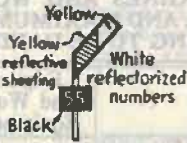


Handwritten initials/signature

STANDARD SIGNS



STATION ONE MILE SIGN
See Rule 14 (m)
(One mile from station first switch that 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



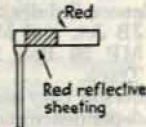
APPROACH SIGN
See definition of Restricted Speed and Special Instructions supplementary to Operating Rules



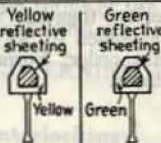
HIGHWAY GRADE CROSSING WHISTLE SIGN
1320 feet from Crossing where speed is 60 m.p.h. or less, and 1850 feet where speed is over 60 m.p.h.
See Rule 14 (l)



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 at certain other points where stop required



TEMPORARY SPEED RESTRICTION SIGN



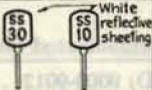
TEMPORARY RESUME SPEED SIGN



YARD LIMIT SIGN
See Rule 93



RAILROAD CROSSING-JUNCTION DRAWBRIDGE ONE MILE SIGN
(except when protected by interlocking)
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

SAFETY FIRST

UNION RAILWAY CO.
M. P. LINES
NOV 13 1954
Executive Dept.
MEMPHIS



Missouri Pacific Railroad Company

EASTERN DIVISION

SPECIAL INSTRUCTIONS No. 12

EFFECTIVE NOVEMBER 15, 1954

Superseding Special Instructions No. 11, dated JUNE 15, 1952, and all Supplements thereto.

SUPPLEMENTARY TO THE UNIFORM CODE OF OPERATING RULES

DATED MAY 1, 1950

J. A. AUSTIN
Superintendent

1. SUPERIORITY OF TRAINS:

See Timetable.

2. MAXIMUM SPEED:

See Timetable.

3. SPEED RESTRICTIONS:

See Timetable.

4. STANDARD CLOCKS:

St. Louis: Union Station, 23rd Street, Ewing Ave. Round House, K Tower,	Sedalia: Passenger Station, Pleasant Hill, Myrick, Kansas City: Union Station, East Yard (Topping Ave.), East Yard (Round House), East Yard (West End), Kaw Bridge (Yard Office).
Jefferson City: Dispatchers' Office, Telegraph Office, Round House,	

5. WATCH INSPECTORS:

Location	Name	Street Address
St. Louis	John Erkmann	7223 South Broadway
St. Louis	Mermod-Jaccard-King	Jewelry Co. 9th & Locust
St. Louis	Vincent Rapp	1718 South Broadway
St. Louis	Schuermann Jwry Co.	4137 Manchester
St. Louis	R. P. Wiggins Co.	123 North 18th
Kirkwood	Wm. L. Hoeman	120 North Kirkwood Rd.
Washington	Altemueller Jwry Co.	107 Elm
Jefferson City	P. A. Dullmeyer Jwry Co.	223 East High
Jefferson City	The Jewell Shop	209 East High
Sedalia	Reed & Son, Jewelers	309 South Ohio Street
Sedalia	Zurcher's Jewelers	225 South Ohio
Pleasant Hill	Kenneth M. Drummond	134 First Street
Boonville	Gmelich-Schmidt	Jewelry Co. 309 Main
Lexington	Beissenherz Jwry Co.	1121 Main
Kansas City	J. H. Mace Co.	Union Station
Kansas City	W. A. Renfro	4428 St. John
Kansas City	C. L. Martyr	6010 St. John
Kansas City	J. H. Mace Co.	c/o McDougold Store Co. 7001 Winner Road (Sheffield)

6. TRAIN REGISTERS:

Sedalia Subdiv. trains must receive Clearance, Form C, at Sedalia, except eastward extra trains originating at Sedalia may receive Clearance, Form C, at SA Tower.

Trains must receive Clearance, Form C, at Jefferson City.

Nos. 5, 11, 6 and 12 may register at Jefferson City by Register Ticket.

River Subdiv., trains will not require Clearance, Form C, at SR Jct.

Eastern Division and Joplin Division trains departing from East Yard, Kansas City, routed either River Subdiv., or Sedalia Subdiv., must secure Clearance, Form C, at telegraph office in yard office building Topping Avenue.

River Subdiv., trains will use tracks of AT&SF Ry. Co. between Congo and Eton.

Eastward River Subdiv. trains will secure Clearance, Form C, at Eton.

Trains arriving from Joplin Division at Pleasant Hill must secure Clearance, Form C, before departing from that point via Eastern Division.

Clearance, Form C, delivered to westward passenger trains at St. Louis Union Station and to westward freight trains at Davis St. Jct., or 23rd Street, or Grand Avenue, will fill requirements of last paragraph of Rule 83(a) at Kirkwood.

Clearance, Form C, delivered at Marshall, for trains originating at MS Siding, will fill requirements of last paragraph of Rule 83(a).

7. GENERAL ORDER BOOKS:

St. Louis: Union Station, 23rd St. Yard Office, Ewing Ave. Round House,	Sedalia: Passenger Station, Yard Office, Pleasant Hill,
Jefferson City: Telegraph Office, Yard Office,	Kansas City: Union Station, East Yard (Topping Ave.), East Yard (Round House), East Yard (West End),

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
St. Louis and Kansas City via Sedalia Subdiv.	E 64	251,000 lbs.
SR Jct. and Rock Creek Jct. via River Subdiv.	E 64	251,000 lbs.
MS Siding and Marshall	E 64	251,000 lbs.
Sedalia and Myrick	E 64	251,000 lbs.
Glencoe Subdiv.:		
JB Jct. and MP 26 Pole 20	E 64	251,000 lbs.
MP 26 Pole 20 to end of Track	E 50	240,000 lbs.
Jefferson City and Eldon	E 45	210,000 lbs.
Independence and Pixleys (End of track)	E 64	251,000 lbs.
Sedalia and Water Works Spur	E 45	210,000 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.
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 Derricks 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 Derricks X-110 to X-114-inc.

9. Concluded.

Explanation of Cooper's Classification:—Concluded.

(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	Restriction
Glencoe Subdiv.: Yeatman.....	25	30	Engines must not operate beyond clearance point on Modern Sand and Gravel Company track.
Lexington Subdiv.: Georgetown...	193	4	Engines must not operate beyond restricted clearance marker, located just east of Tecon Corporation Rock Tip-les.

10. RAILROAD CROSSINGS AT GRADE:

Subdiv.	MP	Pole	Other Railroad	Senior Line	Type of Protection
Sedalia.....	187	33	M-K-T	MoPac	Interlocking with Controlled Electric Signals
Bagnell.....	159	00	CRI&P	MoPac	Gated against MoPac
Sedalia.....	189	19	M-K-T	M-K-T	Gated against MoPac

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:

Subdiv.	Location	MP	Pole	Other Railroad
Sedalia.....	SA Tower.....	187	33	M-K-T

Rules 325 to 345 inclusive, except 344, and other rules applicable, will govern.

10-C. Standard Manual Interlockings:

BLANK.

10-D. Cabin Interlockings:

BLANK.

10-E. Interlocked Gates:

BLANK.

10-F. Standard Gates:

Subdiv.	Location	MP	Pole	Other Railroad	Gated Against
Bagnell.....	Eldon.....	159	00	CRI&P	MoPac
Sedalia.....	Sedalia.....	189	19	M-K-T	MoPac

Rule 98 and other rules applicable, will govern.

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.

11. INTERLOCKINGS AT JUNCTIONS:

BLANK.

12. YARD LIMITS:

	From		To	
	MP	Pole	MP	Pole
Glencoe Subdiv.....	24	14	End of	Track
Jefferson City (Bagnell Subdiv.)	125	20	130	0
Eldon.....	158	0	End of	Track
Sedalia (Sedalia Subdiv.).....	187	0	190	30
Sedalia (Lexington Subdiv.)....	188	27	191	15
Independence.....	272	0	274	5
Kansas City (Sedalia Subdiv.)..	275	15	280	0
Marshall.....	202	19	End of	Track
Lexington.....	243	10	246	16
Georgetown.....	191	15	194	19

13. SWITCHES:

13-A. Spring Switches:

Subdiv.	Type of Switch	Location	MP	Pole	Normal Position
River.....	No. 20	AA Junction..... (East end of two main tracks)	129	7	For westward main track
River.....	No. 20	BB Junction..... (West end of two main tracks)	130	33	For eastward main track
River.....	No. 20	Sandy Hook..... (East end of siding)	142	3	For siding
River.....	No. 20	Sandy Hook..... (West end of siding)	144	1	For main track
River.....	No. 20	Wooldridge..... (East end of siding)	155	8	For siding
River.....	No. 20	Wooldridge..... (West end of siding)	157	3	For main track
River.....	No. 20	Boonville..... (East end of siding)	169	9	For main track
River.....	No. 20	CC Junction..... (East end of two main tracks)	177	5	For westward main track
River.....	No. 20	FF Junction..... (West end of two main tracks)	180	8	For eastward main track
River.....	No. 15	Blackwater..... (East end of siding)	186	14	For main track
River.....	No. 20	Blackwater..... (West end of siding)	187	22	For main track
River.....	No. 20	MS Siding..... (East end of siding)	201	16	For main track
River.....	No. 20	MS Siding..... (West end of siding)	202	30	For main track
River.....	No. 20	Malta Bend..... (East end of siding)	213	14	For siding
River.....	No. 20	Malta Bend..... (West end of siding)	215	14	For main track
River.....	No. 15	Waverly..... (East end of siding)	223	19	For main track
River.....	No. 15	Waverly..... (West end of siding)	225	4	For main track
River.....	No. 20	Hodge..... (East end of siding)	229	5	For main track
River.....	No. 20	Hodge..... (West end of siding)	231	5	For main track
River.....	No. 20	JJ Junction..... (East end of two main tracks)	274	6	For westward main track

Rule 104(a) and other rules applicable, will govern. See Section No. 3 of Special Instructions in Timetable covering speed restrictions.

13-B. Remotely Controlled Switches:

Subdiv.	Location	Type of Switch	Control Station
St. Louis....	HI, PA, BY, K Tower and HD (Crossovers between two main tracks).....	No. 20	K Tower
St. Louis....	WG (Crossover between two main tracks).....	No. 16	K Tower
St. Louis....	KK Junction: (West end two main tracks).....	No. 20	Gasconade Telgr. Office
St. Louis....	Gasconade: (East end two main tracks).....	No. 20	Gasconade Telgr. Office
St. Louis....	Gasconade (East end of Siding).....	No. 20	Gasconade Telgr. Office
St. Louis....	LL Junction: (West end two main tracks).....	No. 20	Jefferson City Telgr. Office
St. Louis....	Omge: (East end two main tracks)	No. 20	Jefferson City Telgr. Office
St. Louis....	JC: (Two crossovers between two main tracks and east yard lead switch out of north track).....	No. 20	Jefferson City Telgr. Office
Sedalia.....	Jefferson City: (West yard lead switch out of north track).....	No. 20	Jefferson City Telgr. Office
Sedalia.....	SR Junction: (West end two main tracks).....	No. 20	Jefferson City Telgr. Office
Sedalia.....	SR Junction: (Junction of Sedalia and River Subdiv.).....	No. 20	Jefferson City Telgr. Office
Sedalia.....	Both ends Siding Strasburg.....	No. 15	Pleasant Hill Telgr. Office
Sedalia.....	Both ends all Sidings Pleasant Hill to LB Siding both inclusive.....	No. 20	Pleasant Hill Telgr. Office
Sedalia.....	Pleasant Hill (East end of extension track).....	No. 20	Pleasant Hill Telgr. Office
Sedalia.....	Pleasant Hill: (West end of No. 1 Yard Track).....	No. 20	Pleasant Hill Telgr. Office
Sedalia.....	Elm Park: (East end of two main tracks).....	No. 20	Pleasant Hill Telgr. Office (Equilateral)
River.....	GG Junction: (East end two main tracks).....	No. 20	Myrick Telgr. Office
River.....	HH Junction: (West end two main tracks).....	No. 20	Myrick Telgr. Office

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

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

Subdiv.	Location	MP	Pole	Normal Position
Sedalia....	Pleasant Hill	249	3	For siding
Sedalia....	Pleasant Hill (Each end of East Yard Track No. 1 and West Yard Track No. 1).....			For No. 1
	(West leg of Wye junction of Joplin with Eastern Division).....			For Joplin Div.

Note: Joplin Division trains will use "Pocket Track" (between west leg of Wye and Paul Street crossover.) (See section 16-B of these instructions.)

13-D. Interlocked Switches:

Subdiv.	Location	MP	Pole	By whom handled
Sedalia....	SA Tower	187	29	Operator SA Tower
Sedalia....	SA Tower	187	35	

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

13-F. Electrically-locked Switches:

Subdiv.	Location	Control Station
St. Louis....	Kirkwood: (West end Oil Spur, North Track)	Kirkwood
St. Louis....	Kirkwood: (South track yard lead West end)	K Tower
St. Louis....	MP 13 pole 28 (Crossover between two main tracks).....	K Tower
St. Louis....	Barrets: (Entry of Team track to North track)	K Tower
St. Louis....	Valley Park (East end of Hole track).....	K Tower
St. Louis....	Washington (All main track switches).....	
St. Louis....	All siding switches JJ Siding to Chamois, both inclusive, except East end of Siding at Gasconade.....	
St. Louis....	Gasconade: (Switch in South track East end of house track).....	Gasconade
Sedalia.....	All hand operated switches from crossover between main track and "Extension Track", MP 248 pole 30, Pleasant Hill and West end of Business Track, MP 266 pole 6, Little Blue.....	Pleasant Hill

SPECIAL INSTRUCTIONS GOVERNING USE OF ELECTRICALLY LOCKED SWITCHES:

1. At J J Siding and Chamois:

TO ENTER MAIN TRACK:

After securing authority of train dispatcher per Rule 451, be governed by instructions posted in telephone booths.

Before entering main track for movement against the current of traffic, be governed by Section 17-C.

2. All electrically-locked switches, except those covered by above:

TO OPERATE SWITCH FOR MOVEMENT FROM MAIN TRACK TO NON-SIGNALED TRACK:

Some part of engine or cars must occupy the track between the rail joints which are painted white.

Open door of iron box near the switch and follow instructions posted in telephone booth.

TO OPERATE SWITCH FOR MOVEMENT ONTO ANY MAIN TRACK:

Secure authority, including track and time limits, from Control Operator, per Rule 402.

After authority is obtained, open door of iron box near the switch and follow instructions posted in telephone booth.

14. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:

Subdiv.	Location	MP	Pole	Facing or Trailing Point	Designated Name
St. Louis...	Kirkwood...	13	28		
St. Louis...	HI.....	15	25		
St. Louis...	HI.....	15	29		
St. Louis...	PA.....	18	32		
St. Louis...	BY.....	22	33		
St. Louis...	BY.....	23	1		
St. Louis...	JB Junction...	24	2		
St. Louis...	Eureka.....	27	35		
St. Louis...	Pacific.....	34	20		
St. Louis...	K Tower.....	34	39		
St. Louis...	K Tower.....	35	2		
St. Louis...	Grays Summit.	39	33		
St. Louis...	HD.....	46	18		
St. Louis...	HD.....	46	20		
St. Louis...	WG.....	57	19		
St. Louis...	WG.....	57	21		

14.—Concluded.

Subdiv.	Location	MP	Pole	Facing or Trailing Point	Designated Name
St. Louis..	New Haven..	67	17	Trailing.....	NH Crossover
St. Louis..	Berger (East)..	74	26	Facing.....	BE Crossover
St. Louis..	Berger (West)..	75	16	Trailing.....	BW Crossover
St. Louis..	Hermann.....	81	7	Trailing.....	HN Crossover
St. Louis..	Morrison.....	93	4	Trailing.....	MO Crossover
St. Louis..	Chamois.....	100	19	Facing.....	CH Crossover
St. Louis..	Bonnots Mill..	113	13	Trailing.....	BM Crossover
St. Louis..	JC.....	124	13	.....	.....
St. Louis..	JC.....	124	17	.....	.....
St. Louis..	Jefferson City..	125	2	.....	Prison Crossover
St. Louis..	Jefferson City..	125	13	.....	Freight House Crossover
Sedalia...	Jefferson City..	125	31	.....	Bluff Crossover
Sedalia...	Jefferson City..	126	6	.....	Coal Chute Crossover
Sedalia...	Jefferson City..	126	16	.....	Bridge Crossover
Sedalia...	Jefferson City..	126	23	.....	Water Works Crossover
Sedalia...	Jefferson City..	127	25	.....	.....
Sedalia...	SR Junction..	128	0	.....	.....
Sedalia...	SR Junction..	128	3	.....	.....
Sedalia...	Sedalia.....	188	35	.....	Lamine Street Crossover
Sedalia...	Sedalia.....	189	13	.....	Missouri Ave. Crossover
Sedalia...	Pleasant Hill..	249	14	.....	Paul Street Crossover
Sedalia...	Independence..	272	34	Trailing.....	.....
Sedalia...	Independence..	273	17	Trailing.....	.....
Sedalia...	Independence..	273	19	Facing.....	.....
River....	Myrick.....	247	2	.....	.....
River....	Myrick.....	247	10	.....	.....
River....	Myrick.....	247	20	.....	.....

15. FLASHING LIGHT TRAIN ORDER SIGNALS:

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

Subdiv.	Location
St. Louis.....	Washington
St. Louis.....	Gasconade
Sedalia.....	California
Sedalia.....	SA Tower
Sedalia.....	Pleasant Hill
River.....	Waverly
River.....	Myrick

16. SIDINGS:

16-A. Sidings of Assigned Direction (see Rule 105):

BLANK.

16-B. Designation of Sidings:

Sidings and their capacity are designated by timetable.

SEDALIA:

Lexington Subdiv. main track between Missouri Avenue crossover MP 189, Pole 13 and No. 1 Yard Track east entrance to Sedalia Yard, MP 187, pole 35, (SA Tower), is designated as siding for all trains.

PLEASANT HILL:

Track adjacent to and south of Sedalia Subdiv. main track between Paul Street crossover, MP 249 Pole 14, and west switch of wye, MP 249 Pole 4, is designated as "Pocket Track" and will be used by Joplin Division trains.

Track adjacent to and south of Sedalia Subdiv. main track leading off east leg of wye from MP 248 Pole 31 to MP 247 Pole 35 is designated as "Extension Track".

16B—Concluded.

Nos. 210 and 211, unless otherwise provided, will enter or leave Sedalia Subdiv. at west end of West Yard Track No. 1, and their schedules on Sedalia Subdiv. will originate and terminate at such switch.

Joplin Division main track terminates at west switch of wye.

Trains will move at restricted speed when using track known as "Pocket Track".

West Yard Track No. 1 and East Yard Track No. 1, Pleasant Hill, will be kept clear and used as running track for trains and engines.

BOONVILLE:

West switch to siding is located at MP 170 Pole 24.

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

Station	Switch	Distance and Direction from Train Order Signal
Chamois.....	West.....	322 feet—East.
Syracuse.....	East.....	200 feet—West.
SA Tower.....	East.....	100 feet—West.
Boonville.....	West.....	610 feet—East.
Napoleon.....	West.....	704 feet—East.
Buckner.....	West.....	446 feet—East.

"Meet" and "Wait" orders must not be issued at the meeting or waiting point, to westward trains at Boonville, Napoleon, Chamois and Buckner unless proper flag protection is provided.

16-D. Sidings Permitted to be used as Team and Storage Tracks, modifying Rule 105:

Bagnell Subdiv.:

All sidings

Glencoe Subdiv.:

All sidings

Lexington Subdiv.:

All sidings

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

Subdiv.	Location	MP	Pole
River.....	Sandy Hook, East end siding	142	3
	West end siding	144	1
River.....	Wooldridge, East end siding	155	8
	West end siding	157	3
River.....	Malta Bend, East end siding	213	14
	West end siding	215	14

(See Section 13-A of these instructions.)

Each end of siding is equipped with spring switch and signals for right hand running. Trains will use right hand track. Trains must use right hand track except when use of left hand track is authorized by train order or under flag protection. Rule 5 is modified to extent that time of superior westward trains applies at east switch of siding, but such train may enter siding.

17. BLOCK SIGNALS:

17-A. Automatic Block System:

Subdiv.	Between
St. Louis.....	Kirkwood and Jefferson City.
Sedalia.....	Jefferson City and Rock Creek Junction.
River.....	SR Junction and Eton.

Rules 281 to 292-A, 325 to 332, 350 to 356, inclusive, and other rules applicable, will govern.

Rule 99(j) is effective in this territory.

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:

Subdiv.	Between	Control Station
St. Louis	Kirkwood and WG	K Tower
St. Louis	KK Junction and Gasconade	Gasconade
St. Louis	LL Junction and Jefferson City	Jeff. City
Sedalia	Jefferson City and SR Junction	Jeff. City
Sedalia	Strasburg and Elm Park	P. Hill
River	SR Junction and AA Junction	Jeff. City
River	GG Junction and HH Junction	Myrick

Two main tracks are designated "North Track" and "South Track."
 Rules 400 to 406, inc., and other rules applicable, will govern.

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

Subdiv.	Between	What Points
St. Louis	WG and KK Junction.	
St. Louis	Gasconade and LL Junction.	
Sedalia	Elm Park and Rock Creek Jct.	
River	AA Jct. and BB Jct.	
River	CC Jct. and FF Jct.	
River	JJ Jct. and Eton.	

Two main tracks are designated "North Track" and "South Track."
 Rules 450 to 453, incl., and other rules applicable, will govern.

Movements against the current of traffic must be authorized by train order.

Train orders must designate Junctions, Crossovers or Switches of Sidings between which movements against current of traffic are authorized.

Train orders will be issued to work extras, giving them working limits.

GASCONADE:

Westward signals 881-R and 881-L, located at KK Jct. govern block from these signals to Signals 895-R and 895-L, Mile Post 89, Pole 20 (West end of Gasconade).

When Westward Signal 881-R or 881-L displays indication for movement to South Track at Gasconade trains and engines may move by Signal Indication to Signal 895-L, but westward movement against current of traffic beyond that signal must be authorized by train order.

17-D. Dragging Equipment Detectors:

Dragging Equipment Detectors are located as follows:

St. Louis Subdiv.

(1) At MP 86, Pole 11 and MP 90, Pole 32, for detecting dragging equipment between these two points.

Single flashing color light units connected with these detectors are located on masts at Signals Nos. 881-R and 881-L at KK Junction and Signals Nos. 886-R and 886-L at Gasconade.

(2) At MP 114, Pole 38 and MP 119, Pole 8, for detecting dragging equipment between these two points.

Single flashing color light units connected with these detectors are located on masts of Signals No. 1167-R and No. 1167-L at LL Junction and No. 1174-R and No. 1174-L at Osage.

Westward trains at LL Junction and KK Junction and Eastward trains at Osage and Gasconade, finding single color light flashing RED, will stop and examine ENTIRE train for dragging equipment.

After train has been examined, a member of train crew will unlock small box marked "Detector Release" located at base of signal on south side of track and operate knife switch from upward to downward position.

After operating knife switch, train dispatcher will be notified and train will be governed by signal indication.

17-E. Low Type (Repeat) "Calling On" Indication of Train Order Signal:

Station	Direction	Location
Boonville	Westward	M.P. 169 Pole 6. (300 feet in advance of switch at east end of siding.)
Blackwater	Westward	M.P. 186 Pole 12. (300 feet in advance of switch at east end of siding.)
Waverly	Westward	M.P. 223 Pole 17. (300 feet in advance of switch at east end of siding.)
Waverly	Eastward	M.P. 225 Pole 6. (300 feet in advance of switch at west end of siding.)

See Rule 221(a).

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

BLANK.

19. DOUBLE HEADING TRAINS:

BLANK.

20. HELPER AND PUSHER SERVICE:

BLANK.

21. BRIDGES OVER NAVIGABLE STREAMS:

Subdiv.	Name	MP	Pole
St. Louis	Osage River Bridge	117	0

This bridge contains movable span which can be opened for occasional passage of boat. Track rails are continuous and movable spans are not interlocked.

The opening of the spans is covered by special regulations of the War Department and advance notice must be given by boat operators when desiring to move boats through the bridge.

Movable span must not be opened for passage of boat or otherwise until flagmen with stop signals have been sent out a sufficient distance in both directions to insure full protection, as prescribed by M. of W. Rule 99-(mw).

22. OPERATION OVER FOREIGN LINES:

Use of A. T. & S. F. tracks between Eton and Congo:

Missouri Pacific trains using A. T. & S. F. tracks between Eton and Congo are governed by the following rules of the A. T. & S. F. Ry. Co. Except as affected by these rules, all block signal rules and train rules contained in Uniform Code of Operating Rules of the Missouri Pacific Lines remain in force.

1. The movement of trains will be supervised by A. T. & S. F. train dispatcher, who will issue instructions as may be required. Train dispatcher must be advised in advance, of any known condition that will delay train or prevent it from making usual speed, or reason for any unusual delay.

2. Two Main Tracks, designated as Eastward and Westward Tracks, and Automatic Block System between Eton and Congo. Trains must keep to the right, unless otherwise provided, and will be run with the current of traffic by block signals whose indications will supersede the superiority of trains.

Movements against the current of traffic must be authorized 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.

22.—Continued.

3. Trains will register by leaving register ticket at Eton.

4. A. T. & S. F. trains use marker lamps with red and yellow lens. Trains displaying classification signals will continue same over the joint track. The display of green signals on a train of either line will indicate that following section is of same line.

5. All stations, except Congo, are offices of communication. Block phones located in station waiting room and at west end eastward siding at Sugar Creek; south of Cement Plant at MP 440 plus 4300 ft.; and at home signals and concrete relay house Congo.

6. Interlocking at Eton and Congo. Congo interlocking controlled from Rock Creek Tower.

(a) Hand signals must not be given which conflict with interlocking signals, except when signals of an interlocking at an open station cannot be operated, and a train or an engine is to be moved through an interlocking, operator may give permission verbally or by proceed signal with a yellow light or flag. In such cases, member of crew must precede train or engine and examine each interlocking switch and derail affecting such movement.

After flagging over interlocking within automatic signal limits, trains or engines may proceed at restricted speed and be governed by next block signal in advance.

(b) Trains or engines stopped by the operator in making 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 train or engine for which the signals were first cleared has stopped and given a short, extra long and short blast of engine whistle.

(e) Sand must not be used, or water allowed to run over movable parts of an interlocking. Violations must be reported to Trainmaster.

7. FIXED SIGNALS:

Signal System Two in effect Eton to Congo.

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.

22.—Continued.

Red over yellow aspect will be displayed at Eton and red over green indication at Congo to govern movements to Missouri Pacific line.

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

(b) Trainmen and enginemen will, when practicable, observe whether signals passed by their trains or engines 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 that block.

8. DEFINITIONS:

Restricted Speed. A speed that will permit stopping short of another train or obstruction, but not exceeding 20 MPH.

Medium Speed. . . A speed not exceeding 40 MPH.

9. SIGNALS TO BE USED BY FLAGMEN:

Day Signals	Night Signals
Red flag—at least 8 torpedoes and 6 fuses.	Red light—white light—at least 8 torpedoes and 6 fuses.

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

They should be placed on outside or field side of track to be protected.

Fuses should not be placed nor thrown where fire from same may endanger rolling stock, buildings, or other property.

A train finding a fuse 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.

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.

11. Sugar Creek is protected by yard limit boards. All Missouri Pacific trains or engines will move within these limits prepared to stop short of train, obstruction or switch not properly lined; the responsibility for accident rests with the approaching train or engine.

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

13. The headlight will be displayed at 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 a headlight failure en route at night, if repairs cannot be made promptly, a white lantern must be

22.—Concluded.

placed on the front or leading end of train, and the train should proceed at restricted speed while head end is passing through stations and over street and highway crossings. The whistle must be sounded frequently, and the bell must be rung continuously. The dispatcher should 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 and may be dimmed when approaching a train in the opposite direction.

On engines equipped with gyrating lights, the white beam will be displayed at night in addition to the standard headlight. Gyrating light must not be dimmed when being used as such. 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 the red beam does not relieve employees from protecting their trains.

14. MAXIMUM AUTHORIZED SPEED:

Maximum speed where not otherwise restricted passenger trains 79 MPH, freight trains 60 MPH.

Speed of light engines moving forward 40 MPH, moving backward light or with cars, 25 MPH.

Trains handling wrecking outfits, derricks, steam shovels, clamshells, ditchers, pile drivers, spreaders and similar machinery moving on their own running gear must not exceed speed of 30 MPH.

IN HEADING IN OR OUT OF FOLLOWING TURN-OUTS OR CROSSOVERS. TRAINS OR ENGINES MUST NOT EXCEED SPEED INDICATED BELOW:

Eton—Crossover and Missouri Pacific connection 30 MPH.

Congo—Crossover, 40 MPH.

Missouri Pacific connection, 30 MPH.

All other main track turnouts and crossovers, 15 MPH.

CURVE RESTRICTIONS

Location	Passenger	Freight
2 curves, MP 437.5 to 437.8	40	40
3 curves, MP 437.9 to 438.5	45	45
Curve, MP 438.8 to 438.9	65	55
Curve, MP 442.5 to 442.7	70	55
2 curves, MP 443.7 to 444.0	40	40

15. Trains orders affecting Missouri Pacific trains between Rock Creek and Eton will be handled by Missouri Pacific Dispatcher at Jefferson City, on information from A. T. & S. F. Dispatcher. Ordinarily these orders will be furnished Missouri Pacific trains when cleared at Myrick or Topping Avenue, Kansas City. In event necessary to issue subsequent orders, A. T. & S. F. Dispatcher will issue same to operators at Eton or Rock Creek for delivery to Missouri Pacific trains in regular manner.

22-A. Operation in Terminals on Connecting Divisions:

Use of tracks in St. Louis Terminal will be governed by St. Louis Terminal Division Timetable and Special Instructions.

Use of tracks in Kansas City Terminal will be governed by Kansas City Terminal Division Special Instructions.

22-B. Operation of Foreign Line Trains Over Missouri Pacific Tracks:

BLANK.

23. FREIGHT TRAINS HANDLING PASSENGERS:

Trains 94 and 95 will handle passengers between all stations, Jefferson City to Napton, inclusive, and will stop caboose at station platforms to receive or discharge passengers.

24. TRAIN ORDER DELIVERY DEVICES:

Station	Location
Washington	North side of North main track at Depot.
Gasconade	South side of South main track at Depot.
Gasconade	North side of North main track at Depot.
California	South side of main track at Depot.
SA Tower	North side of main track at Tower.
Warrensburg	South side of main track at Depot.
Pleasant Hill	North side of Eastern Division main track, also North side of pocket track. (Both devices opposite west end of station.)
Independence	South side of Eastward main track East of Station.
Sandy Hook	(For Eastward Trains) South side of Main Track at Depot.
Sandy Hook	(For Westward Trains) North side of Siding at Depot.
Boonville	South side of main track passenger station.
Blackwater	South side of main track opposite Depot also North side of siding opposite Depot.
Malta Bend	South side of main track at Depot also North side of siding at Depot.
Waverly	South side of main track opposite Depot.
Myrick	(For trains using South Track) immediately north of Depot and South of South Track.
Eton	(For Eastward Trains) South side of Eastward main track opposite Tower.
Eton	(For Westward Trains) West of 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:

(a) For Passenger Service, an engineer must have had one year of service as road engineer, and must have made trip as engineer or fireman, in either passenger or freight service, over subdivision during preceding 150 days. Having made such 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 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 round trip over said subdivision either as engineer or fireman in freight service, or as a student to familiarize himself with changed conditions.

(b) 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.

The following Subdiv's are excepted from the provisions of instructions under this section:

Lexington Subdiv.

Bagnell Subdiv.

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

Rules and regulations for Maintenance of Way and Structures, effective December 1, 1951, includes Rule 99 (xs); affecting train movement, which is repeated below for information and guidance of employes affected thereby:

"99 (xs), Protection by Train Order—Protection required by Rule 99 (mw) may be given by train order on such light traffic subdivisions as may be designated by the Superintendent.

Requests for "X-S" train order protection shall be made by wire to the Train Dispatcher, using symbol "X-S" to identify the message. The request must clearly specify period of time protection required, naming each day; the location, mile post and pole; time limits, and any additional information that may be needed by the Train Dispatcher.

After Train Dispatcher has acknowledged receipt of the symbol "X-S" message and has advised the foreman or man in charge that train order protection has been or will be provided as requested, a red flag must be placed 400 feet in each direction in advance of structure or track being protected. Yellow restricting signs shall be placed 3500 feet in advance of the red flags; and two torpedoes shall be placed on rail ten rail lengths in advance of the yellow restricting signs (see diagram).

Red flags shall be not less than 2 feet by 3 feet in size and supported on two staffs placed astride the rail on engineer's side so they are plainly visible. Yellow restricting signs must be placed not more than 8 feet from rail, and torpedoes must be placed on the rail on engineer's side for approaching trains.

Trains will stop before passing the red flag and be governed by oral instructions from the foreman or man in charge. If work is not completed and track or structure not restored for normal use within time limit specified by the train order, full protection shall be provided as required by Rule 99 (mw).

The following form "X-S" train order will be used, copy of which will be furnished to trains in both directions and to foreman or man in charge, when practicable:

"7:01 AM until 4:01 PM stop before passing over bridge 54 MP 198 Pole 10 between Holly Grove and Clarendon and do not proceed until orally authorized by foreman in charge."

"10:01 AM until 4:01 PM stop before passing over track MP 135 to MP 135 Pole 20 between Amity and Glenwood and do not proceed until orally authorized by foreman in charge."

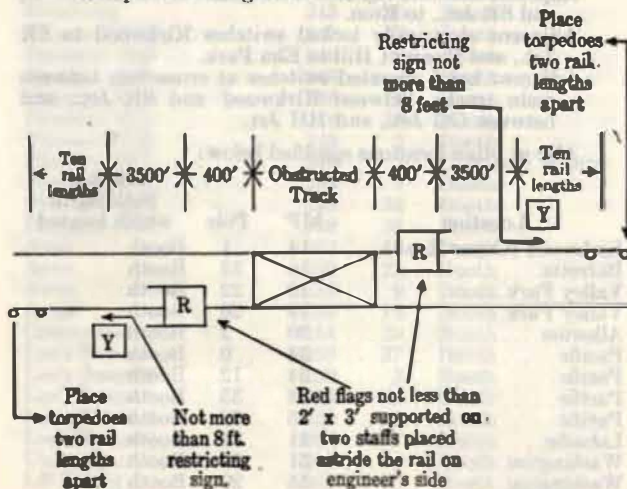
The maximum length of track that can be protected by form "X-S" train order is one mile.

Only the foreman or man in charge is permitted to place and remove the red flags.

Form "X-S" train orders shall not be used between sunset and sunrise or during stormy and foggy weather, when signs cannot be plainly seen."

The following light traffic subdivisions are designated as territory where the provisions of this rule will apply:

LEXINGTON BAGNELL GLENCOE MARSHALL
Chart for placing stop signals when train order form "X-S" is used for protection light traffic lines:



27-A. PROTECTION ORDERS:

The use of Protection Orders, Form Y, are authorized on the following light traffic subdivisions:

Lexington Bagnell Marshall

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

29. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIMETABLE:

Name	Station Number	Miles from St. Louis	Capacity
St. Louis Subdiv.:			
Site Spur.....	31	29.24	2 Cars
Allenton.....	32	30.07	3 Cars
Labadie.....	44	41.84	9 Cars
Etlah.....	70	70.96	9 Cars
St. Aubert.....	105	105.33	2 Cars
Algoa Farms.....	119	118.55	37 Cars
Sedalia Subdiv.:			
Shell Spur.....	151	151.50	6 Cars
Greenwood.....	254	254.98	10 Cars
Unity Spur.....	262	262.80	5 Cars
Little Blue.....	265	265.84	20 Cars
River Subdiv.:			
Cole Spur.....	G4	129.41	1 Car
Renz Spur.....	G8	133.00	1 Car
Marion.....	G10	139.12	13 Cars
Overton.....	G32	161.04	14 Cars
Bell Spur.....	G37	166.80	2 Cars
Reform School Spur...	G40	169.43	64 Cars
Lamine.....	G50	179.53	12 Cars
Blosser.....	G82	211.08	22 Cars
Coyne Spur.....	G83	212.93	8 Cars
Grand Pass.....	G91	219.94	38 Cars
Dover.....	G106	235.28	50 Cars
Levasy.....	G132	261.54	20 Cars
Carter Spur.....	G133	262.17	9 Cars
Midas.....	G134	263.03	7 Cars
Ripley.....	G143	272.60	3 Cars
Cobbler.....	G146	274.27	33 Cars
Lexington Subdiv.:			
Turner Berry Spur....	LA21	210.4	3 Cars
Lexington Electric Light Spur.....	LA56	245.26	4 Cars

30. SPECIAL INSTRUCTIONS COVERING SOUNDING OF LOCOMOTIVE WHISTLE AND BELL AT PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR MODIFYING RULES 14, 14(L) AND 30:

KIRKWOOD-BARRETTS:

On all engines approaching crossings within the territory between Barretts, and Kirkwood, and including Kirkwood the bell will be rung beginning as engine approaches the crossing whistle sign "X" 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 PROTECTION OF PUBLIC CROSSINGS, SUPPLEMENTING RULE 103:

BLANK.

32. SPECIAL INSTRUCTIONS RELATING TO OPERATION 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 EMPLOYEES IN CAB OF DIESEL ENGINES:

On Trains 5, 6, 11 and 12, 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 purulator, 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 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 not 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 EMPLOYEES SHOULD PROVIDE THEMSELVES:

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

- The 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 Communication System.

Circular 81, Rules and Instructions for The Government and Protection of Employees, whose Duties Require them to go between, under or about Engines or Cars.

Association of American Railroads' (MCB) Rules Governing 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.

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 reconignment of freight and other instructions pertaining to their duties.

34. TABLE OF SPEEDS: See timetable.

35. TRAIN SIGNALS:

1. 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.

2. 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:

Telephones are located:

Adjacent absolute signals Kirkwood to Rock Creek Jct., and SR Jct., to Eton.

Adjacent electrically locked switches Kirkwood to SR Jct., and Pleasant Hill to Elm Park.

Adjacent hand operated switches at crossovers between main tracks, between Kirkwood and SR Jct., and between GC Jct., and HH Jct.

Also at other locations specified below:

Location	MP	Pole	Booth or Building in which located
Kirkwood (Geyer Road).....	14	1	Booth
Barretts.....	16	32	Booth
Valley Park.....	18	22	Booth
Valley Park.....	19	20	Booth
Allenton.....	30	2	Booth
Pacific.....	34	0	Booth
Pacific.....	34	12	Booth
Pacific.....	34	35	Booth
Pacific.....	35	22	Booth
Labadie.....	41	27	Booth
Washington.....	51	36	Booth
Washington.....	55	20	Booth

37.—Continued.

Location	MP	Pole	Booth or Building in which located
Between Washington and New Haven	59	30	Booth
Between Washington and New Haven	62	1	Booth
Etlah	70	29	Booth
Between Etlah and Berger	72	3	Booth
Gaseonade	88	31	Booth
St. Aubert	105	3	Booth
Between St. Aubert and Bonnot's Mill	107	20	Booth
Algoa	118	25	Booth
Sedalia	190	19	Booth
Independence	273	12	Freight house office
Cole	129	14	Section house
Marion	139	4	Booth
Overton	160	33	Booth
Lamine	179	12	Booth
Esjay	185	5	Booth
MS Siding; east wye	202	6	Booth
MS Siding; west wye	202	13	Booth
Marshall	203	25	Booth
Grand Pass	219	24	Booth
Dover	235	10	Booth
Dover	235	24	Booth
Wellington	253	12	Booth
Levasy	261	13	Booth
Buckner	265	6	Booth
Lake City	268	28	Booth
Cobbler	274	22	Booth

Telephones connected with Signalman at Jefferson City:

Jefferson City	124	10	Booth
Jefferson City	124	21	Booth
Jefferson City	124	36	Switchman's cabin
Jefferson City	125	8	Booth
Jefferson City	125	13	Booth
Jefferson City	125	34	Booth
Jefferson City	126	3	Booth
Jefferson City	126	6	Booth
Jefferson City	126	20	Booth
Jefferson City	126	24	Booth
Jefferson City	127	28	Booth
Jefferson City	127	30	Booth
Jefferson City	128	8	Booth
Jefferson City	129	11	Booth
Jefferson City			Yard office

Telephones connected with Signalman at Pleasant Hill:

Strasburg	242	35	Booth
Strasburg	242	39	Booth
Strasburg	243	32	Booth
Strasburg	243	36	Booth
Pleasant Hill	247	33	Booth
Pleasant Hill	248	00	Booth
Pleasant Hill	248	8	Booth
Pleasant Hill	248	14	Booth
Pleasant Hill	248	30	Booth
Pleasant Hill	249	2	Booth
Pleasant Hill	249	2	Carman's shanty
Pleasant Hill	249	7	Booth
Pleasant Hill	249	33	Booth
Pleasant Hill	249	38	Booth
Avon	252	15	Booth
Avon	252	21	Booth
Avon	253	9	Booth
Avon	253	14	Booth
Greenwood	254	39	Booth
Lee's Summit	258	37	Booth
Lee's Summit	259	3	Booth
Lee's Summit	259	25	Booth
Lee's Summit	259	39	Booth
Lee's Summit	260	7	Booth
Unity Spur	262	30	Booth
LB Siding	264	30	Booth

37.—Concluded.

Location	MP	Pole	Booth or Building in which located
LB Siding	264	36	Booth
LB Siding	265	20	Booth
LB Siding	265	28	Booth
Little Blue	266	5	Booth
Elm Park	270	16	Booth
Elm Park	270	23	Booth

Telephones connected with Signalman at Myrick:

Myrick	245	18	Booth
Myrick	246	18	Booth
Myrick	247	2	Booth
Myrick	247	10	Booth
Myrick	247	25	Booth
Myrick	247	30	Booth
Myrick	248	9	Booth
Myrick	249	19	Booth

38. INSTRUCTIONS GOVERNING RESTRICTION OF USE OF EQUIPMENT IN PASSENGER TRAINS:

1. 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.
2. 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.
3. Wooden or steel underframe baggage cars must not be used as "kitchen" cars in troop trains, as kitchen cars are occupied cars.
4. 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 Memphis 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.

39. CLEARANCES:—Continued

Limited Side Clearances Affecting Main Tracks and Sidings

Location	Track Number or Name	Obstruction
St. Louis		
Subdiv.:		
MP 19-02.	North Main Track...	Bridge 190, Walkway
MP 31-14.	Two Main Tracks...	Bridge 313
MP 39-02	Two Main Tracks...	Tunnel
to 39-24.		
MP 42-34	Two Main Tracks...	Tunnel
to 43-01.		
MP 83-11.	Main Track.....	Bridge 882
MP 117-00	Main Track.....	Bridge 1170
Sedalia		
Subdiv.:		
Scott.....	Siding.....	Rock Cut
MP 174-22	Main Track.....	Bridge 1745(41)
MP 221-03	Main Track.....	Bridge 2211(50)
MP 229-02	Main Track.....	Stone Arch-Headwall
MP 242-31	Main Track.....	Bridge 2428(57)
MP 249-35	Main Track.....	Bridge 2498(59)
MP 251-05	Main Track.....	Bridge 2512(61)
MP 255-21	Main Track.....	Bridge 2555(63)
River		
Subdiv.:		
MP 133-30	Main Track.....	Bridge 1338(7)
MP 135-20	Main Track.....	Bridge 1358(9)
MP 141-05	Main Track.....	Bridge 1411(15)
MP 151-14	Main Track.....	Bridge 1514(26)
MP 153-32	Main Track.....	Bridge 1539(27)
MP 176-19	Main Track.....	Bridge 1766(136)
MP 184-26	Main Track.....	Bridge 1848(125)
MP 187-23	Main Track.....	Bridge 1877(123)
MP 190-21	Main Track.....	Bridge 1907(118)
MP 198-22	Main Track.....	Bridge 1987(108)
MP 204-14	Main Track.....	OH Bridge GM&ORR
MP 207-17	Main Track.....	Bridge 2075(76)
MP 259-34	Main Track.....	Bridge 2597(164)
MP 262-31	Main Track.....	Bridge 2628(165-A)
MP 266-08	Main Track.....	Bridge 2662(168)
MP 272-14	Main Track.....	Bridge 2724(5)
Lexington		
Subdiv.:		
MP 208-18	Main Track.....	Bridge 2085(120)
MP 239-06	Main Track.....	Bridge 2392(131)
Bagnell		
Subdiv.:		
Jeff. City		
Auto Dock	Main Track.....	Retaining Wall
MP 136-16	Main Track.....	Bridge 1365(4)

Limited Overhead Clearances Affecting Main Tracks and Sidings

Location	Track Number or Name	Obstruction
St. Louis		
Subdiv.:		
MP 88-11.	Main Track.....	Bridge 882(21)
MP 117-00	Main Track.....	Bridge 1170(31)
Sedalia		
Subdiv.:		
MP 126-11	Two Main Tracks...	Bridge across Missouri River
Jeff. City..		
MP 188-30	Main Track and Sid- ing.....	Washington Ave. Viaduct
Sedalia....		
MP 272-33	Two Main Tracks...	McCoy St. Viaduct
Independence.....		
MP 273-17	Two Main Tracks...	Chrysler St. Viaduct
Independence.....		

24.—Concluded

Limited Overhead Clearances Affecting Main Track and Sidings

Location	Track Number or Name	Obstruction
River		
Subdiv.:		
MP 171-0	Main Track.....	OH Bridge MKTRR
MP 176-19	Main Track.....	Bridge 1766(136)
MP 185-18	Main Track.....	OH Highway Bridge
MP 204-14	Main Track.....	OH Bridge GM&ORR
MP 204-21	Main Track.....	OH Highway Bridge
Lexington		
Subdiv.:		
MP 222-00	Main Track.....	Wires
MP 223-13	Main Track.....	Wires
MP 223-27	Main Track.....	Wires
Higginsville at Depot....	Main Track.....	Wires
Con-federate Home MP 223-16....	Main Track.....	Wires
Higginsville MP 231-17	Main Track.....	OH Bridge GM&ORR
Lexington 22nd Street	Main Track.....	Wires

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, flagman 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."

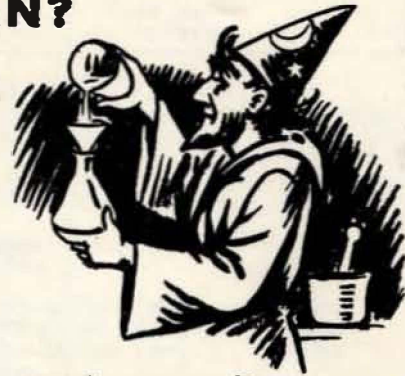
44. RELEASING AIR BRAKES ON FREIGHT TRAINS:

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, nor 100 cars or more with less than a full service reduction.

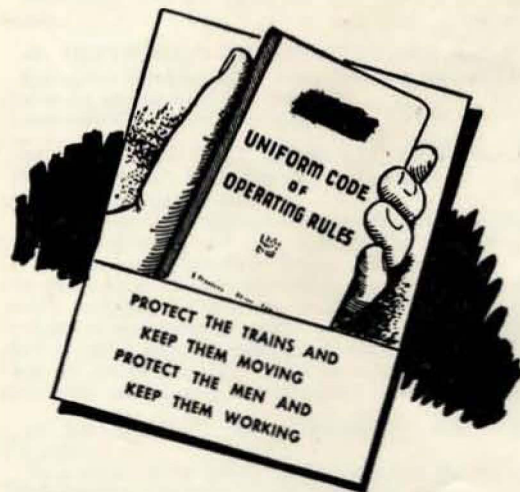
WHAT ARE SOME OF THE INGREDIENTS OF A SAFE MAN?



- 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.

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!