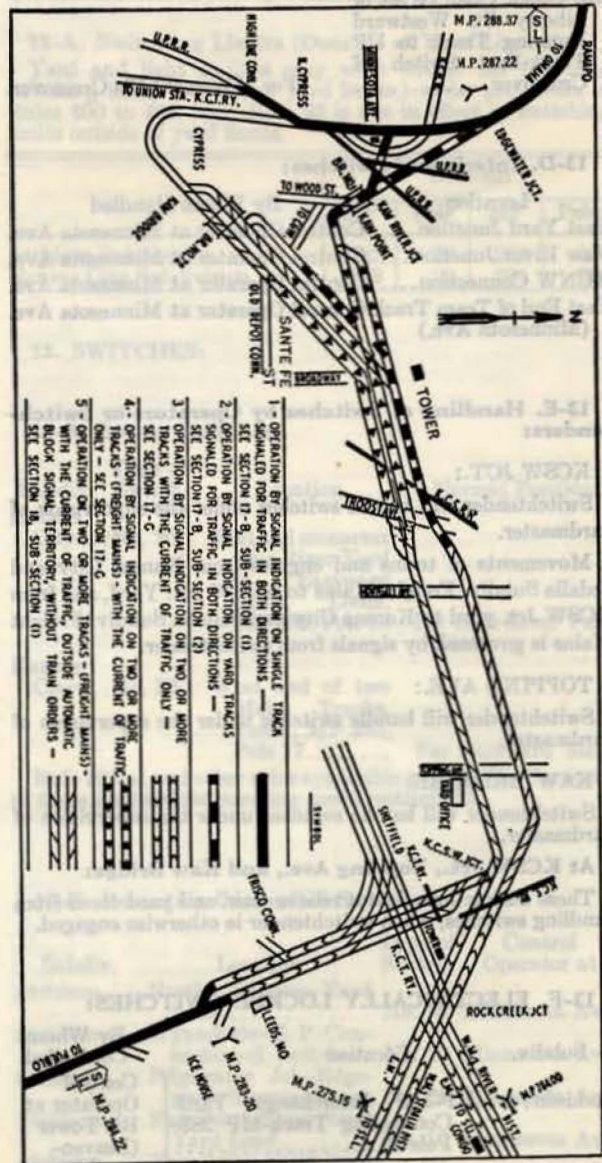
**(1) OPERATION ON TWO OR MORE TRACKS (FREIGHT MAINS) WITH THE CURRENT OF TRAFFIC:**

Between	And
KCSW Jct.....	Troost Ave.

**18.—Concluded.**

Between	And
Santa Fe St.....	Kaw Bridge (via Hickory Street).
KCSW Jct.....	KCT Crossing at Sheffield.

Trains and engines will move with the current of traffic without train orders, but will not use these tracks for movements against current of traffic, except upon instructions of Yardmaster. See Rule D-81.



**19. DOUBLE HEADING TRAINS:**

BLANK.

**20. HELPER AND PUSHER SERVICE:**

BLANK.

**21. BRIDGES OVER NAVIGABLE STREAMS:**

BLANK.

**22. OPERATION OVER FOREIGN LINES:**

**(a) Use of Kansas City Terminal Ry.:**

Between Rock Creek Jct. and Kansas City Union Station.

Between Sheffield and Kansas City Union Station.

## 22.—Concluded.

Between Kansas City Union Station and KCT Ry. connections, North Cypress.

Between Kansas City Union Station and SL-SF Ry. connection at 29th St.

Train, yard and engine crews will be governed by Kansas City Terminal Railway Rules, Bulletins and Special Instructions.

### (b) Use of tracks of Chicago, Burlington and Quincy Railroad Company, between Troost Ave. and North Kansas City via A. S. & B. Bridge:

Movements over these tracks must be made at low speed. Dwarf signals are located 200 feet each side of lift span of AS&B Bridge over Missouri River on tracks of CB&Q Railroad (formerly NKC B&RR Co.) which display red indication when lift span is open. When signal displays red light all trains and engines will stop before leading wheels pass signal. When signal is not lighted trains and engines will stop unless proper hand signal with yellow flag or yellow light is received from bridge tender located at south end of bridge span.

All crews, including crews handling cars out of Produce Yard, moving over AS&B Bridge to Murray Yard, Corn Products or Wabash will obtain clearance from Operator at Broadway Tower. All crews operating out of Murray Yard will obtain clearance from Operator at Ustick Tower. All crews operating out of Wabash yard or Corn Products will call Operator at Ustick Tower from telephone located adjacent to Corn Products lead just west of Corn Products plant and obtain clearance to move across AS&B Bridge.

Stop must be made at Elm Street crossing located just north of AS&B connection to Murray Yard and then proceed over the crossing under flag protection by a member of the crew.

### (c) Use of C. B. & Q. tracks between Ustick Tower and St. Louis Ave. Tower:

Flagman with flagging equipment must ride rear end of rear car of all trains, including switch transfer trains.

### (d) Use of Wabash Railroad Company tracks just west of the A. S. & B. Bridge; north Kansas City:

Movement over these tracks must be made at low speed.

Rule 104 of Uniform Code will be considered in effect while Mo. Pac. trains and engines are using Wabash tracks.

Following Wabash instructions will govern:

"Automatic signals and spring switch mechanism are in service on Wabash tracks at the switch where outbound track connects with the inbound track, just east of the AS&B Bridge, North Kansas City.

The normal position of spring switch is for movement via the inbound track. Westward movements on outbound track are made by trailing through this switch.

Two position low signals govern movements over the switch. The normal indication of eastward dwarf signal, located just west of the switch, is "Proceed at Caution." (Arm inclined upward and, or, yellow light) per Wabash Company's rules the normal indication of westward signal is "Stop."

Foremen will report engines and transfers to Ustick Tower by telephone, and engines and cars must remain clear of the signal until "Proceed" indication is displayed after operation of the signal at Ustick Tower by towerman."

### (e) Use of SL-SF tracks between Kansas City Union Station and Paola by Central Kansas Division Trains Nos. 11 and 12.

Rules, timetables, special instructions and bulletins of the SL-SF will govern.

## 22-A. Operation in Terminals on Connecting Divisions:

Use of Timetables of connecting divisions:

Eastern Divn. Timetable.. Between MP 275, Pole 20, Sedalia Subdiv. and East Yard.

Between Congo, River Subdiv., and East Yard.

## 22-A.—Concluded.

Omaha Divn. Timetable. . . . . Between MP 288, Pole 37, Ramapo and East Yard.

Between MP 288, Pole 37, Ramapo and KCT Ry. connection (North Cypress).

Central Kansas Divn.

Timetable..... Between MP 284, Pole 22, west of Leeds, and East Yard.

## 22-B. Operation of Foreign Lines over Missouri Pacific Tracks:

### (a) Use of Missouri Pacific tracks by CGW RR between MP 288, Pole 39, Ramapo and Kaw Point, and between MP 288, Pole 39 and KCT Ry. connection (North Cypress):

Operation of CGW trains over Missouri Pacific tracks in territory specified above is governed by The Uniform Code of Operating Rules, Missouri Pacific Timetables, Special Instructions and General Orders.

## 23. FREIGHT TRAINS HANDLING PASSENGERS:

BLANK.

## 24. TRAIN ORDER DELIVERY DEVICES:

These devices are located at:

Minnesota Ave.—Ten feet east of train order signal, (To serve trains moving via Edgewater Running Track or Minnesota Ave. crossover.)

Rock Creek Jct.—South side of eastward freight main at Tower.

Passenger Trains:—Enginemen will receive orders from top fork, conductors from middle fork and rear trainmen from bottom fork.

Freight Trains:—Enginemen will receive orders from top fork and rear trainmen from bottom fork.

## 25. MOTOR CARS:

BLANK.

## 26. QUALIFICATIONS OF LOCOMOTIVE ENGINEER:

For Passenger Service, an engineer must have had one year of service as road engineer, and must have made a trip as engineer or fireman, in either passenger or freight service, over the subdivision during the preceding 150 days. Having made such a trip as fireman, but not as engineer, he may qualify by making this fact known to his conductor and, before starting trip, the two of them thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period. Not having had such service as either engineer or fireman, he may qualify by making a round trip over said subdivision either as engineer or fireman in freight service, or as a student to familiarize himself with changed conditions.

For Freight Service, an engineer must have made a road trip over the Subdivision as engineer or fireman during preceding twelve months. Not having had such service, he may qualify by making round trip over said Subdivision as a student to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during preceding 150 days, will make this fact known to his conductor and, before starting trip, the two of them will thoroughly discuss and arrive at mutual understanding of all general orders issued on said Subdivisions during such 150 day period. Qualifications for engineers in this paragraph will also apply to engineers handling troop trains.

## 27. MANNER OF PROTECTING OBSTRUCTED TRACK ON LIGHT TRAFFIC SUBDIVISIONS BY TRAIN ORDER AND SIGNALS PLACED BY MAINTENANCE OF WAY EMPLOYEES:

BLANK.

**28. MOVEMENT OF TRAINS THROUGH TUNNELS;  
BLANK.**

**29. BUSINESS TRACKS NOT SHOWN AS STATIONS  
ON TIME TABLE:  
BLANK.**

**30. SPECIAL INSTRUCTIONS COVERING SOUND-  
ING OF LOCOMOTIVE WHISTLE AND BELL AT  
PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR  
MODIFYING RULES 14, 14(i) AND 30:**

**KANSAS CITY, KANSAS:**

All engines approaching crossings within the corporate limits of Kansas City, Kansas, bell will be rung beginning as engine approaches the crossing and continuing until crossing is occupied by engine or car, but whistle will not be sounded except as a warning where person or vehicle is on, or approaching, the crossing oblivious to the approach of the train and whose attention cannot be attracted by ringing the bell, that is, where absolutely necessary to prevent accident or personal injury, and to comply with Rules 14(c), 14(d), 14(e), 14(k) and answer to 14(k).

**31. SPECIAL INSTRUCTIONS GOVERNING PRO-  
TECTION OF PUBLIC CROSSINGS, SUPPLEMENT-  
ING RULE 103:**

**MANUALLY CONTROLLED CROSSING SIGNALS:**

Location	Controlled from	Hours crossing watch- man on duty to control signals
37th St.—Leeds	39th St.—Leeds	8 AM to 4PM, daily except Sunday
39th St.—Leeds	39th St.—Leeds	8 AM to 4PM, daily except Sunday

(From 4 PM to 8 AM daily except Sunday, and entire day Sunday, signals are automatic)

15th St.— Centropolis	15th St.— Centropolis	10 AM to 6 PM, daily except Sunday
12th St.— Centropolis	15th St.— Centropolis	10 AM to 6 PM, daily except Sunday

(From 6:00 PM to 10:00 AM daily except Sunday, and entire day Sunday, signals are automatic)

Topping Ave....Topping Ave....Continuously  
Montgall Ave....Montgall Ave....Continuously  
Agnes Ave.....Montgall Ave....Continuously

Rule 103 governs operation over these crossings.

**32. SPECIAL INSTRUCTIONS RELATING TO OPER-  
ATION OF DIESEL ENGINES AND "EAGLE" TRAINS:**

**1. USE OF PUSH BUTTON BELL:**

Main apartment cars of "Eagle" trains are equipped with bells operated by pushbutton from the Diesel engine. Engineer will sound this bell approaching mail cranes.

**2. INSTRUCTIONS RELATING TO EMPLOYES IN  
CAB OF DIESEL ENGINES:**

On Trains 5, 6, 11, 12, 105 and 106, a fireman shall be in the cab at all times when the train is in motion. Firemen who violate this rule will be subject to discipline.

Engineers and firemen employed on such Diesel Engines must arrange for patrol of the engine room during the time station work is being performed, or when train is stopped a sufficient length of time for any other reason.

During all the stops referred to firemen must patrol engine room, check gauges, adjust shutter, give necessary attention to purveyor, and make general observation of condition of all equipment.

If the alarm sounds while the train is in motion, stop will be made, cause ascertained, and such corrective measures taken as conditions may require.

**3. OPERATING DIESEL ENGINES THROUGH  
WATER:**

To avoid damage to traction motors, diesel engines or gas-electric motor cars must not be moved or allowed to

**32.—Concluded.**

stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If any probability of water having entered motors, covers on motors should be removed and motor examined. If water has entered motor, motor must be cut out.

**4. RERAILING DIESEL ENGINES:**

To prevent serious damage to traction motors, train, engine or yardmen should make no attempt to rerail a diesel engine under its own power, or use rerailing frogs for that purpose.

In case of derailment of a diesel engine, notify train dispatcher and await his instructions. Train Dispatcher will contact Master Mechanic or his representative, who will issue necessary detailed instructions or provide proper mechanical Supervision.

**5. DYNAMIC BRAKE ON T&P DIESEL FREIGHT  
ENGINES:**

Certain T&P freight engines used in joint MP-T&P service, are equipped with a dynamic brake, which is not to be used. Braking of freight trains must be performed as outlined in Section 4, "Freight Train Handling", in "Brown Book."

**6. IDENTIFYING NUMBERS ON MULTIPLE UNITS:**

Rule 206, fifth paragraph, changed to read:  
"Diesel engines when composed of multiple units: Identifying numbers are the numbers on the lead (operating control) unit. Such identifying numbers equipped for illumination must be continuously illuminated on operating control unit only while engine is in train service.

**7. MOVEMENT OF DIESEL ENGINES WITH SHORT  
WHEEL BASES:**

**BLANK**

**8. COUPLING ROAD-SWITCH DIESEL UNITS TO  
STANDARD ROAD DIESEL UNITS:**

When road-switch diesel units are coupled with standard road diesel units, employes will not pass from road-switch unit to standard road diesel unit, or vice versa, while these units are in motion.

If it becomes necessary to go from or to a road-switch diesel unit coupled with a standard road diesel unit, or vice versa, and coupled units are in motion, such coupled units will first be stopped and employe or employes will dismount from unit and go to desired unit on the ground.

When road switch units are coupled to standard road units, safety chains must be placed across hand rail of road-switch unit and cross bar in door of road unit placed across door next to road-switch unit.

**33. RULES AND INSTRUCTIONS WITH WHICH  
EMPLOYES SHOULD PROVIDE THEMSELVES:**

Employes must provide themselves with a copy and be conversant with all rules and instructions applicable to their duties, including:

Uniform Code of Operating Rules.

Our Safety Plan.

Maintenance and Operation of Air Brake, Air Signal, Steam Heat and Air Conditioning Equipment, and Train Handling Instructions.

Rules and Instructions governing the Operation of a Railroad Radio Communicating System.

Circular 81, Rules and Instructions For the Government and Protection of Employes Whose Duties Require Them to Go Between, Under or About Engines or Cars.

Association of American Railroads' (MCB) Rules Govern-  
ing Condition and Interchange of Cars.

Loading Rules.

I. C. C. Regulations for the Transportation of Explosives, Inflammables and other Dangerous Articles.

Car Service Rules.

Instructions covering the handling of Live Stock.



**33.—Concluded.**

Such instructions pertaining to their duties, as are issued by accounting and traffic officers, and instructions for the handling of mail, baggage, express, perishable freight, car demurrage and storage, diversion and reconsignment of freight and other instructions pertaining to their duties.

**34. TABLES OF SPEEDS:**

Miles Per Hour	One Mile In	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
49.....	1	14
50.....	1	12
55.....	1	5
59.....	1	2
60.....	1	0
65.....	0	55

**35. TRAIN SIGNALS:**

- All sections except the last will display two green lights only by day and by night in the places provided for that purpose on the front of the engine.  
Extra trains will display two white lights only by day and by night in the places provided for that purpose on the front of the engine.

(See Rules 20, 20(a), 20(b), 20(c), 23 and 24.)

- Conventional markers on passenger trains may be replaced with a single electric light of prescribed type which must show red to the rear of such passenger trains by day and by night at all times; except, that **OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY ONLY**, when train is in the clear in siding to be passed by a following train, the light must be turned to show green to the rear, and again turned to show red to the rear before train fouls the main track.

These instructions modify Rule 19.

**36. OPERATION OF RIVER TRANSFERS:**

BLANK.

**37. TELEPHONES:**

Location of telephones in booths and other buildings, other than telegraph offices, connected with dispatching circuit:

Location	MP	Pole	Booth or Building in which Located
Edgewater Jct.....	287	20	Cabin
UP Conn. 7th St.....	288	20	Booth
Ramapo.....	288	28	Booth
Ramapo (East Switch)....	288	36	Booth
Ramapo (West Switch)....	289	17	Booth
Leeds.....			Yard Office

Location of telephones in Kansas City Terminal, not connected with dispatching circuit, with which to reach control operators in towers:

**37.—Concluded.**

Location	Booth or Building
Leeds—West Ice House Switch.....	Cabin
Leeds—East End Ice Dock.....	Booth
37th Street.....	Booth
31st Street (CRI&P OH Crossing).....	Booth
Leeds (Wye).....	Booth
Southwest Jct.....	Cabin
17th Street.....	Booth
15th Street.....	Booth
Centropolis.....	Freight House
Independence Ave.....	Yard Office
Sheffield—KCT Ry. Phone.....	On telegraph pole
Sheffield—Milwaukee Connection.....	Booth
West End—K. C. Food Terminal.....	Booth
Kaw Point.....	Booth
Kansas City, Kans., K. C. T. connection.....	Cabin
North Cypress Switch.....	Booth
U. P. Wyandotte Connection.....	Booth
KCNW Crossing.....	Cabin
Walker Ave.....	Booth
Great Lakes Lead.....	Booth
Edgewater Jct.....	Cabin
Liberty St.....	Booth
Lydia Ave. Signal 312.....	Booth
Troost—E. of KCS Xing.....	Booth
Troost—E. of KCS Xing (High Line).....	Booth
Troost—Produce Yard Connection.....	Booth
Troost—High Line Connection.....	Booth
Montgall Ave.....	Booth
Park Ave.....	Booth
Charlotte Ave.—GM&O Connection.....	Booth
Grand Avenue.....	Booth
Delaware Ave.....	Booth
Broadway—C. G. W. Connection.....	Booth
Broadway—K. C. S. Connection.....	Booth
Fourth St. Viaduct.....	Booth
Santa Fe. St.....	Cabin

**38. INSTRUCTIONS GOVERNING RESTRICTION OF USE OF PASSENGER EQUIPMENT:**

- Occupied wooden passenger carrying equipment** will not be accepted for movement. If necessary to move such cars, they will be handled only when unoccupied and then only on rear of train.
- Occupied steel underframe passenger carrying cars** will not be handled. If necessary to move such cars, they may be handled only when unoccupied and then only when there is an all steel unoccupied car next between them and an occupied car.
- Wooden or steel underframe baggage cars** must not be used as "kitchen" cars in troop trains, as kitchen cars are occupied cars.
- Steel underframe baggage, express or storage mail cars** when unoccupied may be handled between steel or steel underframe cars, or between the engine and steel or steel underframe cars. However, when operating between St. Louis and Texarkana and between Mem-

**38.—Concluded.**

phis and Little Rock, such unoccupied steel underframe cars may be handled only when there is an unoccupied all steel constructed car between such a steel underframe car and any occupied all steel car.

5. Light-weight streamlined cars shall not be handled in our passenger trains, unless cars are constructed to meet the latest A. A. R. specifications. All Missouri Pacific light-weight streamlined "Eagle" cars are constructed to meet the latest A. A. R. specifications.

**39. CLEARANCES:**

As of date of these instructions, the following is a list of tracks, wire lines and structures adjacent to main tracks and sidings, which provide what is considered "close clearances," with certain exceptions:

Because of frequent changes and volume of such clearances, this list does not and could not at all times include all low switch stands, low signals, passenger station platforms and cattle guards which in general provide limited clearances immediately above base of rail.

For the same reason, this list also does not and could not at all times include all sites of what are considered "close clearances" of structures, etc., adjacent to other than main tracks and sidings, such other tracks consisting of industry, spur, house, team, yard and similar tracks.

Employees are therefore specially charged with their own responsibility of informing themselves as to the location of structures or obstructions where clearances are close, as required by Rule L of the Uniform Code of Operating Rules, and are admonished to use such precaution as will prevent personal injuries.

**Limited Side Clearances Affecting Main Tracks and Sidings:**

Location	Track	Structure
<b>Kansas City Terminal:</b>		
Rock Creek Jct.....	East Main.....	Bridge 2776
Rock Creek Jct.....	West Main.....	Bridge 2776
(MP 281-37) West Main.....		Western Union Telegraph Pole
(MP 281-44) Lydia Ave.	East Main.....	Lydia Ave., Viaduct Pier
Fourth St..	East Main-Cypress..	Fourth Street Viaduct Piers
West of Incline....	East Main-Cypress..	Concrete Wall
Kaw Bridge..	East Main-Cypress..	Bridge 2846, Kaw River
Kaw Bridge..	West Main-Cypress..	Bridge 2846, Kaw River
Cypress... Inter City Viaduct.	Old Main.....	Retaining Wall
KCNW Bridge..	Omaha Main.....	Retaining Wall
Leeds.....	KCNW Main Track	Bridge 2845
	Main.....	Walkway, Bridge 2834, Blue River

**Limited Overhead Clearances Affecting Main Tracks and Sidings**

Location	Track	Structure
<b>Kansas City Terminal:</b>		
Rock Creek Jct.....	East Main.....	AT&SF Overhead
Rock Creek Jct.....	West Main.....	AT&SF Overhead
Lydia Ave.	East Main.....	Lydia Ave. Viaduct
Broadway.	East Main-Cypress..	Hannibal Bridge
Broadway.	West Main-Cypress..	Hannibal Bridge
Broadway.	Third Main-Cypress..	Hannibal Bridge
Broadway.	East Main.....	Hannibal Bridge
Broadway.	West Main.....	Hannibal Bridge
K. C. S. High Line....	East Main-Cypress..	Overhead Crossing, 4th St.
K. C. S. High Line....	West Main-Cypress..	Overhead Crossing, 4th St.
Kaw Bridge	East Main-Cypress..	Br. 2846, Kaw River
Kaw Bridge	West Main-Cypress..	Br. 2846, Kaw River
James St..	Omaha-(Pass) Main..	James St. Bridge over Kaw River
MP 286.15	Omaha Main.....	Intercity Viaduct
Kaw Point.	Former KCNW Main	Bridge 2845
Kaw Point.	Main Track.....	Bridge 2845

**40. FLAGGING SIGNALS:**

Rule 35 is changed to read:

"The following signals will be used by flagmen:

Day Signals/A red flag

{Not less than 10 torpedoes and six fuses

Night Signals/A white light

{Not less than 10 torpedoes and six fuses

Rule 221(d) changed to read:

"Operators must have the following signal appliances ready for immediate use:

1 red flag

1 white flag

1 white light

8 torpedoes

6 red fuses"

**41. LIGHT ENGINES IN ROAD MOVEMENT:**

Rule 99(j) will not apply to light engines in road movements.

**42. DEFINITION OF DELAY UNDER RULE 330:**

Question: What length of time shall be considered a "delay" under the requirements of Rule 330?

Answer: Five minutes or more.

**43. RUNNING TEST OF PASSENGER TRAINS:**

"Brown Book" Rule 806 — "Running test of passenger trains" is changed to read:

"Conductors and trainmen must observe that these tests are complied with, and note that brakes apply and release. On each running test, after brakes release, flagmen will give one short blast of communicating signal from the rear passenger carrying car in train, to indicate to engine men that brakes are operating properly. After brakes are released on each running test, if engine man fails to receive one short blast of communicating signal as required herein, he must stop train and ascertain why signal was not received."

**44. RELEASING BRAKES ON FREIGHT TRAINS:**

In order to improve train handling, and expedite the movement of freight trains, following instructions will govern:

Brakes on freight trains may be released after a total brake pipe reduction of not less than ten (10) pounds has been made.

This supersedes that section of Rules 402, 404(6), 408, and 410(3) contained in the "Brown Book" effective June 1, 1952, which require that brakes will not be released on less than 100 cars with less than a fifteen (15) pound reduction, not 100 cars or more with less than a full service reduction.

## WHAT ARE SOME OF THE INGREDIENTS OF A SAFE MAN?

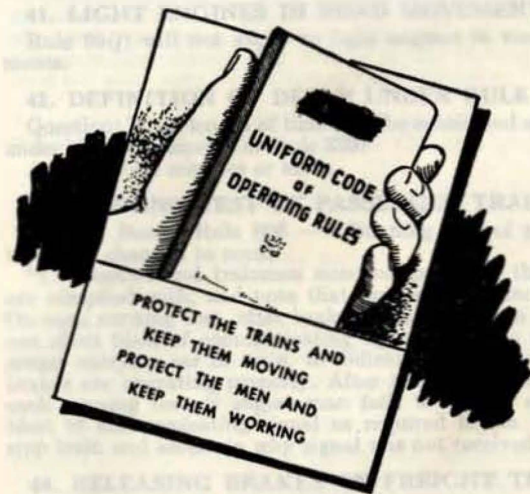
- ① Physical Fitness.
- ② Mental Alertness.
- ③ A Sincere Desire to Work Safely.
- ④ A Working Knowledge and Proper Understanding of the Rules.
- ⑤ Cheerful Compliance with the Rules.
- ⑥ Teamwork and Cooperation.
- ⑦ Knowledge of the Importance of Details.
- ⑧ Appreciation of our Individual Responsibility to ourselves, our families, our fellow-workers and our Railroad.



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### The **BOOK** of **RULES** is Your Plan of Work

It contains the thought of practical and experienced railroad men. Operating Rules are the result of the application of common sense and good judgement based on experience. To get the thought out of the book, you must *open it and study it*. Each rule violation is a potential accident. Faithful observance of the rules will prevent accidents. A rule of seemingly small importance becomes the most important rule in the book when its violation causes an accident.



Read the Rule... Study the Rule... Know what to do under the Rule, and why... Then **DO** it!

**NO DETAIL IS UNIMPORTANT!**