

SAFETY ALWAYS

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

Obedience to the rules is essential to safety.

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



ROAD DIESEL LOCOMOTIVES

To provide greater advance warning to Maintenance of Way Forces the headlight must be displayed, burning bright, to the front of every train by day and by night. When the view is restricted by weather or other unusual conditions enginemen must frequently sound horn.

STOP SIGNALS will be used to notify crews of passing trains of following defective conditions:

HOT JOURNAL

BRAKES STICKING

BROKEN WHEELS

DEFECTIVE TRUCK

DRAGGING BRAKE CONNECTION

LADING SHIFTED OVER SIDE OR END OF CAR

SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITION



NOTE:

When practicable, after stop signal is given for hot journal, hold nose with one hand with other hand pointing toward track.

When practicable, after stop signal is given for brakes sticking, shove hands in sliding motion out from body.

NORFOLK AND WESTERN RAILWAY COMPANY

WESTERN REGION

MOBERLY DIVISION

Time-Table No. 65

In Effect 12:01 A.M., Sunday, Oct. 31, 1965



**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

Central Standard Time

H. C. WYATT
Senior Vice Pres.

E. W. NIXON
General Manager

W. T. ROSS
Gen. Mgr. Transp.

V. E. COE
Asst. General Mgr.

C. R. FOUNTAIN
Mgr. Transportation

R. J. CRIPE
Asst. General Mgr.

M. D. DENBO
Superintendent

DIVISION OFFICERS

MOBERLY DIVISION

M. D. Denbo, SuperintendentMoberly
H. N. Burton, Ass't SuperintendentMoberly
H. C. Scott, TrainmasterMoberly
J. N. Sailor, Jr., TrainmasterMoberly
T. J. Gollan, TrainmasterDecatur
D. R. Brady, Asst. TrainmasterMoberly
B. Bridger, Road ForemanMoberly
L. H. Griffin, Road ForemanDecatur
R. D. Duley, Road ForemanMoberly
W. Kilgore, Asst. Road ForemanMoberly
J. K. Thornburg, Chief Train Dispr.Moberly
G. K. Harris, Chief Train Dispr.Decatur

ST. LOUIS TERMINAL

G. P. Hill, SuperintendentSt. Louis
H. B. Mason, Term. TrainmasterMadison
R. D. Belenski, TrainmasterSt. Louis
K. C. Shumate, TrainmasterSt. Louis
D. L. McBride, Ass't TrainmasterSt. Louis
Ass't TrainmasterSt. Louis
N. S. Calvin, Ass't TrainmasterSt. Louis
A. L. McCune, Ass't TrainmasterSt. Louis

KANSAS CITY TERMINAL

M. P. Anglen, SuperintendentKansas City
J. A. Walker, Ass't SuperintendentKansas City
D. E. Harness, TrainmasterKansas City
D. B. Lamb, Ass't TrainmasterKansas City
L. R. Martin, Ass't TrainmasterKansas City

NORFOLK AND WESTERN RAILWAY COMPANY

WESTERN REGION

MOBERLY DIVISION

Time-Table No. 65

In Effect 12:01 A.M., Sunday, Oct. 31, 1965

FOR THE GOVERNMENT OF
EMPLOYEES ONLY

Central Standard Time

H. C. WYATT
Senior Vice Pres.

E. W. NIXON
General Manager

W. T. ROSS
Gen. Mgr. Transp.

V. E. COE
Asst. General Mgr.

C. R. FOUNTAIN
Mgr. Transportation

R. J. CRIPE
Asst. General Mgr.

M. D. DENBO
Superintendent

To All Employees:

Probably most of us have done things that we later regretted. Something about which we knew better but, without thinking, did anyway. After it was done it was difficult or impossible to change.

This also applies to our personal safety. We know we should do certain things and that we should not do other things, but unless we use what we know, this knowledge is of no benefit. Compliance with the rules and following recommended practices — i.e., using what we know — will prevent accident and injury.



**Remember . . .
accidents don't "just
happen", they are
caused.**



M. M. ECHOLS
Superintendent Safety

TRAIN AND ENGINE CREWS

Always keep in mind that the customer is the BUYER and that it is your job to make every BUYER a satisfied customer. To that end, the following deserves your constant attention:

Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Sleeping Car, Pullman and Dining Car employees—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.

AVOID ROUGH HANDLING OF YOUR TRAIN. N&W enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

Of equal importance is **SMOOTH HANDLING OF FREIGHT TRAINS.** Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

On-Time delivery of passengers, mail, express and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time. The on-time performance of our freight trains is the best known way to secure business and it behooves all of us to work toward that end.

FOURTEENTH DISTRICT

Miles from St. Louis	STATIONS	T.O. Offices	Interlockings	R.R. Crossing	Cap. in 50 Ft. Cars Passing Track Cap.
	Fourteenth District Main Line				
1.0	ST. LOUIS.....	DN			
2.2	GRAND AVE.....	VIA TRRA	X		
5.6	VANDEVENTER.....				
6.9	DELMAR.....	DT			
	PAGE AVE. JCT.....	2S	X		
12.1	FERGUSON.....	D			
13.9	BERKELEY.....	DN	X		250
16.2	ROBERTSON.....	D	TCS		
22.8	ST. CHARLES.....	2S			83
30.9	ST. PETERS.....				64
35.4	O'FALLON.....	D			55
41.1	GILMORE.....				95
43.6	WENTZVILLE.....	2S			42
49.4	FORISTELL.....				54
52.9	WRIGHT CITY.....	D			65
59.0	TRUESDALE.....	2S			87
64.7	PENDLETON.....				33
69.2	JONESBURG.....	D			64
73.8	HIGH HILL.....				150
77.8	NEW FLORENCE.....	D			55
83.3	MONTGOMERY.....	2S			30
90.9	WELLSVILLE.....	D			125
95.6	MARTINSBURG.....	D			65
102.3	BENTON CITY.....				56
109.1	MEXICO.....	DN		GMO	
114.7	THOMPSON.....				90
123.2	CENTRALIA.....	DN			205
131.0	STURGEON.....	D			86
135.8	CLARK.....		X-A	GMO	32
141.3	RENICK.....				76
147.1	MOBERLY.....	DN	X-A	MKT	
	Luther Line				
2.8*	LUTHER.....	DN			
5.8*	JENNINGS.....	D			25
7.6*	FERGUSON.....	D			36
	BERKELEY.....	DN	X		250
	Columbia Branch				
123.2	CENTRALIA.....	DN			
131.9	HALLSVILLE.....				14
136.5	ETTA.....				55
137.1	BROWNS.....				
138.6	STEPHENS.....				
139.9	SWITZLER.....				
144.9	COLUMBIA.....	D			22

* Miles From Luther.

FIFTEENTH AND SIXTEENTH DISTRICTS

Miles from St. Louis	STATIONS	T.O. Offices	Interlockings	R.R. Crossing	Cap. in 50 Ft. Cars Passing Track Cap.
	Fifteenth District				
147.1	MOBERLY.....	DN			
153.7	CAIRO.....				54
159.1	JACKSONVILLE.....				
162.2	EXCELLO.....				12
169.7	MACON.....				53
181.5	ATLANTA.....	D			59
190.2	LA PLATA.....	D			59
197.2	MILLARD.....				52
204.4	KIRKSVILLE.....	D		CBQ	50
215.0	GREEN TOP.....	D			19
219.3	QUEEN CITY.....	D			55
228.3	GLENWOOD.....				14
229.4	GLENWOOD JCT.....			CBQ	28
234.6	COATESVILLE.....				
242.4	MOULTON.....	2S			86
	Sixteenth District—Main Line				
242.4	MOULTON.....	2S			86
249.9	UDELL.....				41
259.6	MORAVIA.....	D	X-A	MILW	
270.6	ALBIA-CNW.....	D			
271.4	ALBIA-CB&Q.....	DN	X	CBQ	
275.3	SHEAHAN.....				78
281.0	LOVILIA.....	D			45
283.3	HAMILTON.....				38
285.9	BUSSEY.....	D			54
291.2	TRACY.....	2S			26
294.8	HARVEY.....				22
304.7	FIFIELD.....				26
307.7	CORDOVA.....				
323.3	RUNNELLS.....				
334.6	McCOY.....				53
337.3	WABASH JCT.....	VIA DMU			
339.2	DES MOINES.....	2S			
	Sixteenth District Ottumwa Branch				
242.4	MOULTON.....	2S			
249.6	WEST GROVE.....				17
257.1	BLOOMFIELD.....				10
262.7	BELKNAP.....		X-A	CRIP	
268.2	CARBON.....				10
277.0	SOUTH OTTUMWA.....				
277.9	OTTUMWA.....				33

SEVENTEENTH DISTRICT

Miles from St. Louis	STATIONS		T.O. Offices	Interlockings	R.R. Crossings	Cap. in 50 Ft. Cars Passing Track Cap.
147.1	ABS	MOBERLY.....	DN			
153.9		HUNTSVILLE.....	D	TCS		
160.6		CLIFTON.....				130
168.1		SALISBURY.....	2S			162
175.1		KEYTESVILLE.....				
177.0	TCS	SIDO.....				162
179.0		DALTON.....				
186.1		BRUNSWICK.....	2S			160
187.6		KELLY.....		TCS		
192.9		DEWITT.....				115
202.8	ABS	WAKENDA.....	D			150
209.8		CARROLLTON.....	D			134
211.8		W. B. JCT.....		X-R		
219.8		NORBORNE.....	D			59-E 112-W
228.4		HARDIN.....	D	X-R		102
234.5	ABS	HENRIETTA.....	2S	X-R		203-E 135-W
240.1		CAMDEN.....				
241.4		C. A. JCT.....		X-R		
245.7		ORRICK.....	D			112
249.6		MAXWELL.....		TCS		
252.6	TCS	EXCELSIOR SPG. JCT.....				117
255.6		MISSOURI CITY.....	D			
261.1		SOUTH LIBERTY.....				112
264.7		BIRMINGHAM JCT.....		X-R		
265.6		BIRMINGHAM.....	DN	X	CRIP	47
268.2	ABS	RANDOLPH.....	DT			88
271.5		BLOCK 222.....	DN	X		
272.3		N. KANSAS CITY.....	DN			
274.4		USTICK TOWER.....	DN	X	CBQ	
275.4		FIFTH STREET.....	VIA	X		
278.1		KANSAS CITY.....	DN			

Track 3 between Hardin and C.A. Jct. governed by TCS Rules.
N&W Siding Henrietta (Track 3)—85 cars

EIGHTEENTH AND NINETEENTH DISTRICTS

Miles from St. Louis	STATIONS		T.O. Offices	Interlockings	R.R. Crossing	Cap. in 50 Ft. Cars Passing Track Cap.
187.6	Eighteenth District					
193.4	ABS	KELLY.....		TCS		
204.8		TRIPPLET.....				22
210.7		SUMNER.....	D	X-A	CBQ	63
213.9		FOUNTAIN GROVE.....				15
		BEDFORD.....				27
224.3	NBS	CHILlicoTHE.....	2S	X-A	CBQ	44
233.1		SAMPSEL.....				27
237.4		LOCK SPRINGS.....	D	X-A	CRIP	69
249.5		GALLATIN.....	D	X-A	CRIP	45
256.2		JAMESON.....				24
265.7	ABS	PATTONSBURG.....	D			30
272.8		McFALL.....				24
281.8		EVONA.....				13
285.2		DARLINGTON.....			CBQ	
293.6		STANBERRY.....	2S			24
293.6	Nineteenth District					
302.1	NBS	STANBERRY.....	2S			24
303.4		CLYDE.....				27
309.2		CONCEPTION.....	2S			
317.4		BEDISON.....				
		MARYVILLE.....	D			16
330.6	ABS	BURLINGTON JCT.....	D			32
336.7		ELMO.....				20
334.0		BLANCHARD.....	D			
349.4		COIN.....				31
361.9		SHENANDOAH.....	D		CBQ	28
370.8	ABS	IMOGENE.....				
377.6		STRAHAN.....				
380.3		WHITE CLOUD.....			CBQ	
384.4		MALVERN.....	D			22
392.4		SILVER CITY.....	D			24
396.7	ABS	MINEOLA.....				
400.5		DUMFRIES.....				18
408.2		EAST SWITCH.....	2S	X-A	CBQ	
410.1		COUNCIL BLUFFS.....			CNW	

TENTH AND TWELFTH DISTRICTS

Miles from Detroit	STATIONS	T.O. Offices	Interlockings	R.R. Crossings	Cap. in 50 Ft. Cars Passing Track Cap.
Tenth District—Main Line					
375.6	DECATUR.....	VIA 13th DIST DN			
376.5	MOSSER.....		X-R		
382.8	HARRISTOWN.....				170
387.2	NIANTIC.....	D			
391.1	ILLIOPOLIS.....	D			117
396.8	LANESVILLE.....				65
400.0	BUFFALO.....				
402.9	DAWSON.....	D			
407.3	RIVERTON.....				
411.2	STARNE.....	DN	X	IC	144
412.9	C&IM CROSSING.....		X	CIM	
414.7	SHOPS.....		X-A	IC	
416.2	ILES.....	DN	X	GMO	111
427.3	BATES.....				
430.6	NEW BERLIN.....	D			240
433.2	ISLAND GROVE.....				
437.4	ALEXANDER.....	D			93
443.0	ARNOLD.....				108
447.9	JACKSONVILLE.....	DN	X	GMO-CBQ	65
457.9	CHAPIN.....	D	X-A	CBQ	210
465.4	BLUFFS.....	D			127
469.3	NAPLES.....				67
473.8	VALLEY CITY.....	D	X		64
478.7	GRIGGSVILLE.....	D			150
482.1	MAYSVILLE.....				18
488.9	BAYLIS.....				
491.2	HADLEY.....				108
498.9	BARRY.....	D			
499.9	MAGNER.....				49
502.9	KINDERHOOK.....				54
505.7	HULL.....	D			
514.1	EAST HANNIBAL.....				250
514.4	BRIDGE.....	DN	X	CBQ	
515.7	HANNIBAL.....		X-A	CBQ	
517.8	OUTER DEPOT.....				
Twelfth District					
2.1	OUTER DEPOT.....				
12.2	RENSELAER.....				
15.2	HUNTINGTON.....				250
18.6	HASSARD.....				
22.3	MONROE CITY.....	D			
30.6	CLAPPER.....				150
34.2	STOUTSVILLE.....				
39.5	GOSS.....				113
43.9	PARIS.....	D			
51.7	HOLLIDAY.....				250
56.4	MADISON.....	D			
61.8	EVANSVILLE.....				82
69.7	MOBERLY.....	DN			
Tenth District—Pittsfield Branch					
482.1	MAYSVILLE.....				
488.1	PITTSFIELD.....	D			

Note—ABS between Westward Signal at Lindell Ave. East End Outer Depot and Eastward Signal at West End Outer Depot.

ELEVENTH DISTRICT

Miles from Detroit	STATIONS	T.O. Offices	Interlockings	R.R. Crossings	Cap. in 50 Ft. Cars Passing Track Cap.
465.4	NBS: BLUFFS.....	D			127
471.4	MEREDOSIA.....	D			14
479.0	VERSAILLES.....				12
485.4	HERSMAN.....				
488.0	MT. STERLING.....	D			
494.0	TIMEWELL.....				
498.9	CLAYTON.....	D			13
505.6	NBS: GOLDEN.....	D	X-A	CBQ	34
508.5	CHATTON.....				23
514.3	BOWEN.....				
519.0	DENVER.....				
522.9	BENTLEY.....				
528.0	CARTHAGE.....	D		CBQ	9
533.4	ELVASTON.....	D			
539.9	HAMILTON.....	VIA TPW			
541.2	KEOKUK.....	VIA KMB 2S			

ABBREVIATIONS

X—In service DN—Continuous office
R—Remote Control 2S—Two-shift office
A—Automatic D—One-shift office

SYMBOLS FOR PASSENGER STOPS

- a—Stops on signal to receive revenue passengers for scheduled stops
- b—Stops on signal to discharge revenue passengers from scheduled stops
- c—Stops on signal to discharge or receive revenue passengers from or to scheduled stops
- d—Stop on signal to receive revenue passengers for Kansas City. Stop on signal on Friday only to receive passengers for scheduled stops.
- f—Stops on signal
- g—Stops on signal to discharge revenue passengers from Kansas City or St. Louis
- s—Regular stop
- H—No. 203, No. 209 and No. 210 will use C R I & P, K C S and K C T tracks between Birmingham and Union Station, Kansas City, and will be governed by time tables, rules and special instructions of those railroads.

KANSAS CITY TO ST. LOUIS—EASTWARD

FIRST CLASS

STATIONS	Arrive	214		210	
		Daily		Daily	
		AM	PM	AM	PM
ST. LOUIS.....		8.55	2.55		
GRAND AVE.....		8.37	2.30		
DELMAR.....		\$ 8.29	\$ 2.20		
PAGE AVE. JOT.....		8.26	2.10		
FERGUSON.....					
BERKELEY.....		8.16	2.02		
ROBERTSON.....		b 8.13			
ST. CHARLES.....		\$ 7.55	g 1.49		
ST. PETERS.....			1.39		
O'FALLON.....		b 7.30			
GILMORE.....		7.22			
WENTZVILLE.....		b 7.15	1.29		
WRIGHT CITY.....					
TRUESDALE.....		\$ 6.57	1.17		
JONESBURG.....					
HIGH HILL.....		6.37	1.04		
NEW FLORENCE.....					
MONTGOMERY.....		\$ 6.25	12.56		
WELLSVILLE.....		b 6.14	12.50		
MARTINSBURG.....					
BENTON CITY.....					
MEXICO.....		\$ 5.53	\$ 12.32		
THOMPSON.....		5.42	12.27		
CENTRALIA.....		\$ 5.33	\$ 12.19		
STURGEON.....			12.08		
CLARK.....		5.16	12.04		
RENICK.....			11.59		
MOBERLY.....		5.00	11.52		
HUNTSVILLE.....		\$ 4.25	\$ 11.47		
			11.35		
CLIFTON.....					
SALISBURY.....		c 4.00			
KEYTESVILLE.....					
BRUNSWICK.....		\$ 3.41			
KELLY.....		3.36			
CARROLLTON.....					
NORBORNE.....					
HARDIN.....					
HENRIETTA.....					
ORRICK.....					
MAXWELL.....					
BIRMINGHAM.....			10.00		
FIFTH ST.....			9.40		
KANSAS CITY.....					
	Leave		AM		AM
					See Note H

Following Trains meet on double track between Wightman St., Moberly, and Huntsville: No. 203 and No. 210, No. 209 and No. 212.

KANSAS CITY TO ST. LOUIS—EASTWARD

FIRST CLASS

306	36	212	310	56					
						Daily		Daily	
						PM	PM	PM	PM
4.40		9.40	10.25						
4.23		9.23	10.10						
\$ 4.15		\$ 9.15	\$ 10.00						
4.12		9.06	9.57						
		8.59							
		8.56							
		8.53							
		b 8.44							
		8.33							
		8.29							
		8.24							
		8.21							
		8.13							
		\$ 8.07							
		7.54							
		7.50							
		7.46							
		\$ 7.41							
		\$ 7.31							
		7.23							
		7.17							
		\$ 7.07							
	OB&Q	6.58		OB&Q					
		\$ 6.49							
		6.34							
		6.29							
		6.25							
		6.20							
		\$ 6.15							
		6.06							
		\$ 5.53							
		\$ 5.33							
		\$ 5.07							
		\$ 4.43							
		12.59		10.54					
		12.44	4.12	10.39					
		12.30	4.00	10.25					
		12.20	3.55	10.15					
	PM	PM	PM	PM	PM				

KELLY TO OMAHA—WESTWARD

FIRST CLASS

STATIONS	211				
	Leave	Daily PM			
KELLY		11.27			
TRIPLETT					
SUMNER		11.56			
BEDFORD					
OHILLICOTHE	\$	12.55			
SAMPSEL					
LOOK SPRINGS					
GALLATIN	\$	1.55			
JAMESON					
PATTONSBURG	c	2.19			
McFALL					
EVONA					
DARLINGTON					
STANBERRY	\$	3.30			
		3.35			
CLYDE					
CONCEPTION	\$	4.00			
MARYVILLE	\$	4.45			
BURLINGTON JOT	c	5.11			
ELMO					
BLANCHARD					
COIN					
SHENANDOAH	\$	6.17			
IMOGENE					
WHITE CLOUD					
MALVERN	\$	6.57			
SILVER CITY					
MINEOLA		7.20			
EAST SWITCH		7.41			
COUNCIL BLUFFS		8.10			
	Arrive	AM			

OMAHA TO KELLY—EASTWARD

FIRST CLASS

Arrive	214				
	Daily AM				
		3.36			
		3.11			
	\$	2.35			
	\$	1.55			
	c	1.28			
		12.45			
	\$	12.43			
	\$	12.25			
	\$	11.59			
	c	11.34			
	\$	10.88			
	\$	9.49			
		9.05			
		8.45			
	Leave	PM			

CENTRALIA TO COLUMBIA—WESTWARD

FIRST CLASS

STATIONS	Leave	33	37
		Daily	Daily
		PM	PM
CENTRALIA		12.25	6.55
HALLSVILLE		f 12.42	f 7.12
BROWNS		f 12.53	f 7.23
STEPHENS		f 12.56	
SWITZLER		f 12.59	
COLUMBIA		1.10	7.40
	Arrive	PM	PM
		33	37

COLUMBIA TO CENTRALIA—EASTWARD

FIRST CLASS

STATIONS	Arrive	32	34
		Daily	Daily
		AM	PM
CENTRALIA		11.20	5.50
HALLSVILLE		f 10.59	f 5.29
BROWNS		f 10.50	f 5.20
STEPHENS		f 10.47	
SWITZLER		f 10.44	
COLUMBIA		10.35	5.05
	Leave	AM	PM
		32	34

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no timetable authority

STATIONS	SK3		SK1		DK3		ADK1		DK-1		MCI		MD3	
	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
		Leave												
ST. LOUIS (LUTHER)	2.30		8.30											
OENTRELLA														
DECATUR					4.30	11.30	7.00							
SPRINGFIELD							8.00							
HANNIBAL							12.30							
MOBERLY	{ Ar	8.00	11.30	{ Lr	10.15	7.30	3.00							
		9.00	11.50		10.30	8.30	3.30			2.00	2.00			
BRUNSWICK										3.40				
BIRMINGHAM														
NO. KANSAS CITY	Ar	12.30	3.00		1.30	11.30	8.00							
STANBERRY										8.00				
CO. BLUFFS (E. SWITCH)	Ar									4.00				
MOULTON												5.00		
ALBIA	Ar											6.00		
DES MOINES	Ar											8.00		
(1) Daily (2) Sun, Tue, Thurs.	PM		AM		PM		AM		PM		AM	PM		AM

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no timetable authority

STATIONS	DM4		CM2		KB6		KB2		KS2		KD4		MD4		KSA	
	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
		Leave														
DES MOINES	9.00															
ALBIA	11.00															
MOULTON	12.00															
CO. BLUFFS (E. SWITCH)		8.00														
STANBERRY		1.00														
BRUNSWICK		7.00														
NO. KANSAS CITY			6.30	11.00	11.30	7.00									9.30	
MOBERLY	{ Ar	3.00	9.30	2.00	2.30	10.00									12.30	
	{ Lr		10.00	2.80	3.45	10.30									1.00	2.30
HANNIBAL															3.30	
SPRINGFIELD															7.30	
DECATUR	Ar		4.00	8.30		4.30	9.00									
BERKELEY	Ar						6.45									5.30
ST. LOUIS (LUTHER)	Ar						9.00									7.00
(1) Daily (2) Mon, Wed, Fri.	PM		PM		PM		PM		PM		AM	PM		AM	PM	AM

SPECIAL INSTRUCTIONS

1. Operating Rules

Rules of the Operating Department of the Wabash Railroad effective October 26, 1958, govern.

2. Modifications to Operating Rules

Operating Rule Book of the Wabash is modified as follows:

RULES 95, 201 and 211.

The word "Superintendent" is to be substituted for "Chief Train Dispatcher."

RULE 99.

When a train or engine, moving or standing in automatic block signal territory is protected against following movements by automatic block signals, flag protection against following movements on the same track will not be required.

RULE 206.

In train orders, the engine initials and number will be used.

RULES 526, 530 and 620.

Operation Over Dual-Control Switches.

When a train or engine is stopped by a Stop signal governing movement over a dual-control switch, if no conflicting movement is evident, a member of the crew must immediately communicate with the control machine operator.

The operator must initiate code or control action from the control machine to ascertain that the switch or switches in the route are indicating properly on the control machine. If the switch or switches are indicating properly, the operator may grant permission for the train or engine to proceed by the Stop signal.

If the control machine operator cannot obtain proper indication for the switch or switches in the desired route, movement must not be authorized until they have been placed on hand operation. Before authorizing the dual-control switch or switches to be placed on hand operation, the control machine operator must place the lever controlling the switch or switches in the proper position and initiate code or control action for each switch in the desired route.

When authority is received to place a dual-control switch on hand operation, the following procedure must be followed:

Selector lever must be taken out of "motor" (or Power) position and placed in "hand" position and locked, if lock is provided.

Hand throw lever must be operated until switch points are seen to move with the movement of the hand throw lever.

Switch must then be lined and locked for the route to be used.

Selector lever must be left in "hand" position until entire train or engine has cleared the switch.

Unless otherwise instructed by the control machine operator, switches must be restored to "motor" (or Power) after the movement is completed.

If the switch or switches in the desired route cannot be properly lined by hand, they must be spiked before a movement is made over them.

Switches in the route to be used must be observed to ascertain that they are properly lined.

When a dual-control switch is on hand operation, it is a hand-operated switch and Rule 104, Book of Rules, applies.

3. Superiority of Trains

Unless otherwise provided, eastward trains are superior to trains of the same class in the opposite direction.

4. General Instructions

(a) All engines, with or without cars, using sand in stopping, or engines stopped on sanded rail, must be moved off of same promptly. Cars detached from engine must not be left standing on sanded rail. This to insure proper operation of all signals, including electric highway signals.

(b) When an emergency application of train brakes occurs on multiple unit diesel operated trains in either forward or reverse movement, a forward movement must be made before any attempt is made to back up train in order to have swivel butt drawbars of Diesel units in alignment.

(c) In backing a train or cut of cars with units in multiple of three or more, throttle must not exceed No. 2 position in starting train to minimize danger of jack-knifing train.

(d) Diesel engines may be operated thru water not exceeding depth of 2 inches above top of rail, proceeding at a speed not exceeding 2 miles per hour.

(e) When necessary to use the tracks of another district or foreign road at junction points permission must first be obtained from the agent or operator of such road and the movement must be protected by flag.

(f) In switching or handling cars or trains, where the view is obstructed, signals must be continuous and distinct, or the engine brought to a stop.

(g) When switching or moving on repair tracks, the engine bell must be ringing.

(h) When the switching of repair tracks is completed, the switches must, in all cases, be lined for the ladder and such will be the normal position of switches connecting repair tracks to the ladder.

(i) Cars must not be run over live rails on scale track except when actual weighing operations are being performed. Engines must not be operated over live rails on scale track at any time, except in case of emergency.

(j) Helper engines assisting in the handling of trains or cuts of cars will not start movement of trains or engines until receiving proper signal or they are instructed to do so.

(k) Operators must not open main track switch until train has come to a stop except at points where proper signals are provided to control the approach and movement of trains.

(l) Trains or engines desiring to enter or leave siding at interlockings, will give engine whistle signal one long, one short and one long.

(m) When proceed signal has been given to start a freight train, and after the entire train is in motion, a final proceed signal shall be given from rear end at the first point at which it will be visible from the head end from either side of the train.

Engineman, fireman and trainman on engine shall be on the lookout for such signal and be governed accordingly.

(n) The speed of passenger trains will be reduced at points where orders are to be received so as to make it possible for members of the train crew to receive the orders.

(o) When operating snow plow or Jordan spreader it will be necessary to close wings at all overhead structures, through bridges, coal docks, water tanks, dwarf signals, spring switch indicators and other structures which are visible.

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

(q) **Personal Injury Accidents.**

It is desired that all statements to the railroad in reference to personal injury accidents shall be as full as possible and all facts stated, whether favorable or unfavorable to the railroad, the injured person, or any of the railroad's employees.

Employees who witness or have any knowledge of an accident must not give information concerning the same to any person other than an officer or a claim agent of this company unless required by law to do so, and persons, other than officers or claim agents of this company, who seek information concerning any accident should be referred to the Chief Claim Agent of this company, provided, however, that this rule shall not prevent employes from furnishing, voluntarily, to a person in interest, information as to the facts incident to the injury or death of any employe.

5. Equipment Restrictions

(a) **Handling Dead Locomotives:**

The Mechanical Department at the originating point must notify the Chief Train Dispatcher, General Yardmaster and Superintendent, of any desired movement of dead locomotives specifying speed restrictions, if any, that are to be observed. This information must be written conspicuously on the face of the waybill. The Yardmaster at all terminals, after consultation with the Mechanical Department, must advise the Chief Train Dispatcher of the restrictions required and secure the Chief Train Dispatcher's authority as to the train in which the locomotive is to be moved, and then must notify the Conductor and Engineer of the restriction. The Chief Train Dispatcher must notify the connecting Division of the movement and restrictions required. Also, the Chief Train Dispatcher must notify the Conductor and Engineer of the train handling the dead locomotive of the restrictions required in the movement.

Trains hauling foreign Diesel locomotives in tow will be governed by billing instructions of the manufacturer or of foreign line for whom we are handling the locomotive. Where there are no billing instructions, or special instructions, trains hauling Diesel locomotives with friction bearings will not exceed 35 MPH and trains hauling Diesel locomotives with roller bearings will not exceed 60 MPH.

Automatic braking operations on trains handling dead locomotives require a minimum of 15 pound brake pipe reduction be completed to insure full release of brakes on the dead locomotives.

Diesel locomotives are equipped with three-way bleed valves, one over each truck, to cut out and bleed air brakes. If brakes are found sticking no attempt will be made to haul locomotive with brakes operative. Air brakes must be cut out and bled and locomotive handled to next terminal in that condition.

In cases where it is necessary to tow Diesel locomotives in a train as a result of derailment or other damaged or defective conditions, special instructions will be issued.

Diesel locomotives in multiple (up to three units) may be hauled in tow without separation of the units. There must not be less than five cars between the locomotive handling the train and the first locomotive in tow, and not less than five cars between any two locomotives in tow.

Any locomotive in tow must not be carried further than thirty cars from the locomotive handling the train and not more than five locomotives in tow may be handled in one freight train.

(b) **Wrecker**

When wreck train leaves terminal with derrick boom leading, a stop should be made at a convenient point as soon as steam has been gotten up on the derrick, and boom swung around to trailing position.

(c) **Lubrication and Care of Journal Boxes.**

When a journal is found overheated enroute, train must be stopped and examination made, packing must be adjusted or box repacked if this will overcome the trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to next terminal through use of cooling compound and without undue delay to train car should be set out.

When cars with hot journals are set out where car inspectors do not take immediate charge precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

(d) **Track Restrictions.**

Locomotive weight classes are as follows:

1. All six motor units
2. E-7A and E-8 passenger units
3. All four motor road switcher and road freight units
4. All yard engines

X — not allowed
 A — only one unit allowed
 B — no more than two units allowed

RESTRICTED TRACKS

Location	Locomotive Class				Max. Gross Weight of Cars (Pounds)
	1	2	3	4	
Tenth District					263,000
Pittsfield Branch	X	X			250,000
Starne—J&A track	X	X	A	A	
Springfield—all industrial tracks	X	X	A	A	
Springfield—B&O wye tracks	X	X	A	A	
Jacksonville—Swift & Co.	X	X	A	A	
Jacksonville—GM&O wye	X	X	A	A	
Jacksonville— elevator track	X	X	A	A	
Chapin—west wye track	X	X	A	A	
Valley City— Watson track	X	X	A	A	
Griggsville— Elevator track	X	X	A	A	
Griggsville— pike mill track	X	X	A	A	
Barry—Sand pit track	X	X	A	A	
Magner—pit south of tipple	X	X	A	A	
Kinderhook—mill track	X	X	A	A	
Hull—wye track	X	X	A	A	
Hannibal—all industrial tracks	X	X	A	A	
Outer Depot—yard tracks north side Nos. 6, 7, 8	X	X	A	A	
Outer Depot— Rip track	X	X	A	A	
Eleventh District					
Bluffs to Meredosia	X	X			220,000
Versailles to Golden	X	X			180,000
Golden to Keokuk	X	X			176,000
East Hannibal to Golden (CB&Q)	X	X			263,000
Twelfth District					263,000
Fourteenth District					263,000
Columbia Branch					250,000
Fifteenth District					220,000
Sixteenth District					220,000
Ottumwa Branch	X	X	A	A	180,000
Seventeenth District					263,000
Eighteenth District					220,000
Evona—Bridge 969	A				
Nineteenth District					220,000

6. Speed of Trains

All trains must reduce speed around sharp curves.

Speed restrictions apply to entire train, except where otherwise specified. Speeds must be further reduced when, in the judgment of the enginemen, conditions require it.

Speeds are governed by general speed restrictions, local speed restriction, and restrictions due to locomotive or car equipment. In all cases, lowest speed will govern.

(a) General Speed Restrictions

CONDITIONS	Miles Per Hour	
	Passenger Trains	Freight Trains
Trains or Engines moving against the current of traffic in automatic block signal territory	59	49
Trains handling scale test cars. Handle on rear end only		30
Trains handling steam shovels, locomotive cranes, pile drivers, Jordan spreader or similar equipment moving on own wheels, load or heavy end must be toward engine and cars placed ahead of caboose		30
Engine backing with blind end forward (car-body units)	25	25
Trains handling short ore hopper cars: When loaded		30
When empty		35
Solid trains of tank cars loaded with petroleum or petroleum products		50
Trains handling flangers	25	25
Snow plows		35
Snow plows passing passenger trains on double track		4
Large derricks: Tangent track		40
Curves		30

Passenger trains handling freight cars will observe freight train speeds.

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

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

(b) Speed Restrictions for Locomotives:

Unit Numbers	New Numbers	Max. Speed
WAB 100	3100	40
WAB 108-111	3108-3111	50
WAB 150	3150	40
All other yard engines		60
N&W 200-239	200-239	70
N&W 413-420	413-420	70
N&W 500-521	500-521	78
N&W 522-565	522-565	70
N&W 1000-1006	1000-1006	70
N&W 1300-1328	1300-1328	70
N&W 1500-1579	1500-1579	70
N&W 2477-2478, 2485	2477-2478, 2485	78
NKP 578	2578	70
NKP 874-875	2874-2875	70
NKP 900-909	2900-2909	70
NKP 910	2910	70
WAB 484-489	3484-3489	78
WAB 493-495	3493-3495	78
WAB 500-515	3500-3515	70
WAB 540-547	3540-3547	70
WAB 597-598	3597-3598	70
WAB 900-906	3900-3906	70
All other road-switcher engines		65
WAB 606-726	3606-3726	65
WAB 1000-1017	3800-3817	78

(c) Speed Signs in Effect:

Permanent slow signs which are yellow with black numerals, are set in advance of locations where trains must be operated at reduced speed. The one numeral on these signs indicates the maximum permissible speed for both passenger and freight trains except that, when district speed restriction, type of locomotive, equipment restriction, or any other restriction calls for a slower speed, the slowest allowable speed must not be exceeded.

These signs will be as follows.

On lines between Kansas City and St. Louis, Moberly and Decatur:

Signs indicating a maximum permissible speed of 45 M.P.H., or less, will be set not less than 1 mile in advance of location where speed must not exceed that shown on sign.

Signs with figures 75, 70, 65, 60, 55 or 50, will be set $\frac{1}{2}$ mile in advance of location where speed must not exceed that shown on sign.

On all other lines in the time-table, the new signs will be set $\frac{1}{2}$ mile in advance of the location where speed must not exceed that shown on sign.

Maximum permissible speeds must not be exceeded until rear of train has passed a permanent resume-speed sign.

(d) Speed Restrictions by District

District or Subdivision	Between	And	Miles Per Hour	
			Psg.	Frt.
10th Dist.	Mosser	Outer Depot	60	60
10th Dist.	Maysville	Pittsfield	25	25
11th Dist.	Bluffs	Meredosia	25	25
11th Dist.	Versailles	Elvaston	25	25
12th Dist.	Outer Depot	Moberly	50	50
14th Dist.	Grand Ave.	Moberly	78	60
14th Dist.	Berkeley	Luther	35	35
14th Dist.	Centralia	Columbia	30	30
15th Dist.	Moberly	Moulton	45	45
16th Dist.	Moulton	Wabash Jct.	45	45
16th Dist.	Moulton	Ottumwa	25	25
17th Dist.	Moberly	Birmingham	78	60
17th Dist.	Birmingham	Fifth St.	60	50
18th Dist.	Kelly	Stanberry	40	40
19th Dist.	Stanberry	East Switch	35	35

(e) Local Speed Restriction:

Maximum
Permissible
Speed in M.P.H.

LOCATION

10TH DISTRICT

- | | |
|----|---|
| 15 | While any portion of train is moving through Wabic interlocking Decatur. |
| 15 | Eastward trains while any portion of train is moving through Mosser interlocking. |
| 35 | Between Bridge at Riverton and MP 409 1.13 miles west of Riverton Bridge. |
| 20 | Between Ash Street and eastward Home Signal C.&I.M. interlocking. |
| 25 | Through city limits Jacksonville. |
| 35 | From three and one fourth miles west of Switch Markham to one mile east of Chapin. |
| 40 | From one and one half miles east of Bluffs depot to and including curve at West Switch Bluffs. |
| 30 | While any portion of train is on Bridge 508 Illinois River at Valley City. |
| 30 | Curves from 0.7 miles west of Valley City depot to 1.7 miles west of Valley City depot. |
| 15 | While any portion of train is on bridge 651 Mississippi River, Hannibal, or while passing through tunnel. |
| 20 | Between Outer Depot and Hannibal. |

12TH DISTRICT

- | | |
|----|---|
| 15 | Over Coates Street crossing, Moberly. |
| 40 | From M.P. 44 west of depot Paris to M.P. 47 about 3 miles west. |

14TH DISTRICT

- | | |
|----|--|
| 10 | Through interlocking, Grand Ave. |
| 30 | Between Grand Ave. Tower and Delmar. |
| 30 | Between Home signals of Page Ave. Jct. interlocking. |
| 55 | Curve 0.3 to 0.6 miles west of Ferguson. |
| 70 | Curve 0.3 to 1.1 miles east of Ferguson. |

Maximum
Permissible
Speed in M.P.H.

LOCATION

14TH DISTRICT (Continued)

70	Curve 0.4 to 0.8 mile west of Robertson.
30	Missouri River Bridge No. 59 and approaches at St. Charles.
60	Curve 1.4 to 1.8 miles west of St. Charles.
60	Curve 2.6 to 3.0 miles west of O'Fallon.
60	Curve 3.3 to 3.7 miles west of O'Fallon.
75	Curve 0.2 to 0.7 mile west of Pendleton.
65	Curve 0.9 mile to 0.5 mile east of New Florence.
30	Trains or Engines moving within city limits of Mexico.
25	Over Allen Street Crossing at Centralia, the first crossing west of the depot, until engine is over crossing.
15	Trains or engines using Auxiliary track between Moberly and 1.7 miles east.
20	Between Home signals of M-K-T interlocking, Moberly for eastward trains on main track.

17TH DISTRICT

20	Curve depot to Clark Street Switch Shanty, Moberly.
35	0.2 to 1.7 miles west of Moberly.
60	Curve 0.8 to 0.4 mile east of Huntsville.
50	Curve 0.4 mile east of Huntsville to end of double track, Huntsville.
70	Curve 1.8 to 2.7 miles west of Clifton.
70	Curves 2.5 to 1.4 miles east of Salisbury.
50	Curves from 1.3 miles east of Salisbury to 0.3 mile west of Salisbury.
55	Curves Keytesville to 0.4 mile west.
35	Curves Brunswick to 0.5 mile west.
50	Curves 0.9 to 2.6 miles west of Brunswick.
50	Curve 1.7 to 1.4 miles east of DeWitt.
65	Curves 0.2 to 0.9 mile west of DeWitt.
60	Curve 5.0 to 5.3 miles west of DeWitt.
70	Curve 3.4 to 3.8 miles west of Wakenda.
55	Curves 0.3 east to 0.4 mile west of Carrollton.
65	Curve 0.3 to 0.6 mile west of CA Junction. Slow board for westbound trains is placed just west of CA Junction.
50	Curves 0.3 east to 0.3 mile west of Missouri City.
55	Curves 0.3 to 1.9 miles west of Missouri City.
70	Curve 2.4 to 1.9 miles east of South Liberty.
60	Curve 0.3 to 0.5 mile west of South Liberty.
60	Curve 1.7 to 2.1 miles west of South Liberty.
15	On connection track between N&W eastbound main and Milwaukee tracks at Birmingham.

15TH DISTRICT

20	0.7 mile east to 0.5 mile west of Kirksville.
----	---

Maximum
Permissible
Speed in M.P.H.

LOCATION

16TH DISTRICT

20	3.4 to 4.3 miles east of McCoy.
15	2.1 to 1.6 miles west of Mile Post 316.9.
20	1.7 to 2.2 miles east of Fifield.
15	Between Home signals of Interlocking, Tracy.
15	Albia depot to 0.5 mile east.
10	From C.B.&Q. Junction, Albia and bridge No. 0.24.
10	Trains or engines moving over highway crossing, 0.5 mile west of Albia, C.B.&Q.
20	Between the Home signals of C.B.&Q. Interlocking, Albia.
20	Between home signals of interlocking Moravia.
20	Between the Home signals of interlocking, Belknap.
15	Between Des Moines River Bridge and West 11th Street.

18TH DISTRICT

35	Curves 1.4 to 0.9 miles west of Darlington.
35	From 3000 feet West to 3000 feet East of Rock Island crossing, Gallatin.
20	Between Home signals of interlocking Gallatin.
35	Curve 0.3 to 0.6 mile east Gallatin.
35	1.5 to 0.6 mile west of Chillicothe.
30	0.6 mile west of Chillicothe to 0.6 mile east of Chillicothe.
20	Between Home signals of interlocking Chillicothe.
20	Between home signals of interlocking Sumner.

19TH DISTRICT

6	Around curves just east of C.M.St.P.&P. crossover, 17th Street, Council Bluffs.
15	East Switch to Junction switch of N&W with C.M.St.P.&P., one third mile east of U.P. Transfer, Council Bluffs.

7. CLEARANCE

A train must not leave its initial station on a District or Sub-Division without Clearance unless otherwise provided.

St. Louis Union Station is initial station for passenger trains to 14th District.

Kansas City Union Station is initial station for passenger trains to 17th District.

All trains must obtain Clearance at Bridge. Trains originating at Outer Depot will proceed on signal indication without Clearance.

Westward CB&Q trains may leave Maxwell without Clearance.

Eastward trains from TRRA at Page Avenue Junction may leave without Clearance if train order signal is clear.

Trains to or from 18th District at Kelly may depart without Clearance.

Des Moines is initial station for trains to 16th District.

Trains may depart Golden without N&W Clearance. Keokuk is initial station for trains to 11th District. Trains to and from 11th District at Bluffs may depart without Clearance if train order signal is clear.

ITC trains may leave Decatur and Starne without Clearance and will proceed on signal indication.

10. SIGNAL RULES MOBERLY DIVISION

Rules in effect:

Between	And	Track	ABS	TCS	NBS	MBS	Rule 261	Rule 261	ATS
KANSAS CITY.....	BIRMINGHAM JOT.....	SEE SPECIAL INSTRUC TIONS.							
BIRMINGHAM JOT.....	C. A. JCT.....	SINGLE.....	X	X			X		
W. B. JCT.....	W. B. JCT.....	SEE SPECIAL INSTRUC TIONS.							
HUNTSVILLE.....	HUNTSVILLE.....	SINGLE.....	X	X			X		
MOBERLY.....	MOBERLY.....	EASTWARD.....	X						
EAST SWITCH.....	HUNTSVILLE.....	WESTWARD.....	X						
WABASH JCT.....	KELLY.....	SINGLE.....			X				
MOBERLY.....	MOBERLY.....	SINGLE.....			X				
ROBERTSON.....	ROBERTSON.....	SINGLE.....	X						
BERKELEY.....	BERKELEY.....	SINGLE.....	X	X			X		
PAGE AVE. JCT.....	PAGE AVE. JCT.....	SINGLE.....	X						
GRAND AVE.....	GRAND AVE.....	EASTWARD.....	X				X		
COLUMBIA.....	PAGE AVE. JCT.....	WESTWARD.....	X				X		
BERKELEY.....	CENTRALIA.....	SINGLE.....			X				
	LUTHER.....	SINGLE.....			X				

MOBERLY.....	OUTER DEPOT.....	SINGLE.....	X						
WEST END.....	EAST END.....	SINGLE.....						X	
OUTER DEPOT.....	OUTER DEPOT.....	SINGLE.....	X						
EAST END.....	WEST SWITCH.....	SINGLE.....							
OUTER DEPOT.....	EAST HANNIBAL.....	SINGLE.....	X	X				X	
WEST SWITCH.....	JACKSONVILLE.....	SINGLE.....	X						
EAST HANNIBAL.....	MOSSER.....	SINGLE.....	X						
JACKSONVILLE.....									
ELVASTON.....	VERSAILLES.....	SINGLE.....						X	
BLUFFS.....	MEREDOSIA.....	SINGLE.....			X			X	
MAYSVILLE.....	PITTSFIELD.....	SINGLE.....			X			X	
OTTUMWA.....	MOULTON.....	SINGLE.....			X			X	

KEY TO ABBREVIATIONS

ABS—Automatic Block System. NKP Rules 505 thru 520. Wabash Rules 505 thru 516.
 TCS—Traffic Control System. NKP Rules 525 thru 554. Wabash Rules 520 thru 552.
 NBS—Non-Automatic Block System. Wabash Rules 305 thru 372.
 MBS—Manual Block System. NKP Rules 305 thru 373.
 Rule 261—Rules 261 thru 264 (NKP and Wabash) with current of traffic.
 Rule 261—Rules 261 thru 264 (NKP and Wabash).
 ATS—Intermittent Inductive Automatic Train Stop—Special Instructions in Timetable.

11. LOCAL INSTRUCTIONS

10TH AND 12TH DISTRICTS

Conductors of trains originating or terminating will register at Outer Depot and Quincy.

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

Trains arriving or departing Decatur passenger station will register at Wabic. All other trains will register at East Decatur.

At Jacksonville, all trains will register by throwing off OS slip to operator.

Trains originating at Outer Depot must communicate with Operator at Bridge before occupying main track and will then proceed on signal indication. Trains from CB&Q at East Hannibal may proceed to Outer Depot on signal indication without orders or clearance.

The line between Decatur and Mosser will be operated as double track in accordance with the rules.

Inferior trains may run ahead of superior trains between Jasper Street and Mosser, Decatur without orders, but must keep advised of their movement and allow them to pass without delay. All trains will move between these points prepared to stop, unless the main track is seen or known to be clear.

Eastward trains stopping at east end of Outer Depot Yard will stop to clear switches entering the yard and proceed only when the eastward A signal at Lindell Ave. displays proceed aspect Rule 281 or in accordance with Rule 523.

All trains must not exceed 15 MPH through all main track turnouts, or 10 MPH through all other turnouts.

All trains must not exceed 6 MPH between Wabash Jct. and Quincy.

C B & Q trains will be governed by the rules and time-table of the N&W between Bridge and Hull.

Trains will be governed by the rules and time-table of the C. B. & Q. R. R. between East Hannibal and Golden.

Yard limits at Decatur, Springfield, East Hannibal-Hannibal-Outer Depot, Quincy and Moberly are designated by "Yard Limit" boards.

Location of Spring Switches

Harristown.....	East and West end of siding
Starne.....	East end of siding
New Berlin.....	East end of siding
Chapin.....	West end of siding
Bluffs.....	East end of siding
Griggsville.....	East and West end of siding
Clapper.....	East and West end of siding
Holliday.....	East and West end of siding
Huntington.....	East and West end of siding

The normal position of these switches is for Main Track. Movements through these switches must be made as prescribed by Rule 690.

Harristown-Starne-New Berlin-Clapper-Holliday-Huntington.

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

Chapin-Bluffs-Griggsville.

If leaving signal from passing track continues to

display "STOP" and train has authority to proceed, throw the switch to reverse by hand, observe the points, wait four and one half minutes and if signal does not clear be governed by Rule 509. If authority is received to proceed, a trainman must remain at the spring switch to line switch back to normal position after movement has been completed.

Manual Block-Remote Control System Between Mosser and Jacksonville and Outer Depot and Moberly

1. All trains will be governed by timetable, train orders, rules of the Operating Department, effective October 26, 1958, and special instructions, in the territory shown above, except as hereinafter provided.

2. Train movements will be governed by signal indication as provided for under fixed signals Pages 73-85 of Rules of the Operating Department.

3. Signals governing movements of trains entering blocks are Absolute signals.

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

5. Unless otherwise provided, fixed signal must be used at each train order office, which shall indicate "Stop" when trains are to be stopped for train orders. When there are no orders, the signals must indicate "Proceed" except at interlocking stations, where there is a train order signal operated by the same signalman, such signal must not be changed to display proceed indication for a train, until after the interlocking signal has been changed to permit the train to proceed.

6. Trains will maintain their authorized identity and continue the display of classification and marker signals, and respect their scheduled time where shown.

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

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

9. Train dispatcher issuing manual block-remote control system permissive form 1 to a following train, as prescribed by Rules 7 and 8, will authorize such movement only from one Absolute block signal to the next succeeding Absolute block signal. Train finding any succeeding Absolute block signal displaying "Stop" indication, may proceed only in accordance with Rules 21 and 22.

10. Sidings at Harristown, Illiopolis, Lanesville, Starne, Iles, New Berlin, Alexander, Arnold, Evansville, Holliday, Goss, Clapper, and Huntington, will be used for the meeting or passing of trains. That section of main track between the Absolute signals at the ends of these sidings are Station Blocks.

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

12. BETWEEN STATION BLOCK—A section of main track between the opposing Absolute signals at the ends of sidings between adjacent Station Blocks.

13. ABSOLUTE BLOCK SIGNAL—A signal which when not displaying a proceed indication must not be passed without authority from the train dispatcher.

A marker disc, letter "A", and absence of number plate indicates that it is an Absolute signal.

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

15. **ENTERING SIGNAL ON MAIN TRACK FOR BETWEEN STATION BLOCK**—A train finding signal displaying "Stop" indication may proceed only in accordance with Rules 8, 21 and 22. If signal is displaying a less restrictive indication than "Stop", train may enter and proceed through the block.

16. **ENTERING SIGNAL FROM SIDING FOR BETWEEN STATION BLOCK**—A train finding signal displaying "Stop" indication may proceed only in accordance with Rules 8, 21 and 22. A flashing lunar indication, Rules 296, will be displayed for trainmen to set switch for movement from siding to main track and then upon signal displaying "Proceed" indication, Rule 281, train may enter and proceed through the block.

17. **ENTERING SIGNAL ON MAIN TRACK FOR STATION BLOCK**—A train finding signal displaying "STOP" Indication may proceed only in accordance with Rules 8, 21, and 22. A flashing red indication will be displayed on bottom unit, Rule 295, for trainmen to set switch and train must enter siding. A flashing yellow indication on bottom unit, Rule 286 (a), will be displayed for train to proceed on main track preparing to stop at next signal at end of siding; train exceeding medium speed must at once reduce to that speed.

18. Intermediate signals will be provided for trains approaching the Station Block. Indications displayed will be in accordance with Rules 281, 285, and 291.

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

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

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

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

23. To hold main track to do work at stations requiring the train to enter a block permission must be

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

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

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

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

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

28. A train or engine having accepted a proceed indication of an Intermediate signal or of an entering signal for Station Block and is delayed must approach the Absolute signal at end of siding expecting to find that signal displaying its most restrictive indication.

29. Telephones are located at Absolute signals.

30. Eastward trains will not depart from Moberly yard until proceed indication Rule 281 is displayed by signal at Coates Street. Westward trains will not depart from Outer Depot yard until proceed indication Rule 281 is displayed by signal located 3695 feet west of yard office. If proceed indication is not displayed by these signals and the cause is not apparent, rule 20 will apply.

KEOKUK BRANCH—11TH DISTRICT

Conductors will register at Elvaston and Keokuk.

All trains must not exceed 10 MPH through all turnouts.

Train and engine employes are prohibited from handling cars north of the south line of Main St. on elevator and river track, Meredosia. Also engine movement is prohibited north of the south line of Main St. by the train and engine crews.

In event it is necessary to move cars that may be north of the south line of Main St. (indicated by clearance sign) train and engine crews must hold on to sufficient cars to prevent engine moving north of the south line of Main St. and train crew must be located on the ground in making the move.

Trains will be governed by the rules and time-table of the T. P. & W. R. R. between Elvaston and Hamil-

ton, of the Keokuk Municipal Bridge between Hamilton and Keokuk, and C. R. I. & P. R. R. and C. B. & Q. R. R. at Keokuk.

Trains approaching the C. B. & Q. crossing at Golden must be prepared to stop at home signal and must not exceed 20 MPH within interlocking limits.

14TH DISTRICT

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

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

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

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

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

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

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

Conductors on Columbia Branch will register at Columbia and Centralia.

At Centralia, normal position of switch to Columbia Branch will be lined for passing track.

Operation over Auxiliary Track between Wightman St., Moberly and Urbandale, will be permitted only as authorized by train order. Markers will be displayed as per revised Rule 19.

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

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

Movement over dual control switches is governed by signal indication.

All trains must not exceed 15 MPH through main track turnouts and 10 MPH through other turnouts.

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

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

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

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

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

15TH DISTRICT

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

At Moberly, passenger trains will register at passenger station. All other trains will register at Moberly yard office.

At C. B. & Q. crossings at Kirksville and Glenwood Jct. all trains must stop before crossing.

All trains must not exceed 10 MPH through all turnouts.

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

16TH DISTRICT

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

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

Conductors will call at the yard office, Des Moines, for orders.

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

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

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

At Albia, all trains will register at C. B. & Q. station by throwing off OS slip to operator. All trains affected will examine register unless given clearance by train dispatcher.

Trains will be under the jurisdiction of the C.&N.W. while on their tracks at Albia.

All trains must not exceed 10 MPH through all turnouts.

Yard limits at Moulton, Ottumwa, Albia-C. & N. W.-C. B. & Q. and Tracy are designated by "Yard Limit" boards.

17TH DISTRICT

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

The N. & W. dispatcher will control dual control switch at west end of Carrollton siding, which is within the W.B. Junction interlocking limits, and Santa Fe dispatcher will control dual control switches for cross-over movement at W.B. Junction.

All N. & W. Railway westward trains stopped by stop "indication" at CA Junction must secure TCS permissive card Form 439 in addition to compliance with AT&SF Rule 8, pages 34 and 35.

Telephones are located at each Home Signal.

Eastward signals for N. & W. trains W. B. Jct. are jointly controlled by AT&SF train Dispr. and N. & W. train Dispr. Trains when stopped by stop indication at W. B. Jct. in addition to receiving permission from the Santa Fe train Dispr. to pass signal must secure TCS permissive card form 439 from the N&W train Dispr.

Santa Fe train orders affecting movement of N&W westward trains between W. B. Junction and C. A. Junction will be issued by N. & W. Train Dispatcher.

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

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

Trains must not exceed 15 MPH through main track turnouts.

Movement over dual control switches is governed by signal indication.

Trains must not exceed 10 MPH through all other turnouts.

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

Movement of trains between Birmingham and Birmingham Jct. will be governed by signal indication as provided for under fixed signals, pages 73 to 85 inclusive, and interlocking rules of the Rules of the Operating Department and Special Instructions.

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

Trains and engines will be governed by Kansas City Terminal time-table and rules between Fifth Street and Union Station.

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

Trains operating between Birmingham and Airline Jct. will be governed by CRI&P Rules.

Trains operating between Airline Jct. and K.C.S. Jct. will be governed by KCS Rules.

Trains operating between K.C.S. Jct. and Union Station will be governed by KCT Rules.

Trains departing Kansas City Union Station via CRI&P must have CRI&P Clearance.

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

CB&Q trains will be governed by the time-table and rules of the N&W Railway Company between Maxwell and Birmingham.

The movements of CB&Q trains will be supervised by the N. & W. Ry. Co. who will issue instructions as may be required.

All trains moving through CB&Q turnout Maxwell will not exceed 35 M.P.H.

Rules governing operation of the joint tracks of the C. B. & Q. Railroad Co. and N. & W. Railway Co., between Birmingham and Fifth Street, Kansas City, Mo.

1. Movement of trains and engines will be supervised by the CB&Q Railroad, and CB&Q Railroad rules will govern.

2. On the two (2) main tracks, between Birmingham and Fifth Street CB&Q Rules D-151, D-152, D-251, D-252, D-253, and D-254 are in effect.

3. On westward track between Birmingham and Fifth Street and on eastward track from Fifth Street to Block 224, CB&Q signal aspects and indications will govern. On eastward track from Block 224 to Birmingham, Wabash signal aspects and indications will govern.

4. When it is necessary for a train to cross over, the conductor, before crossing or returning, must notify the operator and obtain permission to do so.

In making cross-over and return movements which have been authorized by operator, trainmen must protect their trains as provided in CB&Q Rule 99.

5. Conductors must leave written notice with operator at Block 222 showing train and engine number, name of conductor and engineman and number of loads, empties and tonnage in train, also advance information must be furnished dispatcher of any work to be done enroute.

6. In case of train accident or personal injury occurring between Birmingham and Fifth Street conductors will promptly notify the Superintendents of the CB&Q and N&W.

7. Train or enginemen observing that highway crossing signals or gates are not operating properly should report this fact promptly by wire to the Superintendent and Chief Dispatcher CB&Q and N&W.

8. No train order signal at Kansas City Union Station. Conductors and enginemen of passenger trains must have CB&Q Clearance Form A.

9. Interlocking in effect between Fifth Street and Block 224 and at Block 222 and at Birmingham.

10. Claycomo Spur track switch 3600 feet east of Birmingham station is equipped with electric lock. Authority to use switch must be secured from Operator Birmingham.

Movement on spur track must be made at restricted speed not to exceed 15 MPH.

11. Train movements between Birmingham and the Claycomo Spur track switch will be governed by CB&Q Railroad Centralized Traffic Control Rules.

12. CB&Q Manual Block Rule 318-B is in effect for trains moving against the current of traffic by train order authority.

Speed Restrictions:

Maximum Speed—	MPH
Passenger trains	60
Freight trains	50
Light engines	
Single engine or unit of self propelled equipment	20
Two or three units of engines or cars	30
Curves between Birmingham and North Kansas City	
Passenger trains	45
Freight trains	35
From Fifth Street to East end of Missouri River Bridge	10
Between Ustick and east end Missouri River Bridge	15
Switch engines between Birmingham and Ustick	20
Through crossovers Block 224	25
Through crossover Randolph	10

Enginemen handling light engines must approach all road crossings where view is obscured prepared to stop.

15 MPH on sidings or through crossovers at end of double track; 10 MPH through other turnouts unless otherwise specified.

Trains handling steam derricks, pile drivers, clam shells and similar equipment; 30 MPH, 25 MPH around curves. On clam shells the boom must be taken down and handled trailing.

Trains handling scale test cars; 25 MPH, and car must be next ahead of waycar.

Trains handling diesel switch engine dead in train 40 MPH.

Rules governing operation of the joint tracks of the A. T. & S. F. Railway Co. and N. & W. Ry. Co.

1. DEFINITIONS.

RESTRICTED SPEED

A speed that will permit stopping short of another train, obstruction, or switch not properly lined, but not exceeding 20 MPH.

MEDIUM SPEED

A speed not exceeding 40 MPH.

LIMITED SPEED

A speed not exceeding 60 MPH.

DUAL CONTROLLED SWITCH

An Interlocking switch which may also be operated manually.

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

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

Except as affected by the following rules, all Wabash Operating Rules will remain in force:

3. Two main tracks between W.B. Junction and C.A. Junction. North track designated main track No. 2, upon which the current of traffic is westward. Track immediately south thereof designated as main track No. 1 upon which the current of traffic is eastward. Wabash Rule 251 in effect. Movement against the current of traffic must be authorized by train order.

When moving against current of traffic trains must approach interlocking and facing point spring switches prepared to stop, unless track is clear, switches are properly lined and signals indicate "proceed", and must move around curves where view is obscured at restricted speed, sounding one extra long and short blast of engine horn when approaching station, curves, or obscure places.

4. Main track No. 3 between Hardin and C.A. Junction is located south of main track No. 1. On this track there is no current of traffic. Wabash Rule 261 and following T.C.S. Rules in effect:

(a) When a train or engine is to do work or occupy track No. 3 within specified limits, permission must be obtained from the A.T.&S.F. Dispatcher specifying time and limits. Track may then be used in either direction within the specified limits without flag protection.

Train or engine must be clear of track specified within the limits by the time stated and will report to A.T.&S.F. Dispatcher when clear. When additional time is required, it must be authorized before expiration of previous time limit.

5. Engine whistle signals for calling in flagman on Track No. 3 and when operating against current of traffic on Tracks 1 and 2.

(a) -----o (on two tracks against the current of traffic and on track No. 2 of three or more tracks), Flagman may return from west.

(b) -----o (on two tracks against the current of traffic and on track No. 1 of three or more tracks), Flagman may return from east.

(c) -----oo (Track No. 3) Flagman may return from west.

(d) -----oo (Track No. 3) Flagman may return from east.

6. Westward home signal indication other than "Stop" at W.B. Junction authorizes westward trains to run Extra W.B. Junction to C.A. Junction. Eastward home signal indication other than "Stop" at C.A. Junction authorizes eastward trains to run Extra C.A. Junction to W.B. Junction.

Trains or engines originating at other than W.B. Junction and C.A. Junction must secure numbered A.T.&S.F. clearance card except movements on Track 3 may be authorized verbally by A.T.&S.F. dispatcher.

Train or engine displaying classification signals will continue same over joint track.

7. Phones located at interlocking signals and at M.P. 393, M.P. 401, Camden, and in Freight Room at Norborne.

8. Interlocking at W.B. Junction, Hardin, Henrietta and C.A. Junction controlled by A.T.&S.F. dispatcher.

(a) When a train or engine is stopped by "Stop" signal, it will be governed as follows:

(1) Member of crew must communicate with A.T.&S.F. dispatcher as promptly as possible and be governed by his instructions. If authorized to proceed, member of crew must proceed the train or engine and observe first switch until interlocking limits are occupied and then examine all switches within interlocking limits before moving over them.

(2) If unable to communicate with A.T.&S.F. dispatcher by any means of communication and movement is to be made with the current of traffic on Tracks 1 or 2, place dual control switches in hand operation for the route to be used, wait 5 minutes then proceed and after moving over all switches in interlocking limits, return switches to Motor Operation, leaving in position found and report to A.T.&S.F. dispatcher at first available point of communication.

Movement must not be made to Track 3 without authority of A.T.&S.F. dispatcher or until signal aspect changes to proceed indication.

(3) When train or engine has authority to enter main track the switch may be opened and after waiting 5 minutes, train or engine may then proceed at restricted speed to next governing signal complying with paragraph No. 14.

9. FIXED SIGNALS

Aspect	Name	Indication
Green	Clear	Proceed.
Flashing Green	Approach—Limited	Proceed; approach next signal not exceeding limited speed, and be prepared to enter diverging route at prescribed speed.
Yellow over Yellow or Flashing single Yellow	Approach—Medium	Proceed; approach next signal not exceeding medium speed, and be prepared to enter diverging route at prescribed speed.

Aspect	Name	Indication
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 medium 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 medium speed.
Flashing single Red or 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.

Aspects displayed on eastward home signal W.B. Junction will be in accordance with Wabash Rules for N&W movement. Middle unit green or flashing yellow aspects govern only A.T.&S.F. movements.

Westward home signal at C.A. Junction governing N&W Railway train or engine movements from Track No. 2, will display indications in accordance with Wabash Rules 283, 286, and 292.

Westward home signal at C.A. Junction governing N&W Railway train or engine movements from Track No. 3, will display indications in accordance with Wabash Rules 281, 285, and 292.

Westward dwarf signal at C.A. Junction governing N&W Railway train or engine movements from Track No. 1, will display indications in accordance with Wabash Rules 287, 288, and 292.

Eastward home signal at C.A. Junction governing N&W Railway train or engine movements from N&W Railway main track will display indications in accordance with Wabash Rules 281, 283, 285, 286, and 292.

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

(2) All main line hand thrown switches between Hardin and C.A. Junction on main track No. 3 are equipped with electric locks and pipe-connected derrails, except the west end of north storage track at Henrietta has no derail. Normal position for inside switch is for elevator track and cannot be lined otherwise except when main line switch is opened.

10. Trainmen and enginemen will, when practicable, observe whether signals passed by their train or engine assume proper indication. When a train or engine passes a signal which fails to assume its most restrictive indication it will:

(a) on tracks 1 and 2, proceed at restricted speed to the end of that block with rear end protected by flagman until entire train has passed out of block.

(b) on track No. 3, proceed with front and rear of train protected by flagman until entire train has passed out of block.

11. Semaphore Switch Indicators

Aspect	Indication
Semaphore arm, vertical position. . . .	Block Clear
Semaphore arm, horizontal position. . .	Block Occupied

Switch indicators must be observed before fouling circuits or changing switches for movements to main tracks.

Indications displayed by switch indicators do not relieve trainmen and enginemen from protecting train or engine movements as required by the rules.

12. Temporary slow signals, yellow flag, disc or light, will be displayed not less than one mile (when practicable) in advance of locations where the speed of trains or engines must be reduced, or where train orders require trains or engines to stop. Temporary resume speed signals green flag, disc or light, will be displayed to indicate the end of such areas.

When temporary slow signals are displayed, trains must not exceed fifteen miles per hour, unless otherwise directed by train order or special instructions, until rear of train has passed temporary resume speed signal

Temporary stop signals, red flag, disc or light will be displayed at locations where trains must stop as required by train order. Trains or engines must not pass temporary stop signals until notified by Foreman or Supervisor in charge. When so notified, trains or engines must not exceed the speed specified by such Foreman or Supervisor, through the restricted area.

Permanent slow signs, yellow with numerals, will be located not less than 2500 feet (when practicable) in advance of locations where speed of trains or engines 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 of freight trains. 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 permanent slow sign in advance of a permanent resume speed sign, in which case the reduced speed shown on each permanent slow sign must be observed in succession until rear of train has passed the permanent resume speed sign.

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

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

On two main tracks they should be placed on the outside or field side of the track to be protected; on track No. 3 on outside of rail on engineman's side.

The explosion of two torpedoes is a signal to be on the lookout for flagman, obstruction or train ahead for one mile. Speed must be reduced immediately where view is not clear ahead for one mile. Torpedoes will be placed on rail, approximately 80 feet apart on engineman's side of track to be protected.

14. When a train or engine stops or is moving under circumstances in which it may be overtaken by another train or engine, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes and when necessary in addition, displaying lighted fusees.

When trains or engine are under protection of an automatic block system or where Rule 261 is in effect, a sufficient distance to insure full protection is the distance necessary to insure full protection against a following train or engine approaching at restricted speed.

Night flagmen's signals—White light, torpedoes and fusees. (When going out to flag, flagman must take not less than 8 torpedoes and 6 fusees).

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

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

Sand must not be used over spring switches.

Switches—Maximum Speed

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

"I" Interlocked Switch.

"S" Spring Switch.

Station	Type	Location	MPH
W. B. Jct.	I	Crossover and Santa Fe connection	50
Hardin	I	Eastward head-in switch, cross-overs, and connection to track 3	30
	S	Eastward head-out switch.	30
Henrietta	I	Eastward head-in switch.	40
	I	Westward head-in switch.	30
	S	Eastward head-out switch.	30
	S	Westward head-out switch.	30
C. A. Jct.	I	Crossover and Santa Fe connection	30

The Maximum Authorized Speed of Trains

	MPH	MPH
	Passenger	Freight and Mixed
Except where further restricted.	78	60
First 2 curves west of Hardin, track No. 3.	15	15
Hardin to C. A. Jct., track No. 3.	40	40
Curves, MP 416.7 to 417.7.	70	60

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

18TH DISTRICT

Conductors will register at Stanberry.

Eastward trains arriving Kelly on 18th District will proceed on signal indication.

All trains moving through 18th District turnout Kelly will not exceed 30 MPH and 10 MPH through all other turnouts.

At CB&Q crossing at Darlington all trains must stop before crossing.

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

19TH DISTRICT

Conductors will register at Stanberry and East Switch.

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

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

At the following railroad crossings all trains must stop before crossing:

Shenandoah—CB&Q

White Cloud—CB&Q

Council Bluffs—C&NW

All trains must not exceed 10 MPH through all turnouts.

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

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

TELEGRAPH OFFICES HOURS IN SERVICE

KEOKUK BRANCH 11TH DISTRICT

Stations	Offices Open
Meredosia	8:00 A. M. to 5:00 P. M. Daily— Except Sunday.
Mt. Sterling	7:30 A. M. to 4:30 P. M.—Except Saturday and Sunday.
Clayton	1:15 P. M. to 5:00 P. M.—Except Saturday and Sunday.
Golden	6:30 A. M. to 3:30 P. M. Daily.
Bowen	8:00 A. M. to 12:00 P. M.—Except Saturday and Sunday.
Denver	8:00 A. M. to 12:00 P. M.—Except Saturday and Sunday.
Carthage	1:15 P. M. to 5:00 P. M.—Except Saturday and Sunday.

10TH DISTRICT

Stations	Offices Open
East Decatur	Continuous
Wabic	Continuous
Niantic	8:00 A. M. to 5:00 P. M.—Except Saturday and Sunday.
Illiopolis	6:50 A. M. to 3:50 P. M.—Except Saturday and Sunday.
Dawson	6:50 A. M. to 3:50 P. M.—Except Saturday and Sunday.
Starne	Continuous
Iles	Continuous
New Berlin	6:40 A. M. to 3:40 P. M.—Except Saturday and Sunday.
Alexander	8:00 A. M. to 5:00 P. M.—Except Saturday and Sunday.
Jacksonville	Continuous
Chapin	8:00 A. M. to 5:00 P. M.—Except Saturday and Sunday.
Bluffs	8:30 A. M. to 5:30 P. M.—Except Saturday and Sunday.
Valley City	1:00 P. M. to 2:45 P. M.—Except Saturday and Sunday.
Griggsville	8:00 A. M. to 11:45 A. M., 3:00 P. M. to 5:00 P. M.—Except Sunday.
Pittsfield	7:00 A. M. to 4:00 P. M.—Except Saturday and Sunday.
Barry	8:00 A. M. to 5:00 P. M.—Except Saturday and Sunday.
Hull	8:00 A. M. to 5:00 P. M.—Except Saturday and Sunday.
Bridge	Continuous

TELEGRAPH OFFICES HOURS IN SERVICE (Continued)

12TH DISTRICT

Stations	Offices Open
Madison	7:00 A. M. to 4:00 P. M. Daily— Except Sat., Sun. and Holidays. Closed Dec. 1 to Apr. 1
Paris	7:00 A. M. to 4:00 P. M. Daily— Except Sat., Sun. and Holidays.
Monroe City	8:00 A. M. to 5:00 P. M. Daily— Except Sat., Sun. and Holidays.

14TH DISTRICT

Stations	Offices Open
St. Louis	Continuously
Page Ave. Jct.	8:00 A. M. to 12:00 M. N. Daily—
Ferguson	6:45 A. M. to 3:45 P. M. Daily— Except Sat., Sun. and Holidays.
Berkeley	Continuously
Robertson	8:00 A. M. to 5:00 P. M. Daily— Except Sat., Sun. and Holidays.
St. Charles	6:30 A. M. to 10:30 P. M. Daily.
O'Fallon	7:00 A. M. to 4:00 P. M. Daily— Except Sat., Sun. and Holidays.
Wentzville	6:45 A. M. to 2:45 P. M. Daily— Except Sun. and Holidays. 2:45 P. M. to 10:45 P. M. Daily.
Wright City	7:30 A. M. to 4:30 P. M. Daily— Except Sat., Sun. and Holidays.
Truesdale	7:00 A. M. to 11:00 P. M. Daily.
Jonesburg	8:30 A. M. to 5:30 P. M. Daily— Except Sat., Sun. and Holidays.
New Florence	8:00 A. M. to 5:00 P. M. Daily— Except Sat., Sun. and Holidays.
Montgomery	7:30 A. M. to 3:30 P. M. Daily— Except Sunday 11:30 P. M. to 7:30 A. M. Daily.
Wellsville	7:00 A. M. to 9:00 A. M.; 11:00 A. M. to 4:00 P. M. Daily— Except Sat., Sun. and Holidays.
Martinsburg	9:15 A. M. to 10:45 A. M. Daily— Except Sat., Sun. and Holidays.
Mexico	Continuously
Centralia	Continuously
Hallsville	1:30 P. M. to 4:15 P. M. Daily— Except Sat., Sun. and Holidays.
Columbia	8:00 A. M. to 5:00 P. M. Daily— Except Sunday.
Sturgeon	8:00 A. M. to 11:45 A. M. Daily— Except Sat., Sun. and Holidays.
Clark	Closed November 1 to May 1 7:00 A. M. to 4:00 P. M. Daily— Except Sat., Sun. and Holidays.

TELEGRAPH OFFICES HOURS IN SERVICE (Continued)

17TH DISTRICT

Stations	Offices Open
Moberly	Continuously
Huntsville	6:30 A. M. to 3:30 P. M. Daily— Except Sat., Sun. and Holidays.
Salisbury	7:00 A. M. to 3:00 P. M. Daily— Except Sat., Sun. and Holidays. 10:30 A. M. to 6:30 P. M. Daily— Except Sunday.
Dalton	7:30 A. M. to 11:30 A. M. Daily— Except Sat., Sun. and Holidays. Closed Dec. 1-Sept. 1
Brunswick	10:30 A. M. to 6:30 P. M.—11:00 P. M. to 7:00 A. M. Daily.
Wakenda	7:00 A. M. to 4:00 P. M. Daily— Except Sat., Sun. and Holidays.
Carrollton	8:30 A. M. to 5:30 P. M. Daily.
Norborne	6:30 A. M. to 10:30 P. M. Daily— Except Sat., Sun. and Holidays.
Henrietta	5:45 A. M. to 1:45 P. M.; 3:15 P. M. to 11:15 P. M. Daily.
Orrick	7:00 A. M. to 4:00 P. M. Daily— Except Sat., Sun. and Holidays.
Missouri City	7:00 A. M. to 4:00 P. M. Daily— Except Sat., Sun. and Holidays.
Birmingham	Continuously
Block 222	Continuously
N. Kansas City	Continuously
Kansas City	Continuously

15TH AND 16TH DISTRICTS

Stations	Offices Open
Atlanta	2:00 P. M. to 3:30 P. M. Daily— Except Sat., Sun. and Holidays.
LaPlata	8:00 A. M. to 12:30 P. M.; 4:00 P. M. to 5:00 P. M. Daily—Ex- cept Sat., Sun. and Holidays.
Kirksville	7:00 A. M. to 4:00 P. M. Daily— Except Sunday.
Green Top	1:15 P. M. to 3:45 P. M. Daily— Except Sat., Sun. and Holidays.
Queen City	7:30 A. M. to 11:30 A. M. Daily— Except Sat., Sun. and Holidays.
Moulton	6:00 A. M. to 2:00 P. M.; 9:00 P. M. to 5:00 A. M. Daily.

TELEGRAPH OFFICES HOURS IN SERVICE (Continued)

15TH AND 16TH DISTRICTS (Cont.)

Stations	Offices Open
Moravia	12:30 P. M. to 2:00 P. M. Daily— Except Sat., Sun. and Holidays.
Albia-CNW	6:30 A. M. to 3:30 P. M. Daily.
Albia-CB&Q	Continuously
Lovilia	7:30 A. M. to 4:30 P. M. Daily— Except Sat., Sun. and Holidays.
Bussey	6:00 A. M. to 10:30 A. M. Daily— Except Sat., Sun. and Holidays.
Tracy	7:00 A. M. to 3:00 P. M.; 11:00 P. M. to 7:00 A. M. Daily.
Des Moines	4:00 A. M. to 12:00 P. M. Daily; 4:30 P. M. to 12:30 A. M. Daily. 4:00 P. M. to 12:00 P. M. Fridays only.

18TH AND 19TH DISTRICTS

Stations	Offices Open
Triplett	1:15 P. M. to 3:45 P. M. Daily— Except Sat., Sun. and Holidays. Closed Dec. 1-Sept. 1
Sumner	8:00 A. M. to 5:00 P. M. Daily— Except Sun., Mon. and Holidays.
Chillicothe	8:00 A. M. to 4:00 P. M. Daily— Except Sun.; 11:00 P. M. to 7:00 A. M. Daily.
Lock Springs	1:15 P. M. to 3:45 P. M. Daily— Except Sat., Sun. and Holidays.
Gallatin	7:30 A. M. to 11:30 A. M. Daily— Except Sat., Sun., and Holidays.
Pattonsburg	7:00 A. M. to 4:00 P. M. Daily— Except Sat., Sun., and Holidays.
Stanberry	7:00 A. M. to 3:00 P. M.; 10:00 P. M. to 6:00 A. M. Daily.
Conception	8:00 A. M. to 4:00 P. M.; 10:00 P. M. to 6:00 A. M. Daily.
Maryville	10:55 P. M. to 6:55 A. M. Daily.
Burlington Jct.	7:30 A. M. to 11:30 A. M. Daily— Except Sat., Sun. and Holidays.
Blanchard	1:15 P. M. to 3:45 P. M. Daily— Except Sat., Sun., and Holidays.
Shenandoah	6:00 A. M. to 2:00 P. M.; 3:50 P. M. to 11:50 P. M. Daily.
Malvern	7:30 A. M. to 11:30 A. M. Daily— Except Sat., Sun., and Holidays.
Silver City	1:15 P. M. to 3:45 P. M. Daily— Except Sat., Sun., and Holidays.
E. Switch	6:45 A. M. to 2:45 P. M.; 3:30 P. M. to 11:30 P. M. Daily.

EMPLOYEES' HOSPITAL ASSOCIATION

William R. Milnes, Administrator, Decatur, Ill.
Telephone: 429-4288/N&W Exch: 423-4451, Sta. 205

LIST OF SURGEONS

Location	Name and Address	Telephone Number
10TH DISTRICT		
Decatur.....	Dr. D. A. Pence, Surgeon in Charge, Wabash Employes' Hospital Off., 250 N. Water Res., 136 Woodale	429-4288 429-5721 423-5324
	Dr. Robert L. Craig Asst. Surgeon In Charge Decatur Hospital Off., 3021 N. Oakland.... Res., 2099 W. Macon....	429-4288 877-1887 428-8129
Hannibal.....	Dr. Robert J. Lanning Off., 115 N. Fifth St..... Res. Physicians Exchange.....	AC 1-2673 AC 1-1091 AC 1-1540
	Dr. H. L. Greene Off., 100 N. Sixth..... Res. St. Elizabeth Hospital... No office hours Thurs- days or Saturdays.	AC 1-0364 AC 1-1576 AC 1-0414
Barry.....	Dr. B. J. Rodriguez Off. Res.	234 203
Bluffs.....	Dr. O. Panella Off. Res.	754-3581 754-3604
Bowen.....	Dr. W. F. Schoenherr Off., 100 Main..... Res.	842-5211 842-5425
Griggsville...	Dr. Stefan Hyk Off. Res.	250 143
Jacksonville..	Norris Clinic 409 Farmers Bank Bldg...	CH 5-5194
Keokuk, Ia. .	Dr. A. B. Kasiske 16 North 8th St. Physicians Exch.	524-5325 524-3431
Meredosia....	Dr. Joseph Panella Off. Res.	584-3221 584-6221
Mt. Sterling..	Dr. R. C. McGann Off.	5481

Location	Name and Address	Telephone Number
	10TH & 12TH DISTRICT	
New Berlin...	Dr. G. H. Wichterman Off. Res.	488-2455 488-3630
Pittsfield.....	Dr. M. Shulman..... Res., 39 E. Washington .. Off. Physicians Exch.	625 235-2131 500
Quincy.....	Dr. J. L. Rouner Off., 1101 Maine St. Physicians Exch.	222-6880 222-5088
Springfield...	Dr. Harvey W. Sears Off., 425 S. Seventh St.... Res., 520½ S. Seventh St.. Physicians Exch.	522-3913 527-7444 527-7575
Carthage.....	Dr. J. D. Trotter Off., 712 Wabash Ave..... Res. Physicians Exchange.....	357-3311 357-2246 357-3131
Clayton	Dr. Frank E. Adrian Clayton Clinic Off. Res.	T W 4-6409 T W 4-6400
Paris.....	Dr. Geo. M. Ragsdale Off., 223 No. Main..... Res.	54 16
	14TH DISTRICT—	
St. Louis.....	Dr. V. O. Fish Off., 634 N. Grand Blvd... Wab. Exch. Sta. 350..... Res.	FR 1-5588 CH 1-4700 HE 2-3671
	Dr. C. J. Gaffney Off., 2616 N. Kingshighway Res.	FO 1-0313 FO 1-4241
Ferguson.....	Dr. Roy Johnson Off., 40 N. Florissant..... Physicians Exch. Res.,	JA 1-1302 JE 3-5858 TE 7-3492
St. Charles...	Dr. T. A. Schneider Off., St. Charles Clinic 207 N. Fifth St..... Res.	RA 4-1940 RA 4-6475
O'Fallon.....	Dr. Rene J. DuMontier Off., 204 S. Main St..... Res.	CR 2-3655 CR 2-3701
Wentzville...	Dr. W. E. Borgeson Off., 402 E. Old Hiway 40. Res.	FA 7-6213 FA 7-6333

Location	Name and Address	Telephone Number
	14TH DISTRICT (cont'd.)	
Wright City...	Dr. J. R. Beckmeyer Off., 305 W. N. 2nd St.... Res.	SH 5-2400 SH 5-3121
Warrenton...	Dr. H. F. Hoelscher Off., Main St..... Res.	GL 6-3340 GL 6-3545
New Florence	Dr. J. O. Helm Off., 110 Main St..... Res.	7 7
Montgomery City.....	Dr. E. J. T. Andersen Off., 118a N. Sturgeon.... Res.	LO 4-2121 LO 4-2417
Wellsville....	Dr. S. J. Byland Off., 120 Hudson St..... Res.	MU 4-2208 MU 4-2695
Mexico.....	Dr. Harry F. O'Brien Off., 111 E. Monroe..... Res.	JU 1-2500 JU 1-5112
Centralia.....	Dr. L. Lachance Off., 110 W. Sneed St.... Res.	EM 2-3721 EM 2-3504
Sturgeon.....	Dr. Henry J. Stewart Off., Main St..... Res.	SK 7-1315 SK 7-1315
	17TH DISTRICT—	
Moberly.....	Dr. Robert Hasson Off., 121 S. Williams.... Res.	AM 3-3116 AM 3-3838
Salisbury.....	Dr. E. L. Eichhorn Off. Res.	EV 8-5212 EV 8-6302
Keytesville...	Dr. S. E. Welch Off.	AT 8-3591
Brunswick....	Dr. D. D. Stuart Off. Res.	8-2801 8-4391
	Dr. Grover C. Rice Off., 124½ E. Broadway... Res.	8-3561 8-3181
Carrollton....	Dr. John H. Platz Off., 303 N. Main St..... Res.	496 123
Richmond....	Dr. G. K. Davault Off., 802 E. Main St..... Res.	HO 7-2201 HO 7-2543

Location	Name and Address	Telephone Number
	17TH DISTRICT (cont'd.)	
Orrick	Dr. G. F. Simmons Off., 302 Hortense..... Res.	496-3325 496-3365
North K. C...	North Kansas City Medical Group Off., 2025 Swift Avenue ..	BA 1-0058
Kansas City...	Dr. C. C. Farley Off., 6400 Prospect Ave... Physicians Exch.	EM 1-7833 WE 1-9500
	15TH DISTRICT—	
Macon.....	Dr. Howard Miller Off., Martin Building Res.	EL 1-2262 EL 1-2596
Kirksville....	Dr. P. E. Hilton Off., 112 E. Patterson... Res.	MO 5-7241 MO 5-7301
Queen City...	Dr. Edw. M. Roberts Off. Res.	RO 6-2324 RO 6-2130
	16TH DISTRICT—	
Albia.....	Dr. R. A. Smith Off., 208 S. Clinton St.... Res.	569 401
Bussey.....	Dr. C. W. Carlson Off. Res.	944-5813 944-5214
Knoxville....	Dr. D. A. Mater Mater Clinic, 305-07 S. Third St..... Res.	VI 2-2151 VI 2-2520
	Dr. C. R. Burroughs Mater Clinic, 305-07 S. Third St..... Res.	VI 2-2151 VI 2-4726
Runnells....	Dr. Herbert Rosen Off. Res.	5-2301 5-2305

Location	Name and Address	Telephone Number
	16TH DISTRICT (cont'd.)	
Des Moines...	Dr. Arnold L. Nelson Off., 811 Savings & Loan Bldg. 208 6th Ave..... Physicians Exch. Res., Huxley, Ia.....	244-2127 CH 3-5119 597-2888
	Dr. James B. Fraser Off., 811 Savings & Loan Bldg. 208 6th Ave..... Physicians Exch. Res.	244-2127 CH 3-5119 AM 6-4830
	18TH DISTRICT—	
Chillicothe...	Dr. V. D. Vandiver Off., 822 Webster..... Physicians Exch. Res.	MI 6-2976 MI 6-3325 MI 6-2604
Gallatin.....	Dr. Edward E. Nixon Off. Res.	NO 3-4435 NO 3-4085
	Dr. Floyd E. Nelson Off. Res.	NO 3-4225 NO 3-4225
Pattonsburg..	Dr. J. L. Dowell Off.,	367-4716
Stanberry....	Dr. R. J. Milligan Off., Legion Bldg..... Res.	SU 3-2265 SU 3-2541
	Dr. A. L. Carlin Off., E. 1st St..... Res.	SU 3-2735 SU 3-2876
	19TH DISTRICT—	
Maryville....	Dr. B. F. Byland Off., 131 S. Main..... Physicians Exch. Res.	JU 2-2156 JU 2-2176 JU 2-5520
Burlington Jct.....	Dr. B. F. Byland Off., Kokesh Bldg..... Res., Maryville, Mo.....	228 JU 5520
Elmo.....	Dr. M. L. Ford Off. Res.	2 L 96 3 L 96
Shenandoah..	Dr. Kenneth J. Gee Off., 300 Park Ave..... Res.	246-4300 246-2732

19TH DISTRICT (cont'd.)		
Malvern.....	Dr. M. L. Scheffel Off. Res.	2222 4381
Council Bluffs.	Dr. Arthur M. Pedersen Off., 300 1st Fed. Savings & Loan Bldg. Physicians Exch. Res.	323-7561 328-3131 323-4129
	Dr. Paul D. Pedersen Off., 300 1st Fed. Savings & Loan Bldg. Physicians Exch. Res.	323-7561 328-3131 323-6522
Omaha.....	Dr. William Clark Off., 1113 Redick Tower.. Physicians Exch. Res.	342-0620 553-1127 553-0184
16TH DISTRICT— Ottumwa Branch		
Bloomfield....	Dr. Edwin O. Gilfillan The Gilfillan Clinic Off. 505 W. Jefferson St... Physicians Exch. Res.	664-2357 664-2157 664-2342
14TH DISTRICT— Columbia Branch		
Columbia.....	Dr. J. C. Denninghoff Off., Stephens Bldg., Corner Hitt & Cherry St. Physicians Exch. Res.	GI 9-6348 GI 2-3803 GI 2-8051

TABLE OF SPEEDS
(Minutes and seconds per mile, in
terms of miles per hour.)

Time Per Mile		Miles Per Hour
Min.	Sec.	
....	45	80.0
....	46	78.3
....	47	76.6
....	48	75.0
....	49	73.5
....	50	72.0
....	51	70.6
....	52	69.2
....	53	67.9
....	54	66.6
....	55	65.5
....	56	64.2
....	57	63.2
....	58	62.1
....	59	61.0
1	....	60.0
1	02	58.0
1	04	56.2
1	06	54.5
1	08	52.9
1	10	51.4
1	12	50.0
1	14	48.6
1	16	47.4
1	18	46.1
1	20	45.0
1	22	43.9
1	24	42.9
1	26	41.9
1	28	40.9
1	30	40.0
1	32	39.1
1	34	38.3
1	36	37.5
1	38	36.8
1	40	36.0
1	42	35.3
1	44	34.6
1	46	34.0
1	48	33.3
1	50	32.7
1	52	32.1
1	54	31.6
1	56	31.0
1	58	30.5
2	....	30.0
2	05	28.8
2	10	27.7
2	15	26.7
2	30	24.0
2	45	21.8
3	....	20.0
3	30	17.1
4	....	15.0
4	30	13.3
5	....	12.0
6	....	10.0

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

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

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

Impact Force

At Various Striking Speeds

Car Coupled at

Units of Destruction

1 mph	1
2 "	4
3 "	9
4 "	16
5 "	25
6 "	36
7 "	49
8 "	64
9 "	81
10 "	100

To Find Coupling Speed of 40 Foot and 50 Foot Cars

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

	40 Foot Car Miles Per Hour	50 Foot Car Miles Per Hour
1	28	35
2	14	17.5
3	9.3	11.6
4	7	8.7
5	5.6	7
6	4.7	5.9
7	4	5
8	3.5	4.4
9	3.1	3.9
10	2.8	3.5
11	2.5	3.1
12	2.3	2.9
13	2.15	2.7
14	2	2.5

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this table will be helpful in your efforts to prevent Rough Handling.

Switch crews must function as a team. Clear signals properly given are mighty important; talk it over . . . Prevent Rough Handling . . . it can be done.