

Company Surgeons.	Location
T. L. HANSEN, Chief Surgeon.....	Chicago
J. M. L. JENSEN, Ass't. Chief Surgeon.....	
T. S. BOURKE, Division Surgeon and Examiner.....	Kansas City, Mo.
HARRY R. ERNI, Ass't. Division Surgeon.....	
J. G. HAYDEN, Division Surgeon and Examiner.....	
R. L. BOWER, Oculist-Aurist.....	Kansas City, Kansas
J. A. BILLINGSLEY, Oculist, Aurist and Examiner.....	
T. S. BOURKE, Division Surgeon and Examiner.....	
FRED W. BAILEY, Consulting Surgeon.....	
DEAN SAUER, Ass't. Division Surgeon.....	St. Louis, Mo.
A. S. STEINER, Oculist and Aurist.....	
SETH P. SMITH, Local Surgeon and Examiner.....	
C. D. MAGEE.....	Clayton
H. L. MEADOR.....	
B. B. PARKER.....	Centerville
A. E. DAVIS.....	Seymour
J. H. McCALL.....	Allerton
C. E. LOVETT.....	Lineville
G. M. BRISTOW, Consulting Surgeon.....	Princeton
A. S. BRISTOW.....	
E. W. EWING.....	
E. A. DUFFY, Division Surgeon.....	Spickards
O. F. DUFFY, Ass't. Division Surgeon.....	
H. C. KIMBERLIN, Consulting Oculist, Aurist and Examiner.....	Trenton
A. G. MINNICK.....	Lock Springs
C. H. WILBUR.....	Polo
EDWIN SHOUSE.....	Lawson
J. E. BAIRD.....	Excelsior Springs
F. H. MATTHEWS.....	Liberty
M. A. SMITH.....	Gallatin
J. L. REICH.....	Altamont
G. D. JOHNSON.....	Maysville
PAUL FORGVAE.....	St. Joseph
W. H. MINTON.....	
V. MORRISON.....	Rushville
H. M. DENNY.....	Union
L. V. MURRAY.....	Pleasant Hill
D. M. EUBANKS.....	Raytown
C. E. WALLER.....	Troy
GEO. M. EDMONDS, Local Surgeon and Examiner.....	Horton
L. C. EDMONDS, Division Surgeon.....	
C. W. REYNOLDS.....	Holton
A. H. MARSHALL, Dist. and Hos. Surgeon and Examiner.....	Topeka
O. M. RAINES, Ass't. District and Hospital Surgeon.....	
H. W. POWERS, Oculist and Aurist.....	Maple Hill
J. W. LAUCK.....	McFarland
F. J. WAGNER, Surgeon and Examiner.....	Alma
E. B. McKNIGHT.....	Alta Vista
W. H. LITTLE.....	Dwight
GEO. E. BRETHOUR.....	Herlington
E. J. REICHLEY, Ass't. Division Surgeon and Examiner.....	
SCHUYLER NICHOLS, Surgeon and Examiner.....	Lawrence
A. D. DANIELSON, Ass't. Surgeon.....	Gerald
J. B. HENRY.....	Bland
C. A. SCHMIDT.....	Belle
C. A. BUNGE.....	Freeburg
W. R. FERRELL.....	Argyle
J. I. A. BUECHLOR.....	Eldon
G. D. ISENBERG.....	Versailles
H. D. WALKER, Surgeon and Examiner.....	Stover
A. J. GUNN.....	Cole Camp
C. A. WEIST.....	Windsor
T. S. RESER.....	Chilhowee
H. M. WALL.....	Belleville
E. R. BEIDERWELL.....	Clyde
R. H. MUNFORD.....	Morganville
A. C. ANTONY.....	Clay Center
C. C. STILLMAN.....	Manhattan
F. R. CROSON.....	Salina
R. G. SCHOONHOVEN.....	Abilene
HOWARD N. MOSES.....	
S. STEELSMITH, Consulting Surgeon.....	Enterprise
L. G. HEINS.....	
THEO. KROESCH.....	

G. R. BRANCH,  
Superintendent

O. W. LIMESTALL,  
Gen'l. Superintendent

A. R. RUITER,  
B. H. SMITH,  
Supt's. Motive Power

J. R. PICKERING,  
Sup't. Transportation

G. P. TRACHTA,  
Ass't. Chief Operating Officer  
(Mechanical)

J. D. FARRINGTON,  
Chief Operating Officer

## Chicago, Rock Island & Pacific Railway

# TIME TABLE

## MISSOURI-KANSAS DIVISION SECOND DISTRICT

# No. 4

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

**MONDAY, DECEMBER 15, 1941**

DESTROY ALL TIME TABLES OF PREVIOUS DATE

**PREVENT INJURY**



**SAFETY FIRST**

This Time Table for the exclusive use  
and guidance of Employes



# Main Line Westward

**SUBDIVISION 28**

**STATIONS**

**Time Table No. 4**

**December 15, 1941**

LEAVE		M. P. Distance From Chicago	Distance From Trenton	Signs	FIRST CLASS							SECOND CLASS			
					1	29	15	43	17	507	3	93	911	91	915
					Passenger	Rocket Arizona Limited	Mid Continent Special	Californian	Short Line Express	Rocket	Golden State Limited	Texas Special	Des Moines St. J., K.C. R. B. Frt.	Chicago California Gold Ball Freight	Twin City K.C., St. J. R. B. Frt.
ON..	.....ELDON YARD..... TO	295.2	120.7	RYdFY	A.M. 1.25	A.M. 2.42		A.M. 3.56			P.M. 5.15	A.M. 9.30		P.M. 9.50	
.....	.....FLORIS..... P	301.3	114.6	.....	f 1.40	2.49		4.05			5.24	9.42		10.01	
SW..	.....BELKNAP..... TO	308.2	107.7	.....	s 1.50	2.57		4.13			5.32	9.53		10.15	
.....	.....Wabash Crossing.....	308.2	107.7	.....											
.....	.....DRAKESVILLE..... P	311.4	104.5	W	f 1.55	3.01		4.17			5.36	10.01		10.20	
.....	.....PARIS..... P	317.7	98.2	.....	f 2.04	3.07		4.25			5.44	10.09		10.31	
.....	.....UNIONVILLE..... P	323.8	92.1	.....	f 2.13	3.13		4.32			5.52	10.18		10.41	
.....	.....UDELL..... P	327.3	88.6	.....	f 2.18	3.18		4.36			5.57	10.23		10.46	
.....	.....SHARON..... P	332.0	83.9	.....	f 2.24	3.24		4.41			6.03	10.29		10.53	
CV..	.....CB&Q Crossing..... TO	336.1	79.8	.....											
.....	.....CENTERVILLE.....	336.3	79.6	YdWY	s 2.34	3.33		s 4.48			s 6.13	10.39		11.00	
.....	.....NUMA..... P	343.8	72.1	.....	s 2.45	3.42		4.57			6.23	10.52		11.15	
SR..	.....SEYMOUR.....	351.7	64.2	.....	s 2.57	3.52		g 5.07			g 6.33	11.06		11.44	
F..	.....CMStP&P Crossing... TO	352.0	63.9	.....											
.....	.....HARVARD..... P	359.8	56.1	.....	f 3.07	4.02		5.17			6.43	11.20		11.59	
AR..	.....ALLERTON... TO	365.0	50.9	RYdF WY	3.45 A.M.	4.12	s 4.30	g 5.27	s 8.55	P.M. 6.30	g 6.53	11.35 914	P.M. 1.00	P.M. 12.20 96-4	P.M. 9.55
CO..	.....CLIO... TO	372.2	43.7	Two Main Tracks		4.20	4.38	5.37	g 9.04	6.37	7.02	11.47	1.09	12.33	10.05
WR..	.....LINEVILLE, IA... TO	378.1	37.8	.....		4.26	4.45	5.45	f 9.12	6.43	7.10	11.55	1.26 508	12.41	10.13
Q...	.....MERCER, MO... TO	383.1	32.8	.....		4.31 990	4.50 990	5.52	f 9.19	6.47	7.16	12.02 P.M.	1.35	12.48	10.20
.....	.....ALVORD..... P	387.7	28.2	.....		4.36	4.55	5.58	9.24	6.52	7.22	12.08	1.41	12.55	10.26
PR..	.....PRINCETON... TO	392.9	23.0	.....		4.42	5.01	g 6.05	f 9.33 98	6.57	g 7.28	12.15	1.48	1.03	10.34 96-44 10.45
.....	.....MILL GROVE..... P	399.8	16.1	.....		4.51	5.09	6.14	f 9.43	7.04	7.36	12.25	1.58	1.18 912	11.09 18
SB...	.....SPICKARDS... TO	404.3	11.6	.....		4.56	5.14	6.20	s 9.51 914	7.08	7.43	12.33	2.04	1.35 30	11.29 4
.....	.....TINDALL... P	410.1	5.8	.....		5.03	5.20	6.27	9.59	7.13	7.50	12.41	2.12	1.45	11.39
RN..	.....TRENTON... TO	415.9	.....	RYdF WT		5.12 A.M.	s 5.27 A.M.	g 6.35 A.M.	s 10.10 A.M.	g 7.19 P.M.	s 8.00 P.M.	1.00 P.M.	2.25 P.M.	2.10 A.M.	11.50 P.M.
DS..	.....	120.7	.....	.....											
.....AVERAGE SPEED PER HOUR.....					29.9	48.2	53.6	45.5	40.7	62.3	44.0	34.5	35.9	27.8	23.1
.....SCHEDULE TIME.....					2.20	2.30	0.57	2.39	1.15	0.49	2.45	3.30	1.25	4.20	1.55

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 29, 30, 507 AND 508 NOT LESS THAN 10 MINUTES.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS EASTWARD ARE SUPERIOR TO TRAINS WESTWARD OF THE SAME CLASS.

TIME TABLE RULE NO. 14a IN EFFECT.

Local extra leaves Eldon Yard 4:30 A. M. daily except Sunday for Trenton.

No. 17 discharge from Des Moines and beyond and receive Kansas City and beyond.

No. 29 receive for Arizona points.

Nos. 3 and 43 receive for Tucumcari and beyond, (see folder).

No. 3 Seymour discharge from Chicago and Englewood.

No. 507 discharge from Des Moines and beyond.

# Main Line Eastward

SUBDIVISION 28 STATIONS Time Table No. 4 December 15, 1941		Capacity of Siding	Capacity of Other Tracks	FIRST CLASS							SECOND CLASS				
				30	16	2	508	44	18	4	912	990	98	914	96
				Rocket Arizona Limited	Short Line Express	Passenger	Rocket	California	Mid Continent Special	Golden State Limited	Kan. City Twin City Red Ball Freight	Kan. City C. R. Divn Red Ball Freight	Texas Chicago Red Ball Freight	Kan. City Twin Cities Nebraska Red Ball	California Kan. City Red Ball Freight
296	ELDON YARD	1094		A.M. 43 3:51		A.M. 6:37		A.M. 1:05		A.M. 1:53		A.M. 9:00	P.M. 12:25		A.M. 2:15
301	FLORIS	67	11	3:41		f 6:23		12:55		1:40		8:40	12:05		2:01
308	BELKNAP	99	20	3:32		s 6:14		12:45		1:31		8:20	11:53		1:50
	Wabash Crossing														
311	DRAKESVILLE	87	8	3:28		f 6:08		12:41		1:27		8:10	11:47		1:27
318	PARIS	87	13	3:20		f 5:58		12:32		1:20		7:55	11:37		1:10
324	UNIONVILLE	62	28	3:13		s 5:48		12:23		1:11		7:40	11:27		12:59
327	UDELL	89	8	3:07		f 5:42		12:18		1:07		7:30	11:21		12:50
332	SHARON	56		3:00		f 5:34		12:12		1:01		7:15	11:13		12:40
	CB&Q Crossing														
336	CENTERVILLE	N72 N52	213	s 2:54		s 5:28		A.M. - 12:07		s 12:56		7:05	11:06		12:33
344	NUMA	95	30	2:45		s 5:17		P.M. - 11:54		12:46		6:45	10:52		12:22
352	SEYMOUR	S861 N43	40	2:36		s 5:07		91 11:44		12:36		6:26	10:38		12:12
	CMST&P Crossing														
360	HARVARD	65	15	2:27		f 4:46		11:32		12:27		6:10	10:25		P.M. 91- 11:59
365	ALLERTON	N125 N44	207	2:20		s 4:22		P.M. - 1:39		s 11:25		P.M. - 11:55	s 12:20		A.M. 93- 11:40
372	CLIO	95	20	2:12		f 3:58		1:32		11:13		11:44	12:10		11:25
378	LINEVILLE, IA.	89	36	2:06		f 3:48		911 1:26		11:05		11:36	12:01		11:15
383	MERCER, MO.	N881 N89	15	2:01		f 3:38		1:21		96 10:59		11:30	11:55		10:59
388	ALVORD	100		1:54		3:27		1:16		10:52		11:23	11:48		10:41
393	PRINCETON	78	65	1:48		s 3:20		1:11		915 10:45		11:17	s 11:42		10:34
400	MILL GROVE	89	13	1:40		f 3:06		1:04		10:36		11:09	11:34		10:24
404	SPICKARDS	86	26	1:35		f 2:56		1:00		10:30		11:04	11:29		10:18
410	TINDALL	85	17	1:28		f 2:44		12:55		10:23		10:57	11:22		10:10
416	TRENTON		900	1:22		2:35		g 12:49		10:15		10:50	11:15		10:00
	LEAVE			Daily		Daily		Daily		Daily		Daily	Daily		Daily
	AVERAGE SPEED PER HOUR			48.6		28.5		34.9		61.8		42.6	46.9		45.8
	SCHEDULE TIME			2:29		1:47		2:00		0:50		2:50	1:05		2:38
												2:05	5:40		3:30
															24.4
															28.4

SEE FOOT NOTES, PAGE 1.

No. 508 discharge from Kansas City and beyond and receive for Des Moines and beyond.

No. 44 Allerton discharge from Kansas City and beyond, receive for Englewood and Chicago. Princeton discharge from Tucumcari and beyond.

No. 30 discharge from Arizona points.

No. 4 discharge from Tucumcari and beyond.

# Main Line Westward

SUBDIVISION 29 STATIONS Time Table No. 4 December 15, 1941				FIRST CLASS						SECOND CLASS					
				29	15	43	17	507	3	915	91	303	93	911	395
				Rocket Arizona Limited	Mid Continent Special	Californian	Short Line Express	Rocket	Golden State Limited	Twin City Kan. City Red Ball Freight	Chicago California Gold Ball Freight	Mixed Motor	Texas Special	Des Moines Kan. City R. B. Frt.	Chicago Twin City K.C., St. J. Freight
LEAVE				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Saturday
				A.M. 5.12	A.M. 5.30	A.M. 6.38	A.M. 10.15	P.M. 7.19	P.M. 8.05	A.M. 12.15 912	A.M. 2.30	A.M. 6.50	P.M. 1.15	P.M. 2.40	P.M. 11.25
CENTRALIZED TRAFFIC CONTROL	RN. DS.	..... TRENTON .....	TO	414.1											
		..... YARD JCT. ....	P	415.0	0.9										
		..... LAKE .....	P	417.4	3.3										
		..... SCOTT .....	P	420.2	6.1										
		..... HICKORY CREEK .....	P	421.6	7.5										
		..... COBURN .....	P	425.0	10.9										
		..... SHEARWOOD .....	P	427.3	13.2										
		..... LOCK SPRINGS .....	P	434.8	20.7										
		..... Wabash Crossing .....	P	434.9	20.8										
		..... NETTLETON .....	P	443.5	29.4										
		..... SHOAL .....	P	450.3	36.2	W									
		..... POLO .....	TO	460.5	46.4	RYdFW									
		..... Elmira .....	P	467.6	53.5										
		..... Lawson Jct. ....	P	471.7	57.6	W									
		..... Lawson .....	TO	472.9	58.8										
	..... Excelsior Springs .....	TO	479.5	65.4	W										
	..... Moseby .....	P	484.3	70.2											
	..... Moseby Jct. ....	P	484.8	70.7											
	..... Stockdale .....	P	487.4	73.3											
	..... Liberty .....	TO	492.1	78.0	W										
	..... Birmingham .....	TO	498.1	84.0											
	..... Randolph .....	P	500.7	86.6											
	..... Block 222 .....	TO	503.6	89.5											
	..... No. Kansas City .....		504.8	90.7											
	..... Block 223 .....	P	505.4	91.3											
	..... Ustick .....	TO	506.3	92.2											
	..... Broadway Tower .....	P	507.1	93.0											
	..... St. Louis Ave. Tr. ....	P	507.6	93.5											
	..... KAN. CITY, MO. ....	TO	510.1	96.0											
	..... St. Louis Ave. Tr. ....	P	507.6	93.5											
	..... State Line .....		507.7	93.6											
	..... Armstrong .....		508.8	94.7											
	..... Terminal Jct. ....	TO	509.6	95.5											
	..... KAN. CITY, Kan. ....		509.7	95.6											
..... AVERAGE SPEED PER HOUR .....															
..... SCHEDULE TIME .....															
				41.7	44.3	40.5	34.9	57.3	41.1	16.6	21.3	32.7	26.8	28.8	11.8
				2.18	2.10	2.22	2.45	1.41	2.20	5.45	4.30	0.20	3.45	3.20	0.55

No. 507 and No. 15 discharge from Des Moines and beyond.  
Nos. 43 and 3 receive Tucumcari and beyond (see folder).

Nos. 15, 43 and 3 Airport Station, Kansas City discharge airplane passengers, (see folder).



# Main Line Westward

SUBDIVISION 36 STATIONS Time Table No. 4 December 15, 1941				FIRST CLASS						SECOND CLASS						
				29	509	43	17	107	3	991	95	91	93	97	995	
				Rocket Arizona Limited	Rocket	Californian	Mid Continent Special	Rocky Mountain Rocket	Golden State Limited	St. Louis- Kan. City- Colo. Red Ball Frt.	Mo. River Texas Red Ball Freight	California Gold Ball Freight	Texas Special	Kan. City- Tucumcari Red Ball Freight	Red Ball Freight	
LEAVE				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Monday	
				A.M. 8.05	A.M. 9.15	A.M. 9.45	P.M. 1.15	P.M. 10.00	P.M. 11.10							
US...	KAN. CITY, Mo.	TO	.....	RFWTY												
.....	KAN. CITY, KAN.	TO	2.5	.....	8.10	9.20	9.51	1.21	10.04	11.16						
JC...	TERMINAL JCT.	TO	3.3	.....	8.11	9.21	9.53	1.23	10.05	11.18						
.....	R. I. FRT. YARD.	TO	3.3	RYdF WT							A.M. 7.00	P.M. 12.30	P.M. 1.15	P.M. 7.45	P.M. 8.00	
.....	CRISP JCT.	TO	4.2	.....	8.13	9.23	9.55	1.25	10.06	11.20						
DA...	LAWRENCE	TO	39.6	W	8.48	9.57	10.35	1.208	10.38	12.01						
OT...	TOPEKA	TO	89.2	RW	9.15	10.23	11.10	2.40	11.08	12.35						
.....	TOPEKA JCT.	TO	68.1	.....			11.16	2.47		12.41						
.....	ST. JOSEPH LINE JCT.	TO	89.3	68.3	9.17	10.25	11.17	2.48	11.10	12.42					P.M. 11.20	
B...	TOPEKA YARD	TO	90.5	69.5	9.19	10.27	11.19	2.52	11.12	12.45	9.00	2.30	3.00	9.45	10.20	
.....	BISHOP	P	96.1	75.1	9.26	10.33	11.25	2.58	11.18	12.50					11.30 P.M.	
.....	VALENCIA	P	101.5	80.5	9.32	10.38	11.31	3.04	11.24	12.56						
.....	WILLARD	P	105.3	84.3			11.35	3.09		1.00						
RH...	MAPLE HILL	TO	110.4	89.4	9.40	10.45	11.40	3.17	11.32	1.05						
.....	VERA	P	114.2	93.2			11.44	3.22		1.09						
CA...	PAXICO	TO	118.2	97.2	9.48	10.51	11.48	3.27	11.39	1.13						
FA...	McFARLAND	TO	122.0	101.0	9.52	10.55	12.06	3.42	11.45	1.30	10.00 A.M.	3.30	4.00	10.40 P.M.	11.30 P.M.	
.....	ALMA	TO	126.3	105.3	9.56	10.59	12.12	3.49		1.38						
FN...	VOLLAND	TO	133.8	112.8	10.04	11.06	12.21	4.00		1.48						
VA...	ALTA VISTA	TO	141.8	120.8	10.14	11.15	12.32	4.15		2.00						
.....	JONES	P	144.7	123.7	10.18	11.19	12.37	4.20		2.05						
DW...	DWIGHT	TO	147.7	126.7	10.21	11.22	12.43	4.26		2.10						
WY...	MKT Crossing	TO	156.0	135.0												
WT...	WHITE CITY	TO	156.7	135.7	10.29	11.29	12.53	4.38		2.20						
VS...	LATIMER	TO	163.8	142.8	10.36	11.35	1.02	4.50		2.30						
.....	MoPac Crossing	TO	171.3	150.3												
RI...	HERINGTON	TO	171.4	150.4	10.50	11.45	1.15	5.10	2.46							
.....	AVERAGE SPEED PER HOUR				54.6	60.1	42.9	38.4	57.7	41.7	32.5	28.0	29.4	32.7	25.6	3.6
.....	SCHEDULE TIME				2.45	2.30	3.30	3.55	1.45	3.36	3.00	5.15	5.00	4.30	5.45	0.10

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 29, 30, 509, 510, 107 AND 108 NOT LESS THAN 10 MINUTES.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS EASTWARD ARE SUPERIOR TO TRAINS WESTWARD OF THE SAME CLASS. TIME TABLE RULE NO. 14a IN EFFECT BETWEEN TOPEKA YARD AND HERINGTON.

Following trains have no time table authority on Subdiv. 36: Nos. 991, 91, 96, 93, 97 and 995.

Local Extra leaves Topeka Yard at 6:00 A. M. Tuesday, Thursday and Saturday for Herington.

No. 3 will reduce speed to 25 miles per hour passing Alma and White City stations daily to permit safe dispatch of U. S. mail.

No. 509 discharge from Tri-Cities, Des Moines and beyond and receive for Wichita and beyond.

No. 29 receive for Arizona points and discharge from Chicago and Englewood.

Nos. 43 and 3 Lawrence, Kansas, [see special instructions in folder.]

No. 107 Lawrence receive for regular stops in Kansas, not beyond.

No. 107 McFarland receive from Herington and beyond for Colorado.

No. 3 Except Lawrence, receive for Tucumcari and beyond and at McFarland receive from Colorado for Herington and beyond.

No. 3 Alta Vista receive for Dalhart and beyond.

No. 43 Kansas City, Kansas and Alta Vista receive for Tucumcari and beyond.

# Main Line Eastward

SUBDIVISION 36 STATIONS Time Table No. 4 December 15, 1941		FIRST CLASS						SECOND CLASS					
		32	44	4	510	30	108	996	92	96	98 (994)	94 (998)	992
		Passenger	Californian	Golden State Limited	Rocket	Rocket Arizona Limited	Rocky Mountain Rocket	Red Ball Freight	California- Chicago Gold Ball Freight	Texas- Kans. City Red Ball Freight	Texas- Kans. City Red Ball Freight	Colo. Okla. St. Louis Chicago Red Ball Freight	Colorado Kan. City St. Louis Red Ball Freight
Station numbers		A.M.	P.M.	P.M.	P.M.	P.M.	A.M.						
OC54	KANSAS CITY, MO... 2.5	7.30	7.00	8.05	8.15	10.50	12.55						
	KANSAS CITY, KAN... 0.8	7.23	6.47	7.52	8.08	10.42	12.49						
	TERMINAL JCT... 0.0	7.20	6.45	7.50	8.06	10.40	12.47						
OC55	R. I. FRT. YARD... 0.9								P.M. 1.00	P.M. 2.30	P.M. 4.30	A.M. 3.30	A.M. 2.00
	CRISP JCT... 35.4	7.18	6.43	7.48	8.05	10.38	12.45						
	LAWRENCE... 28.5	6.35	6.03	7.08	7.32	10.03	12.10						
	TOPEKA... 0.1	6.05	5.30	6.35	7.07	9.36	11.45						
	TOPEKA JCT... 0.2	5.52	5.21	6.29									
	ST. JOSEPH LINE JCT... 0.6	5.51	5.20	6.27	7.02	9.32	11.43	A.M. 1.35					
588	TOPEKA YARD... 5.6	5.48	5.15	6.24	7.00	9.30	11.41	1.30	A.M. 10.35	P.M. 12.35	2.40	1.40	A.M. 12.15
	BISHOP... 5.4	5.38	5.08	6.18	6.54	9.24	11.35	A.M.					
600	VALENCIA... 3.8	5.31	5.03	6.12	6.49	9.19	11.30						
604	WILLARD... 5.1	5.26	4.59	6.08									
609	MAPLE HILL... 3.8	5.19	4.54	6.03	6.42	9.11	11.22						
613	VERA... 4.0	5.11	4.50	5.59									
617	PAXICO... 3.8	5.06	4.46	5.55	6.35	9.03	11.15						
621	McFARLAND... 4.3	5.00	4.42	5.49	6.31	8.59	11.10		9.00	A.M. 10.45	1.55	A.M. 12.30	108 11.15 P.M.
625	ALMA... 7.5	4.49	4.28	5.32	6.27	8.55							
632	VOLLAND... 8.0	4.40	4.20	5.24	6.21	8.49							
640	ALTA VISTA... 2.9	4.30	4.10	5.14	6.14	8.41							
643	JONES... 3.0	4.24	4.07	5.10	6.11	8.38							
646	DWIGHT... 3.3	4.20	4.04	5.06	6.08	8.35							
	MKT Crossing... 0.7												
655	WHITE CITY... 7.1	4.08	3.54	4.56	6.00	8.26							
662	LATIMER... 7.5	3.54	3.46	4.46	5.54	8.19							
	MoPac Crossing... 0.1												
670	HERINGTON... 150.4	3.40 A.M.	3.35 P.M.	4.35 P.M.	5.45 P.M.	8.09 P.M.			7.00 A.M.	8.45 A.M.	12.30 P.M.	10.30 P.M.	
	LEAVE	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily
	AVERAGE SPEED PER HOUR	39.3	44.0	42.9	60.1	56.5	57.7	7.2	25.1	25.6	36.8	30.1	34.1
	SCHEDULE TIME	3.50	3.25	3.30	2.30	2.41	1.45	0.05	6.00	5.45	4.00	5.00	2.50

**SEE FOOT NOTES ON PAGE 5.**

Following trains have no time table authority on Subdivision 36: Nos. 996, 92, 96, 98-994, 94-998 and 992.

Local extra leaves Herington 6:00 a.m. Monday, Wednesday and Friday for Topeka. Nos. 44 and 4 except Lawrence, discharge from Tucumcari and beyond. Herington - Receive for Kansas City and beyond.

Nos. 44 and 4 Lawrence discharge from Tucumcari and west, except from California points receive for Chicago and Englewood, [see folder].

No. 44 Lawrence discharge from Herington and beyond except from California points.

No. 510 discharge from Wichita and beyond, receive for Tri-Cities, Des Moines and beyond.

No. 510 McFarland discharge from Herington and beyond for Colorado.

No. 108 McFarland discharge from Colorado for Herington and beyond. Lawrence discharge from Kansas points, not from beyond, (see folder.)

No. 32 Lawrence receive for Kansas City, Mo. and R. I. stations beyond, discharge from any Kansas station.

Valencia receive for Kansas City and beyond and discharge from McFarland and beyond.

No. 30 discharge from Arizona points. Receive for Chicago and Englewood when space available.





# Westward

# Main Line

# Eastward

SECOND CLASS		FIRST CLASS		SUBDIVISION 35 STATIONS				FIRST CLASS		SECOND CLASS			
95	93	23		STATIONS				24	96 92				
St. Louis Kans. City Texae Red Ball	St. Louis Texae Oklahoma Red Ball	Passenger Motor		Time Table No. 4				Passenger Motor	Kansas City St. Louis Red Ball	California St. Louis Gold and Red Ball			
Daily	Daily	Daily		December 15, 1941				Daily	Daily	Daily			
A.M. 3:15	A.M. 12:20	P.M. 1:50		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	M. P. Distance from St. Louis	Distance from Eldon	Signs	P.M. 12:30	P.M. 12:01	P.M. 11:00
				50	321	v160	DO... ELDON.....	159.9	.....	RYdP WT			
							..... MoPac Crossing.....	160.1	0.2	.....			
3:28	12:35		s 2:01	48	29	v166	BA... BARNETT.....	165.9	6.0	.....	P.M. 12:11	A.M. 11:42	10:30
3:43	12:50		s 2:17	79	127	v177	V... VERSAILLES.....	177.0	17.1	W	A.M. 11:55	11:25	10:11
3:55	1:02		s 2:31	57	26	v186	SR... STOVER.....	185.9	26.0	.....	11:42	11:04	9:55
4:07	1:13		f 2:43	57	17	v194	..... CREST.....	194.3	34.4	.....	11:30	10:44	9:40
4:13	1:19		s 2:50	57	17	v199	..... COLE CAMP.....	198.8	38.9	.....	11:23	10:36	9:33
4:22	1:28		s 2:59	56	17	v205	FA... IONIA.....	205.4	45.5	.....	11:13	10:22	9:22
4:28	1:36		f 3:07	.....	12	v211	..... BRANDON.....	210.9	51.0	.....	11:04	10:09	9:12
4:40	1:48		s 3:21	65	166	v216	W... WINDSOR.....	216.3	56.4	YdFPWY	10:56	9:54	9:00
4:50	1:56		f 3:28	50	71	v221	..... BOWEN.....	220.7	60.3	Yd	10:48	9:34	8:43
4:54	2:00		3:32	.....	.....	v223	..... NEW CASTLE.....	223.4	63.0	.....	10:44	9:28	8:38
5:00	2:05		s 3:37	56	16	v227	N... LEETON.....	227.0	67.1	W	10:39	9:22	8:33
5:05	2:09		f 3:41	.....	19	v230	..... POST OAK.....	229.6	69.7	.....	10:34	9:17	8:29
5:12	2:18		s 3:50	72	24	v235	CA... CHILHOWEE.....	235.4	75.5	.....	10:26	9:05	8:18
5:18	2:25		f 3:57	.....	17	v240	..... DENTON.....	240.3	80.4	.....	10:19	8:54	8:09
5:24	2:32		f 4:04	59	17	v245	..... MEDFORD.....	245.4	85.5	.....	10:11	8:43	8:00
5:36	2:42		f 4:15	57	12	v253	..... HADSELL.....	253.0	93.1	.....	10:01	8:26	7:48
				.....	.....	.....	..... MoPac Crossing.....	262.5	102.6	.....			
5:51	2:56		s 4:30	72	40	v263	SA... PLEASANT HILL.....	262.9	103.0	YdW	s 9:46	8:00	7:32
5:53	2:58		4:31	.....	.....	.....	F... MoPac JCT.....	263.4	103.5	.....	9:44	7:48	7:26
6:03	3:06		f 4:39	70	26	v268	..... GREENWOOD.....	268.7	108.8	.....	f 9:38	7:36	7:18
6:13	3:12		f 4:44	57	24	v272	..... SOUTH LEE.....	272.0	112.1	.....	f 9:33	7:26	7:12
6:20	3:20		f 4:51	57	16	v277	..... VALE.....	277.5	117.6	.....	f 9:26	7:11	7:01
6:30	3:29		s 4:58	100	26	v281	WN... RAYTOWN.....	282.7	122.8	.....	s 9:20	7:04	6:52
6:39	3:38		5:09	.....	.....	v287	SF... LEEDS JUNCTION.....	288.3	128.4	.....	9:11	6:51	6:40
6:43	3:40		5:10	49	372	v290	..... UNA.....	288.9	129.0	.....	9:10	6:43	6:38
96			5:12	.....	.....	.....	MD... CENTROPOLIS.....	289.7	129.8	R	9:08	6:40	6:36
6:45	3:42		5:15	31	.....	.....	..... SHEFFIELD JCT.....	290.8	130.9	.....	9:05	6:35	6:32
6:55	3:47		5:16	.....	.....	v291	..... K. C. BELT JCT.....	291.0	131.1	.....	9:03	6:30	6:30
7:00	3:50			.....	.....	v295	US... KANSAS CITY, MO.....	295.5	135.6	R	8:50		
			5:30 P.M.	.....	.....	.....	..... KANSAS AVE.....	297.0	137.1	.....	A.M.		
				.....	.....	oo55	..... KANSAS CITY, KAN.....	298.0	138.1	RYdP WT		6:00 A.M.	6:00 P.M.
9:00 A.M.	5:00 A.M.			.....	.....	.....	LEAVE				Daily	Daily	Daily
24.0	26.0		36.9	..... AVERAGE SPEED PER HOUR.....							36.9	22.9	27.6
5.45	4.40		3.40	..... SCHEDULE TIME.....							3.40	6.01	5.00

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
TIME TABLE RULE No. 14A IN EFFECT.

Local Extra leaves Kansas City, Kansas, 6:30 A. M. Monday, Wednesday and Friday for Eldon. Local Extra leaves Eldon 7:15 A. M. Tuesday, Thursday and Saturday for Kansas City, Kansas.

**Westward**

**Clay Center Line**

**Eastward**

SECOND CLASS		FIRST CLASS		SUBDIVISION 37				FIRST CLASS		SECOND CLASS				
991	997	107	225	STATIONS				226	108	994	992			
St. Louis Kans. City Colorado Red Ball Freight	St. Louis Kans. City Colorado Red Ball Freight	Rocky Mountain Rocket	Passenger	Time Table No. 4 December 15, 1941				Passenger	Rocky Mountain Rocket	Colorado Kans. City St. Louis Red Ball Freight	Colorado Kans. City St. Louis Red Ball Freight			
Daily	Daily	Daily	Daily	Capacity of Sidelings	Capacity of Other Tracks	Station Numbers	LEAVE	M. P. Distance from St. Joseph	Distance from McFarland	Signs				
A.M. 11-00	A.M. 12-30	P.M. 11-45	P.M. 2-30	y'd.	796	621	FA..... <sup>9 0</sup> McFARLAND.....TO	122.0	.....	Ryd FWY	P.M. 1-50	P.M. 11-10	P.M. 1-25	P.M. 10-25
11-20	12-45	11-55	f 2-47	45	24	Q 9	..... <sup>4 8</sup> WABAUNSEE.....P	131.0	9.0	.....	f 1-27	11-00	1-00	10-03
11-28	12-55	P.M. 12-01	f 2-56	60	28	Q14	..... <sup>7 2</sup> ZEANDALE.....P	135.8	13.8	.....	f 1-19	10-55	12-50	9-54
		A.M.					..... <sup>0 2</sup> UP Crossing.....UX	143.0	21.0	.....				
11-58	1-15	s 12-12	s 3-10	80	110	Q21	HD..... <sup>8 9</sup> MANHATTAN.....TO	143.2	21.2	W	s 1-07	s 10-46	12-30	9-41
A.M. 12-15	1-30	12-21	f 3-25	60	23	Q30	..... <sup>8 9</sup> KEATS.....P	152.1	30.1	.....	f 12-50	10-34	12-15 <sup>991</sup>	9-21
P.M.-994 12-34	1-55	12-30	s 3-40	60	24	Q39	RY..... <sup>8 6</sup> RILEY.....TO	160.7	38.7	.....	s 12-34 <sup>991</sup>	10-25	P.M. 12-04	9-06
226 12-51	2-08	12-37	f 3-52	56	38	Q46	..... <sup>6 8</sup> BALA.....P	167.5	45.5	.....	f 12-22	10-18	A.M. 11-53	8-55
1-11	2-21	12-44	f 4-03	67	20	Q52	..... <sup>6 1</sup> BROUGHTON.....P	173.6	51.6	.....	f 12-11	10-12	11-44	8-48
							..... <sup>5 8</sup> CLAY CENTER.....TO	179.4	57.4	YdW	s 12-01 <sup>A.M.</sup>	s 10-05	11-30	8-34
1-41	2-45	s 12-54	s 4-18	72	112	Q57	VN..... <sup>7 7</sup> MORGANVILLE.....TO	187.1	65.1	.....	s 11-40	9-55	11-14	8-21
1-56	3-05	1-02	s 4-33	56	49	Q65	FO..... <sup>7 9</sup> CLIFTON.....TO	195.0	73.0	.....	s 11-20	9-47	11-01	8-08
2-16	3-30	1-11	s 4-48	53	83	Q73	..... <sup>1 7</sup> MoPac Crossing.....UX	196.7	74.7	.....				
							FR..... <sup>4 6</sup> CLYDE.....TO	201.3	79.3	W	s 11-05	s 9-39	10-48	7-56
2-41	4-00	s 1-21	s 5-00	54	57	Q79	CN..... <sup>8 5</sup> AGENDA.....TO	209.8	87.8	.....	s 10-53	9-27	10-28	7-38
3-01	4-25	1-30	s 5-18	61	24	Q88	BD..... <sup>6 4</sup> CUBA.....TO	216.2	94.2	.....	s 10-44	9-20	10-15	7-25
3-20	4-45	1-37	s 5-30	62	24	Q94	VI..... <sup>5 9</sup> BELLEVILLE.....TO	226.1	104.1	RYdF WTY	10-30 A.M.	9-10 P.M.	9-55 A.M.	7-10 P.M.
4-00	5-30	A.M. 1-50	5-50	.....	403	A468					Daily	Daily	Daily	Daily
P.M.	A.M.	A.M.	P.M.				..... <sup>104.1</sup> LEAVE							
20-8	20-8	50-0	31-2				.....AVERAGE SPEED PER HOUR.....				31-2	52-1	29-7	32-3
5-00	5-00	2-05	3-20				.....SCHEDULE TIME.....				3-20	2-00	3-30	3-15

SECOND CLASS EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF 107 AND 108 NOT LESS THAN 15 MINUTES.  
 TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
 TIME TABLE RULE No. 14-A IN EFFECT.

**Westward**

**St. Joseph-Atchison Branch**

**Eastward**

SECOND CLASS				First Class	SUBDIVISION 30-A STATIONS					First Class	SECOND CLASS							
1043	677	161	671	151						150	1042	678	160	672				
Mixed Motor	MoPac Freight	ATSF Freight	MoPac Freight	ATSF Passenger Motor	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE		M. P. Distance from Chicago	Distance from St. Joseph	Signs	ATSF Passenger Motor	Mixed Motor	MoPac Freight	ATSF Freight	MoPac Freight	
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily														
P.M. 12.40							OA30	..... ATCHISON YD..		519.4	21.4	FWT		A.M. 11.15				
12.45	A.M. 7.55	A.M. 6.25	A.M. 2.15	P.M. 3.15			OA30	XN..... Atchison U. D., Kan.		518.8	20.8	R	s 8.45	s 11.10	P.M. 3.30	P.M. 6.45	P.M. 8.00	
12.47	7.58	6.27	2.18	5.17	60			..... WINTHROP, MO.		518.3	20.3		8.41	11.05	3.25	6.40	7.55	
								..... CB&Q Crossing.....		513.9	15.9							
								FO..... DAVIES.....		513.9	15.9	Yd						
s 1.03	8.10	6.37	2.32	f 5.24	56	17	OA25	..... RUSHVILLE.....		513.7	15.7	Yd	f 8.34	s 10.45	3.12	6.30	7.43	
1.10	8.18	6.43	2.42	5.29	56		OB12	..... GAY.....		510.3	12.3		8.29	f 10.34	3.02	6.23	7.33	
1.17	8.24	6.51	2.52	5.33	56	19	OB 9	..... KENMOOR.....		507.3	9.3		f 8.24	f 10.25	2.56	6.17	7.26	
1.26	8.40	7.05	3.15	5.40	93		OB 4	..... DONOVAN.....		501.8	3.8	RYd	8.17	f 10.15	2.45	6.08	7.15	
	A.M. 8.40		A.M. 3.15	s 5.42			OB 3	..... SO. ST. JOSEPH.....		500.8	2.8	Yd	s 8.14		P.M. 2.45		P.M. 7.15	
1.31		7.15		5.45	40		OB 2	..... FLORENCE.....		499.6	1.6	Yd	8.11	10.01		6.03		
								..... CB&Q Crossing.....		499.1	1.1							
1.34		7.25		5.50				..... TERMINAL JCT.....		499.0	1.0	Yd	8.08	9.58		6.00		
		A.M. 7.25		P.M. 5.50				..... AT&SF Crossing.....		498.7	0.7							
								..... CB&Q Crossing.....		498.7	0.7							
1.40						695	498	SY..... ST. JOSEPH YD.....		498.3	0.3	RYd		9.55				
								..... CB&Q Crossing.....		498.2	0.2							
1.45							498	UN..... ST. JOSEPH U. D.....		498.0		RYd		9.45				
P.M. 1.45														A.M. 9.45				
								LEAVE					Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	
19.8	22.7	19.8	17.0	33.6				..... AVERAGE SPEED PER HOUR					32.1	14.3	22.7	26.4	22.7	
1.05	0.45	1.00	1.00	0.35				..... SCHEDULE TIME.....					0.37	1.30	0.45	0.45	0.45	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

**Westward**

**St. Joseph Line**

**Eastward**

SECOND CLASS		FIRST CLASS					SUBDIVISION 36A				FIRST CLASS		SECOND CLASS		
995	217	543					STATIONS				544	220		996	218
Red Ball Freight	UnPac Local Freight	UnPac Passenger Motor		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Time Table No. 4		M. P. Distance from St. Joseph	Signs	UnPac Passenger Motor	UnPac Time Freight	Red Ball Freight	UnPac Local Freight	
Daily Except Sunday	Daily	Daily					December 15, 1941								
P.M. 7.00	P.M. 6.35				742	498	LEAVE						A.M. 5.00	A.M. 6.45	P.M. 3.00
								SY.....ST. JOSEPH YD.....TO		RYdF WTY					
								.....CB&Q Crossing.....UX							
			A.M. 8.45			498		UN.....ST. JOSEPH, MO., U. D.....TO		R	P.M. 3.00				
								.....CB&Q Crossing.....UX							
								.....UTRR Crossing.....UX							
7.10	6.40		s 8.50	75	21	499		.....ELWOOD, KAN.....TO	1.1	Yd	s 2.48	3.30	5.45	2.35	
7.20	6.50		s 9.00	25	118	503		WA.....WATHENA.....TO	6.0	Yd	s 2.38	3.20	5.35	2.15	
7.30	7.00		s 9.10	80	25	507		BA.....BLAIR.....TO	8.8		s 2.28	3.10	5.25	2.06	
7.45	7.10 P.M.		9.20 A.M.	44	52	512		RO.....TROY.....TO	13.5	RYd	s 2.15 P.M.	3.00 A.M.	5.10	1.50 P.M.	
7.55					34	518		.....BENDENA.....TO	19.2				4.55		
8.05				54	45	523		DN.....DENTON.....TO	24.1				4.45		
8.25					29	528		.....PURCELL.....TO	29.1				4.30		
8.40					25	532		.....PIERCE JCT.....TO	33.6				4.20		
9.00					411	539		HN.....MORTON.....TO	40.8	YdF WTY			4.00		
9.25				77	21	547		.....WHITING.....TO	49.0				3.30		
9.40					8	553		.....STRAIGHT CREEK.....TO	54.1				3.10		
10.10					55	558		Q.....HOLTON.....TO	60.1	W			2.50		
10.35					55	567		MA.....MAYETTA.....TO	69.4				2.25		
10.55					56	574		HO.....HOYT.....TO	75.8				2.10		
11.10					34	580		.....ELMONT.....TO	82.0				1.50		
					290			OT.....TOPEKA.....TO	89.2	RYdW					
								.....UP Crossing.....TO	89.2						
11.20 P.M.								.....ST. JOSEPH LINE JCT.....TO	89.3					1.35 A.M.	
								LEAVE			Daily	Daily	Daily Except Sunday	Daily	
18.6	23.7		23.7					.....AVERAGE SPEED PER HOUR.....			18.0	8.5	17.3	13.7	
4.20	0.35		0.35					.....SCHEDULE TIME.....			0.45	2.00	5.10	1.10	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
TIME TABLE RULE No. 14 IN EFFECT.







## SPEED RESTRICTIONS

Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. **ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE THEIR TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.**

Within the limits of municipalities, engineers will operate their trains at a reasonable rate of speed, considering the conditions existing and to be expected, and with due regard to the safety of their trains and of the public generally.

5000 engines with 74-inch drivers, when hauling passenger trains, will observe passenger train speed restrictions.

6000 engines not equipped with 74-inch drivers will not exceed a speed of 60 MPH in passenger service.

Steam trains operating on Rocket train schedules will not exceed speed authorized for other passenger trains.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
<b>ALL SUBDIVISIONS</b>				
Through switch leads of turnouts (except end of two or more tracks).....		10		10
Through switch leads of turnouts at end of two or more tracks (except Lake and Scott).....		25		25
Through switch lead of turn-out at Lake and Scott.....		35		25
Tangent track movement through spring switches.....	35		35	
Over following facing point spring switches, which are not equipped with automatic locking device:				
Herington, end of two main tracks.....	30		30	
When running against current of traffic:				
Maple Hill, east end east siding, and west end west siding; Volland, east end east siding and west end west siding; Jones, east end east siding and west end west siding; White City, east end east siding and west end west siding; Herington, east end of yard.....	30		30	
Class C-39, C-41, C-43 and Mikado engines handling passenger trains.....	45	35		
3000 engines with Scullin driver.....	45	45	45	45
Without Scullin driver.....	30	30	30	30
Draw bridges.....	6	6	6	6
Gas-electric motor cars without trailers or Diesel engines without cars, approaching home signal and between home signal limits.....	10	10	10	10
Railroad crossings not protected by interlocking (Engine only).....	10	10	10	10
Trains hauling dead engines, side rods up.....			25	20
Trains hauling dead engines, side rods down.....			15	15
Switch Engines without Engine Trucks.....			18	18
Engines running forward without cars not to exceed freight train speed.....				
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, ditcher spreaders and any similar machines when on own car or trucks (See note).				
With boom supported.....			25	15
With boom removed or not supported.....			15	15
<b>NOTE:</b> These instructions will not apply to wrecking derricks with boom supported when trained behind engine in wreck train service, in such case speed restrictions will be as follows:				
Eldon, Iowa to Kansas City.....			40	40
Kansas City to Herington.....			40	40
St. Louis to Kansas City.....			25	25
McFarland to Belleville.....			25	25
Coburn to St. Joseph.....			20	20
St. Joseph to Atchison.....			20	20
St. Joseph to Topeka.....			20	20
Herington to Salina.....			20	20

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
Engines with drivers blocked up.....	30	30	30	30
Limit of Locomotive or Car Speeds in operation or when handled dead-in-train:				
260 HP Diesel-Electric Switchers, D-B-C-W.....	26	25	26	25
360 HP Diesel-Electric Switchers, D-B-C-W.....	26	25	25	25
600 HP Diesel-Electric Switchers, in 500 Series.....	35	35	35	35
900 HP Diesel-Electric Switchers, in 700 Series.....	35	35	35	35
275 HP Gas-Electric Motor Cars Nos. 9050-9051 with Freight Gears.....	35	35	35	35
Motor Car No. 9012 towed or handled dead-in-train.....	40	40	40	40
Other motor cars towed or handled in train.....	60	60	60	60

Air rail loaders must not be moved in through trains, with boom up. When moved in through trains the boom must be disconnected, taken down, and securely fastened to the floor of car.

**NOTE:** Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
<b>SUBDIVISION 28</b> (Except as shown below)	60	60	50	40
MP 297-14 to 297-28.....				
MP 299-11 to 299-38.....				
MP 304-3 to 304-22.....		45		40
MP 329-25 to 329-36.....				
MP 331-9 to 331-27.....		50		40
MP 308-33 to MP 310-30.....				
MP 311-19 to MP 312-1.....				
MP 320-37 to MP 324-30.....				
MP 308-28 Wabash Crossing.....	60		60	
MP 336-1 CB&Q Crossing.....		20		20
MP 352.0 CMStP&P Crossing.....		40		40
Allerton Yard—First class trains between West Crossover switch MP365.4 and Cantilever Signal MP 364.1.....		Restrict		Speed.
MP 385-12 to 385-22.....			45	40
MP 389-33 to 390-12.....			30	20
MP 393-17 to 393-31.....			40	20
MP 396-32 to 397-5.....			20	20
MP 396-32 to 397-5 3000-5000 engines (Buckeye Bend).....		45		40
MP 401-25 to 401-32.....				
Centerville—Engines heavier than 1400's must not use house track back of depot and 6000 engines will not go beyond east scale track switch. K-67 and heavier engines must not use wye. 6000 engines must not use high line track.....				
<b>SUBDIVISION 29</b> (Except as shown below)	60	60	50	40
MP 416 to 417-15.....	40	40	40	40
MP 415 to 434-8 Gas Electric Motor Cars without trailers.....	25	25		40
MP 419-20 to 419-31.....		50		
MP 434-39 Wabash Crossing.....	50		50	
Lake, Scott, Coburn, Shearwood Gas Electric Motor Cars through Entrance Signal limits 3000 engines over Union Pacific between Hickory Jet. and Hickory St. and Rock Island Jct., Kansas City.....	15	15		
6000 engines must not use Stock track, Hickory Creek, East side Stock Yards to 100 feet of depot.....	15	15	15	15
<b>SUBDIVISION 36</b> (Except as shown below)	70	70	60	60
5000 engines in passenger service, (except as below).....	70	60		
Not equipped with 74 inch drivers.....	50	50		
Between Kansas City and Topeka, 6000 to 5064, Inc.....	65	65		
Through Topeka interlocking.....	10	10	10	10
On curve MP 97-7.....		45		40
MP 121-20 to 122-15.....	60			
On curves MP 142-10.....		45		40
On curves Eastward main track MP 123-25, 136-30, 138-5, 139-35, 140-16, 141.....		55		45
Westward main track MP 123-25.....		65		45
On curves Westward main track MP 138-5, 139-35, 140-16, 141.....		45		40
MP 166-0 MKT Crossing.....	60		35	
Westward main track MP 170-20.....	45			
McPac Crossing Herington.....	15		15	
4000 and 5000 engines must not use elevator track Willard and Maple Hill.....				

## SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains		Freight Trains		LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve		Tangent	Curve	Tangent	Curve
<b>SUBDIVISION 34</b> (Except as shown below)	50	40	45	35	<b>SUBDIVISION 30</b> (Except as shown below)	45	45	35	35
MP 10-16 StLB&TCo Crossing	25	30	25	20	<b>Coburn: Intersection Subdivisions 29 and 30.</b>	20	20	20	20
MP 19-23					MP 425-14 to 428-18	30	30	30	30
Hine—2500 or larger engines must not use old Water Works spur beyond derail.					MP 434-5 to 434-12	40	40	30	30
MP 24 to 35	40	35	40	35	MP 436-10 to 436-20	20	20	20	30
MP 41-5 to 41-15 (Big Eddy curves)	15	15	12	12	MP 439-8 Wabash Crossing			20	30
MP 54-10 to 55-0	25	25	20	20	MP 448-7 to 496-27			30	30
MP55-3 (Bridge 551, Bourbeuse River), engines 2500 or larger must not be double-headed over Bridge 551,					Consolidated type engines with auxiliary tanks or doubleheading engines 831 to 894, inclusive, and 1600 to 2144, inclusive:				
MP 86-5 to 86-25	25	25	20	20	MP 461-16—Bridge 4614	15		15	
MP 94 to 108	40	35	40	25	MP 464-20—Bridge 4645	5		5	
MP 114-21 (Bridge 1146, Gasconade River)					MP 476-18—Bridge 4763	5		15	
MP 128-21 (Tunnel No. 2)					MP 483-20—Bridge 4835	15		15	
MP 143-11 (Bridge 1433, Osage River)	20	20	20	20	MP 464-20 (Br. 4645) and MP 476-18 (Br. 4763). Mikado engines dead in train and engines numbered 1931 to 2064 and 2100 engines.	10		10	
MP 149-0 (Tunnel No. 3)					MP 496-27 to 497		6	6	6
Eldon Yard, East switch to MoPac Crossing. Trains hauling Dead Engines, side rods up	15	15	10	10	Between St. Joseph Yd. and Missouri River Bridge			Restrict	ted Speed.
			20	15	St. Joseph, Mo. Consolidation engines must not move, 5th St. to Union Station.				
					Steam derricks of 160 ton capacity over bridges 4567, 4614, 4646, 4763, 4835, 4893			5	
<b>SUBDIVISION 35</b> (Except as shown below)	50	40	45	35	<b>SUBDIVISION 36-B</b> (Except as shown below)	30	30	25	25
MP 160-4 MoPac Crossing	15		15		Trains handling steam derrick 95020 must have two or more empty cars immediately ahead and behind derrick and not exceed 5 miles per hour over bridges.				
MP 189-15 to 189-25	35		25		Light engines between Herington and Abilene Reverse curves, Abilene connection to AT&SF Ry.	15		15	
MP 248-15	16	15	15	15	MP 192-24 AT&SF Crossing	15	10	15	10
MP 249-19 to 249-26					Between Abilene and West Abilene		Restrict	ted Speed.	15
MP 262-20 MoPac Crossing	20		20		Between East Salina and Salina		Restrict	ted Speed.	
MP 279-20	20	20	15	15	Bridge 1836-S	15		15	
MP 288-10 through turnout SL-SF intersection, Leeds Jct.					Engines must not be double-headed over Bridge 1836-S.				
K-67-B or heavier engines are not permitted to doublehead over StL-SF Little Blue River Bridge at MP 7.3.									
Sheffield Connection between KC Terminal and StL-SF									
Trains hauling dead Engines, side rods up		10		10					
			20	15					
<b>SUBDIVISION 37</b> (Except as shown below)	50	50	35	35					
McFarland and Belleville yards									
Clay Center, engines not permitted on curve Snell Mills track Grant Ave., nor on Marshall Spur.		Restrict	ted Speed.						
Clay Center, west end house track, engines.									
Clifton, engines not permitted beyond frog Creamery Spur.				5					
<b>SUBDIVISION 30-A</b> (Except as shown below)	60	60	35	35					
Between St. Joseph Yd. and coal chute									
MP 513-36 CB&Q Crossing	40		Restrict	ted Speed.					
MP 516-22 to 516-29			25						
MP 517-2 to 517-9		35		20					
Achison over Missouri River Bridge	15		15						
<b>SUBDIVISION 36-A</b> (Except as shown below)	40	40	40	40					
MP 7 to St. Joseph Line Jct.									
Consolidation Engines must not move 5th St. to Union Station, St. Joseph.									
Missouri River Bridge at St. Joseph.	6								
St. Joseph and Elwood Yard		Restrict	ted Speed.						
On curve MP 4-28		35		25					
Horton to Mayetta steam locomotives	35	35	25	25					
UP Crossing MP 83-2, Topeka	15		15						
Trains handling steam derrick 95020, 1900 and 2000 engines, 6-wheel engines, or Mikado engines dead in train over Bridge 346, MP 34-24									
Engines 831 to 894, inclusive, and 1600 to 1930, inclusive, or lighter doubleheaded directly connected over Bridge 346	15		15						
Engines 895 to 944, inclusive, 1931 to 2144, inclusive, may be doubleheaded directly connected. K-55 and heavier engines handled dead in train must be separated by at least one car over Bridge 594, MP 59-18	10		10						
Engines 1931 to 2144, inclusive, when singly operated over Bridge 594	15		15						

### SPECIAL INSTRUCTIONS COVERING THE MAXIMUM SPEEDS OF ROCKET TRAINS.

Distinctive roadway signs indicate maximum speeds of Rocket trains.

A sign with crystal reflex letter "Z" indicates zone territory and the maximum speed is indicated by numerals thereon, which will govern until the next zone is reached.

Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone sign is located approximately 4000 feet from the point where the lower speed becomes effective.

Where speed restrictions are required on curves within a zone, a sign with amber reflex diagonal bar and numerals thereon, located approximately 4000 feet from point of curve will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

Between Yard Junction and Lake and between Scott and Shearwood, zone and curve signals are located for operation in either direction on both main tracks.

When using any turnout, crossover, drawbridge, railroad crossing, or moving through towns or cities will not exceed speed designated for other passenger trains unless otherwise specified.

Rocket trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received. The delivery of train orders or clearances will be made on right hand side, except at regular stops delivery will be made on station side.

Headlight on Rocket trains must be burning dimly during daylight hours.

Mars signal lights on Rocket engines shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains; except between Ustick Tower and St. Louis Ave.; over all tracks of KCT Ry Co.; through Topeka yard on CRI&P tracks and through Herington yard.

Passenger trains consisting of Rocket equipment hauled by steam locomotives of P-31, P-32, P-33, P-40 or 4000 class, and passenger trains consisting of standard equipment hauled by Diesel passenger locomotives may operate at speed of 10 MPH less than speed authorized for Rocket trains, except will not be required to operate at a lower speed than authorized for steam passenger trains.

Diesel passenger locomotives operating light without cars must not exceed maximum speed of 55 MPH and where rule specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed.

The following equipment must not be towed or operated under own power at speed exceeding 3 MPH through water in excess of that shown below:

	Maximum Height of Water Above Rail
Rocket Diesel power units and Diesel switchers	4 1/2 inches
Rocket train cars only	7 inches
Conventional passenger cars	12 inches
Gas-electric motor cars	3 inches

When operating under own power controller should be in Series position.

## SPECIAL INSTRUCTIONS

2. Polo is the initial station for Eastward trains, Subdivision 29.
- 2a. Atchison U. D. is the initial station for trains leaving Atchison Yd. or Atchison U. D.
- 2b. St. Louis is the initial station for Westward trains.
- 2c. Carrie Avenue Yd. is the initial station for Westward trains originating there.
- 2d. Kansas City, Mo. Subdivision 35, is the initial station for Eastward trains originating there.
- 2e. Kansas City, Kan. Subdivision 35, is the initial station for Eastward trains originating there.
- 2f. Topeka Jct. is the initial station for Westward trains on Subdivision 36. The time shown for second class trains at R. I. Freight Yd. is for information only.
3. On Subdivision 29, between Yard Jct., and Westward home signal just east of end of two main tracks at Polo, trains will be operated on both single and Eastward and Westward tracks on signal indication and Rules S-71, D-71, S-72, D-72, 73, S-83 and D-83 of The Uniform Code of Operating Rules are ineffective between these points, except all trains departing from Trenton or Yard Jct. will obtain Clearance.
- 3a. Trains originating at Terminal Jct., Subdivision 30a, will obtain Clearance at St. Joseph Yd., except first class trains will obtain Clearance at St. Joseph U. D.
- 3b. Trains will leave Coburn without Clearance.
- 3c. Eastward freight trains, Subdivision 35, will obtain Clearance at Centropolis instead of Kansas City, Kan.
- 3d. Westward freight trains, Subdiv. 34 will obtain Clearance at Lackland instead of Carrie Ave. Yd.
- 3e. Westward MoPac trains leaving Mo. Pac. Junction via Rock Island rails between the hours of 8:01 A. M. and 4:01 P. M. will obtain Clearance at Mo. Pac. telegraph office, Pleasant Hill.
- 3f. All Westward first class trains, Subdiv. 36, except train No. 3, will obtain Clearance at UP station, Topeka, instead of Topeka Yd. Train No. 3 and other Westward trains will obtain Clearance at Topeka Yd.
- Eastward first class trains, Subdiv. 36, will obtain UP Clearance at UP station Topeka. Other Eastward trains will obtain UP Clearance at Topeka Yd.
- Trains cleared at UP station need not obtain Rock Island Clearance at Topeka Yd.
- 3g. Eastward trains, Subdiv. 36a, will obtain Clearance at Topeka Yd. instead of at St. Joseph Line Jct.
- Westward trains from St. Joseph Line will not be required to obtain Clearance at St. Joseph Line Jct., and will be governed by interlocking signals between St. Joseph Line Jct. and Topeka Yd.
- 3h. When operator is on duty trains will obtain Clearance at Horton.
- 3i. Eastward trains, Subdiv. 36b, will obtain UP Clearance at Union Station, Salina, and Rock Island Clearance at Rock Island Depot at Abilene, and Westward trains will obtain UP Clearance at Rock Island Depot, Abilene.
- 3j. On two main tracks between Topeka and Herington, extra trains will be run, moving with current of traffic without train orders on authority of Clearance Form "A" (DT).
- 3k. Eastward trains before leaving Lackland and Westward trains before leaving Easton Ave. Jct., must obtain Clearance authorizing movements between Lackland and Rock Island Jct. When no operator on duty at Lackland or Easton Ave. Jct., verbal authority must be secured from TRRA train dispatcher. When communication with TRRA train dispatcher is interrupted, all train movements between Lackland and Rock Island Jct. will be made in accordance with time table authority.
4. Restricted use of Train Register Books as follows:  
Allerton and Donovan—Trains originating or terminating.  
St. Joseph U. D.—Psg. trains only.  
St. Louis (Union Station)—Psg. trains only.  
Kansas City, Mo. U. D.—Psg. trains only.  
Kansas City, Kans. Yard Office—Trains originating and terminating.  
Topeka Telegraph Office, Union Pacific passenger station—Psg. trains only.  
McFarland—For trains originating and terminating.
- 4a. First class trains may register by Form 1339 at Eldon Yard and Trenton.
- 4b. Trains may register by Form 1339 at Polo.
- 4c. Eastward trains will not be required to obtain Check of register at Polo, and Westward first class trains will not be required to obtain Check of register at Trenton. Eastward trains may leave Polo without Clearance when Train order signal is in proceed position.
- 4d. Westward MoPac trains may register by Form 1339 at Donovan.
- 4f. Conductors Eastward U. P. trains, Troy, will furnish enginemen train register check Form CT-107-B.  
Trains 543 and 544 will register at Troy by Form 1339.
- 4g. First class trains will register by Form 1339 at Topeka Yd. First class trains, except Train No. 3 not originating at Topeka Yd., will not be required to check this register or obtain Clearance of register by train order. Train No. 3 will be given check of train register and Clearance at Topeka Yd.
- 4h. Trains 107 and 108 will register by Form 1339 at McFarland.
- 4i. Trains 29, 30, 509 and 510 will register by Form 1339 at Herington.

5. Bulletin Boards and General Order Books are located at:
- |  |   |
|--|---|
| Eldon, Iowa—Engine House.<br>Eldon Yard—Yard Office.<br>Allerton.<br>St. Louis—Union Station.<br>St. Louis—TRRA Roundhouse.<br>Carrie Ave.—Yard Office.<br>Eldon, Mo.—Yard Office.<br>Eldon, Mo.—Engineer's Room.<br>St. Joseph—U. T. Yard Office for Mo. Pac. Trains.<br>St. Joseph—U. D. Telegraph Office.<br>St. Joseph—Yard Office.<br>Kansas City, Mo.—Union Depot Telegraph Office.<br>Kansas City, Kan.—Yard Office and Engine House.<br>Horton—Telegraph Office.<br>Topeka Yard—Yard Office. | Topeka Yard—Engine House.<br>McFarland—Yard Office.<br>Marysville, Kan.—For Union Pacific Joint Employees.<br>Trenton—Yard Office.<br>Trenton—Engine House.<br>Nevada—Tower.<br>Pleasant Hill—Mo. Pac. P. J. Telegraph Office.<br>For MoPac Trains.<br>Kansas City, Mo.—Mo. Pac. Yard Office and Engine House.<br>For Mo. Pac. Trains.<br>Belleville—Telegraph Office.<br>Herington—Yard Office.<br>Herington—Engine House.<br>Pratt—Yard Office.<br>Caldwell—Telegraph Office. |
|--|---|
- 5a. Conductors and Enginemen are not required to consult Bulletin Boards and General Order books at intermediate points on Subdivision.
- 5b. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at the initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.
6. Standard clocks are located at:
- |  |   |
|--|---|
| Eldon Yard—Yard Office.<br>Allerton.<br>Trenton.<br>Polo.<br>Atchison—Union Depot.<br>St. Louis—Union Station.<br>Carrie Ave.—Yard Office.<br>Belle—Telegraph Office.<br>Eldon, Mo.—Yard Office.<br>McFarland—Tel. Office.<br>Herington—Yard Office. | St. Joseph—Yard Office.<br>St. Joseph—Union Depot.<br>St. Joseph—U. T. Co. Yard Office.<br>Kansas City, Mo.—Union Depot.<br>Kansas City, Kan.—Yard Office.<br>Kansas City, Kan.—Round House.<br>Horton—Telegraph Office.<br>Topeka—Passenger Depot.<br>Topeka—Interlocking Tower.<br>Belleville—Telegraph Office. |
|--|---|
8. "g" Conditional stops for revenue passengers only.
9. No. 23 and No. 24 stop on flag at Oetters Spur, Marvin and Wingate.
11. CLIO: Dwarf Signal 3721 between Eastward and Westward main tracks governs westward movement from eastward main track over spring switch to single track. Signal equipped with push button which clears signal after two minutes elapses if block uncoupled.
- 11a. TINDALL: Dwarf Signal 4104 between eastward and westward main tracks governs eastward movement from the westward main track over spring switch to single track. Signal equipped with push button which clears signal after two minutes elapses if block uncoupled.
- 11b. When trains are stopped by automatic block signal No. 3723 at CLIO or automatic block signal No. 4102 at Tindall which govern movements from two main tracks to single track at these locations, and no train seen in block, trainmen must throw spring switch by hand to permit train to pass over switch.
- 11c. COBURN: Eastward automatic block signal 4262, Subdiv. 30, located approximately 4000 feet west of the Entrance Signal at Coburn, will also serve as a distant signal to repeat the indications of the eastward Entrance Signal at Coburn.
- 11d. FLORENCE: Signal 4994, just west thereof, on left side of track governs movement of eastward trains.
- 11e. All Railroad crossings at grade are protected by interlocking signals, except as follows:

Subdiv.	MP Loca.	Crossing	Remarks	Operated by	Normal Position Gates AGAINST	Light Arrangement for	
						Stop	Proceed
30	497.8	CB&Q					
30a	498.2	CB&Q					
30a	498.7	CB&Q					
30a	498.7	AT&SF					
30a	499.1	CB&Q					
34	7.7	StLB&TCo	Gate	Trainmen	StLB&TCo	Red	Yellow
35	160.1	MoPac	Gate	Trainmen	MoPac	Red	Yellow
36a	0.3	CB&Q					
36a	0.4	CB&Q	Gate	Gate Tender	CB&Q	Red	Yellow
36a	0.5	UTRR					
37	143.0	UP					
37	196.7	MoPac					
36b	192.8	AT&SF	Gate	Trainmen	CRI&P	Red	Green
36b	220.3	UP					

- 11g. Railroad crossings at grade are protected by automatic interlocking as shown below:

Subdiv.	MP Loca.	Crossing	Subdivision	MP Location	Crossing
30	439.8	Wabash	36	262.5	Mo. Pac.

## SPECIAL INSTRUCTIONS—Continued

14. Following rule in effect on subdivisions where so specified in foot notes of Time Table.

Freight trains and mixed trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned, as follows:

"C. & E. . . . . after (time) protect against Extra . . . . . " Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains and mixed trains may occupy the main track between STATION SIGNS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION SIGN, and thereafter proceed as the way is seen or known to be clear.

14a. Following rule in effect on subdivisions where so specified in foot notes of schedule pages of time table:

When train order is received reading eastward-northward (or westward-southward) extra trains or eastward-northward or westward-southward extra trains except extra . . . . . wait at . . . . . (a station in rear) until the train addressed is relieved from protecting its rear against such following extra trains, or extra train, until the time named in the order.

15. Schedule time and train order restrictions apply at crossover switch just east of water tank at Lackland, MP 12-23 Subdiv. 34 for westward trains.

15a. Union Pacific R. R. Jct. is located at MP 13.5 (Troy). The Jct. switch will be left lined for CRI&P main track. Telegraphers at Troy during hours on duty are authorized to handle switches for UP trains.

16. Trains between Polo and Birmingham will be governed by CMStP&P RR time table and operating rules.

16a. Trains between Birmingham and St. Louis Ave., Kansas City, Mo., will be governed by CB&Q and Wabash joint time table, Central District.

16b. Trains between St. Louis Ave. Tower and Kansas City, Mo., Union Station or State Line will be governed by Kansas City Terminal Ry. Co. Rules.

16c. Trains between State Line and CRI&P Ry. Jct., Kansas City, Kan., will be governed by UPRR time table and operating rules.

16d. Trains between Winthrop and Atchison U. D. will be governed by rules of the Atchison & Eastern Bridge Co.

16e. Trains between Atchison U. D. and Atchison Yd., will be governed by AT&SF time table and rules.

16f. Between Union Station and Rock Island Jct. (St. Louis) trains will be governed by TRRA time table and rules.

16g. Between Leads Junction and Kansas City Belt Junction Subdiv. 35, trains will be governed by StL&SF Time Table and Rules.

16h. Between Kansas City Belt Jct. and Kansas Avenue Subdiv. 35, trains will be governed by Kansas City Terminal Ry. Rules.

16i. Between Kansas City, Mo. and Terminal Jct. Subdiv. 36, trains using tracks of Kansas City Terminal Ry. Co. will be governed by KCTRY. Rules, and be provided with Union Station time table.

16j. Between Terminal Jct. or CRI&P Jct. and Topeka Jct. Subdiv. 36, trains will be governed by time table and rules of UPRR.

16k. Between CRI&P Jct. and West Abilene, and between East Salina and A. B. Jct. Subdiv. 36B, trains will be governed by the time table and rules of AT&SFry.

16l. Between West Abilene and East Salina Subdiv. 36B, trains will be governed by time table and rules of UPRR.

16m. All train movements between Lackland and Rock Island Jct. will be under the supervision and authority of TRRA train dispatchers. And be governed by TRRA rules. This authority supersedes time table schedules.

17. Trains or engines must stop before entering limits of Highway on Industrial track at MP 28-30 serving Hellwig Bros. at Bon Homme, and must be preceded by Flagman to warn Highway traffic before movement is made onto crossing.

18. FIRST CLASS TRAINS APPROACHING STATIONS USED JOINTLY WITH OTHER DIVISIONS, IF THE TIME OF TRAINS OF ALL DIVISIONS USING THE SAME TRACKS AT SUCH STATION IS NOT SHOWN ON THE TIME TABLES OF ALL DIVISIONS, SHALL APPROACH SUCH STATIONS AT RESTRICTED SPEED.

18a. Topeka Interlocking extends from Topeka Jct. and St. Joseph Line Jct. over Kaw River Bridge to west end of plant on two main tracks. Westward trains at Topeka Jct. or St. Joseph Line Jct. finding home interlocking signal displaying stop indication will immediately communicate with leverman by telephone and must secure his permission before passing home signal. Telephones are located in switch tender's shanty Topeka Jct., and in box on pole near eastward home signal at St. Joseph Line Jct. One long ring is call for leverman.

18b. For eastward trains at St. Joseph Line Jct. the top light on the home interlocking signal governs route to Kansas City. Lower light governs route to St. Joseph Line.

18c. Switches leading to Curtis St. track and Material Yd. track, North Topeka, are hand-thrown switches and must not be used without first securing permission from towerman.

18d. Branch line trains must protect against approaching main line trains at junction points.

21. At Interlocking following whistle signals designate route desired:

<p><b>At Topeka</b></p> <p>North Topeka . . . . . 2 long. West Main . . . . . 3 long. East Main . . . . . 3 long 1 short. East Yard Lead . . . . . 2 long 1 short. City . . . . . 3 short 1 long. Creamery . . . . . 1 short 1 long. Roundhouse (North Side) . . . . . 1 short 1 long 1 short. Roundhouse (South Side) . . . . . 1 long 1 short 1 long. Roundhouse (For set over) . . . . . 5 short. For Water . . . . . 2 short 1 long.</p>	<p><b>At White City</b></p> <p>Main Track . . . . . 2 long. Siding . . . . . 2 long 1 short. Other Tracks . . . . . 1 short 1 long 1 short.</p> <p><b>At St. Joseph, Missouri River Bridge and Interlocking:</b> East End of Missouri River Bridge: CRI&amp;P Route . . . . . 1 long 1 short 1 long. Union Pacific Route . . . . . 1 long 1 short 1 long.</p>
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23. When trains meet on two main tracks, between Allerton and Clio, or on two main tracks between Tindall and Trenton, and, if for any reason, it is necessary for either train to identify the other train, speed of both trains will be reduced to 15 miles per hour for the purpose of identification.

26. Automatic Block System Rules, except 503(b), in effect as follows:  
Subdivision 28, between Eldon Yard and Trenton.  
Subdivision 29, between Trenton and Polo (Rules 525-534, Incl.).  
Subdivision 30a, between Terminal Jct. and Rushville, and  
Subdivision 36, between Topeka Jct. and Herington.

26a. Subdivision 28. Bridge No. 3965 is equipped with fire protection appliances which controls eastward Signal No. 3978, Westward Signal No. 3949. If signal No. 3978 or No. 3949 is found displaying stop indication bridge must be inspected before passing over it.

27. Draw bridges are located at:  
Atchison—Missouri River.  
St. Joseph—Missouri River.

28. Minimum clearance of bridges, tunnels, etc. Height, 16 feet 2 inches; width, 11 feet 4 inches.

28a. All employees are hereby notified that it is dangerous to stand erect upon cars, especially cars of extraordinary height, while passing over, through or under the following-named bridges or viaducts.

Subdiv.	Mile Post	Kind of Structure	CLEARANCE			
			Height Above Top of Rail		Width at Height Shown	
28	298.8	Thru Span . . . . .	22 ft.-0 in.		6 ft.-11 in.	
28	302.3	Viaduct . . . . .	23 ft.-0 in.		14 ft.-0 in.	
28	327.6	Viaduct (Wabash Ry.) . . . . .	21 ft.-0 in.		14 ft.-0 in.	
28	332.0	Viaduct . . . . .	22 ft.-6 in.		14 ft.-0 in.	
28	332.4	Thru Span . . . . .	21 ft.-11 in.		8 ft.-9 in.	
28	359.3	Viaduct . . . . .	23 ft.-2 in.		14 ft.-0 in.	
28	397.1	Thru Span . . . . .	22 ft.-6 in.		6 ft.-1 in.	
28	399.4	Thru Span . . . . .	22 ft.-0 in.		6 ft.-1 in.	
28	415.8	Viaduct . . . . .	21 ft.-2 in.		14 ft.-0 in.	
28	451.3	Thru Span . . . . .	23 ft.-9 in.		7 ft.-2 in.	
29	460.0	Delivery Chute and Apron, Polo . . . . .	18 ft.-6 in.		12 ft.-3 in.	
29	Han. Br. Mo. Riv. KCSRy.	Thru Span . . . . .	22 ft.-7 in.		14 ft.-0 in.	
29	Broadway Cross.	Viaduct . . . . .	21 ft.-4 in.		14 ft.-0 in.	
29	Intercity	Viaduct . . . . .	18 ft.-11 in.		14 ft.-0 in.	
29	12th St.	Viaduct . . . . .	22 ft.-0 in.		14 ft.-0 in.	
29	19th St.	Viaduct . . . . .	16 ft.-4 in.		13 ft.-0 in.	
29	19th St.	Viaduct . . . . .	19 ft.-6 in.		14 ft.-0 in.	
29	19th St.	Viaduct (Over WB Tracks) . . . . .	19 ft.-0 in.		13 ft.-4 in.	
29	19th St.	Viaduct (Over EB Tracks) . . . . .	18 ft.-6 in.		13 ft.-4 in.	
29	James St.	Viaduct . . . . .	22 ft.-6 in.		13 ft.-6 in.	
29	Kaw Riv. Br.	Thru Span . . . . .	21 ft.-7 in.		13 ft.-6 in.	
29	7th St.	Viaduct . . . . .	20 ft.-6 in.		20 ft.-6 in.	
29	10th St.	Viaduct . . . . .	20 ft.-11 in.		13 ft.-6 in.	
29	18th St.	Viaduct . . . . .	23 ft.-2 in.		13 ft.-6 in.	
30	432.5	Viaduct . . . . .	23 ft.-0 in.		14 ft.-0 in.	
30	449.2	Viaduct . . . . .	23 ft.-0 in.		14 ft.-0 in.	
30	456.7	Thru Span . . . . .	22 ft.-5 in.		7 ft.-0 in.	
30	470.2	Viaduct . . . . .	22 ft.-2 in.		14 ft.-0 in.	
30	484.4	Viaduct . . . . .	22 ft.-0 in.		14 ft.-0 in.	
30	489.3	Thru Span . . . . .	21 ft.-7 in.		8 ft.-0 in.	
30	494.0	Viaduct . . . . .	23 ft.-4 in.		14 ft.-0 in.	
30a	499.3	Viaduct (6th St.—St. Joe.) . . . . .	19 ft.-4 in.		14 ft.-0 in.	
30a	505.7	Viaduct . . . . .	22 ft.-6 in.		14 ft.-0 in.	
30a	514.0	Overhead Highway . . . . .	22 ft.-7 in.		14 ft.-0 in.	
30a	Mo. Riv. Br. Atchison Yd.	Thru Truss . . . . .	21 ft.-9 1/2 in.		7 ft.-6 in.	
30a	Atchison Yd.	Viaduct (6th St.—Atchison) . . . . .	20 ft.-11 in.		13 ft.-9 1/2 in.	
34	Florissant Av.	Viaduct (TRRA) . . . . .	17 ft.-6 in.		13 ft.-0 in.	
34	15.6	Overhead Highway . . . . .	21 ft.-6 in.		14 ft.-0 in.	
34	42.1	Through Lattice Truss . . . . .	22 ft.-0 in.		5 ft.-4 in.	
34	45.8	Through Lattice Truss . . . . .	22 ft.-0 in.		5 ft.-4 in.	
34	46.6	Overhead. MPRRCo. . . . .	22 ft.-7 in.		14 ft.-0 in.	
34	49.0	Overhead Highway . . . . .	22 ft.-1 in.		14 ft.-0 in.	
34	55.3	Through Lattice Truss . . . . .	20 ft.-5 in.		6 ft.-4 in.	
34	57.0	Overhead Highway . . . . .	22 ft.-5 in.		14 ft.-0 in.	



**SPECIAL INSTRUCTIONS—Continued**

Sub-div.	Mile Post	Kind of Structure	CLEARANCE	
			Height Above Top of Rail	Width at Height Shown
34	118.0	Tunnel No. 1	20 ft.- 4 1/2 in.	1 ft.- 0 in.
34	121.5	Marles River Bridge	22 ft.- 3 in.	5 ft.- 4 in.
34	128.6	Tunnel No. 2	19 ft.- 9 in.	1 ft.- 0 in.
34	135.5	Through Plate Truss	22 ft.- 3 in.	5 ft.- 4 in.
34	137.0	Through Plate Truss	22 ft.- 5 in.	5 ft.- 4 in.
34	138.8	Through Plate Truss	22 ft.- 4 in.	5 ft.- 4 in.
34	143.3	Osage River Bridge	22 ft.- 5 in.	5 ft.- 4 in.
34	149.0	Tunnel No. 3	19 ft.- 0 in.	1 ft.- 0 in.
34	150.3	Overhead Highway	23 ft.- 8 in.	14 ft.- 0 in.
35	160.4	Overhead Highway	23 ft.- 0 in.	14 ft.- 0 in.
35	165.8	Overhead Highway	21 ft.- 5 in.	14 ft.- 0 in.
35	182.5	Overhead Highway	21 ft.- 6 in.	14 ft.- 0 in.
35	184.5	Overhead Highway	22 ft.- 3 in.	14 ft.- 0 in.
35	215.6	Overhead MKTRY	21 ft.- 1 in.	14 ft.- 0 in.
35	241.5	Overhead Highway	22 ft.- 8 in.	14 ft.- 0 in.
35	248.0	Overhead Highway	21 ft.- 6 in.	14 ft.- 5 in.
35	277.8	Tunnel No. 4	21 ft.- 6 in.	1 ft.- 0 in.
35	282.7	Overhead Highway	23 ft.- 0 in.	14 ft.- 0 in.
35	Harrison St.	Viaduct KCT	17 ft.- 6 in.	13 ft.- 0 in.
36a	0.5	Missouri River Bridge	22 ft.- 4 in.	7 ft.- 6 in.
36a	15.0	Overhead Crossing St. & Giry	19 ft.- 10 in.	14 ft.- 0 in.
36a	34.6	Bridge 346, West of Pierce Jct.	21 ft.- 2 in.	7 ft.- 0 in.
36a	40.7	Viaduct, Horton Yard, East End	21 ft.- 6 in.	14 ft.- 0 in.
36a	45.6	Bridge 465, West of Horton	22 ft.- 0 in.	7 ft.- 0 in.
36a	48.5	Overhead Crossing, Mo Pac, Whiting	20 ft.- 8 in.	14 ft.- 0 in.
36a	50.5	Overhead Highway, West of Whiting	23 ft.- 6 in.	14 ft.- 0 in.
36a	59.7	Bridge 597, East of Holton	22 ft.- 6 in.	9 ft.- 0 in.
36a	85.5	Bridge 865, West of Elmont	22 ft.- 0 in.	7 ft.- 0 in.
36	89.2	Bridge 892, Kaw River, Topeka	22 ft.- 0 in.	8 ft.- 8 in.
36	116.5	Bridge 1165, East of Paxico	22 ft.- 0 in.	8 ft.- 8 in.
36b	193.4	Bridge 1934S, West of Enterprise	20 ft.- 5 in.	7 ft.- 0 in.
37	143.0	Bridge 1430C, Kaw River, Manhattan	22 ft.- 0 in.	9 ft.- 0 in.
37	146.5	Bridge 1465C, West of Manhattan	22 ft.- 0 in.	7 ft.- 0 in.

32a. At interlocking stations where Train Order Signal is operated by Signalman, Train Order Signal will not be displayed in proceed indication for a train or engine until the route is set and Interlocking Signals cleared to permit its movement, when no train orders are held for delivery.

**DISPATCHERS**

34. When heavy rains are reported dispatchers will give train and engine notification of same by train order in following form:

"Heavy rains between ..... and .....  
All trains run carefully watching for places likely to be affected."

**TRAINMEN AND ENGINEERS**

34a. All trains must run carefully during and after heavy storms, particularly when the track is liable to be affected. When fogs, storms or other conditions obscure track or signals, speed of train must be reduced to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

35. Emergency telephone connected with train dispatcher circuit:

Clio.  
Polo—East End of Siding.  
McFarland—East End and West End Yard.  
Celia.

Emergency telephones connected with stations:

Trenton—Seventh Street (with Yardmaster's Office).  
Trenton—Yard Jct. (with Yardmaster's Office).  
Lackland—East End of Yard (with Telegraph Office).  
Eldon, Mo.—East End of Yard (with Yard Office).

The following letters indicate—

F—Fuel Station.  
P—Train Dispatchers Telephone.  
R—Train Register Station.  
T—Turn Table.  
W—Water Station.  
Y—Wye.  
UX—Railroad Crossing not protected by interlocking.  
TO—Train Order Station.  
Yd—Station where yard limit signs are maintained.

**TABLE OF TRAIN SPEEDS**

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	72	50.0	105	34.3
34	106.0	73	49.3	110	32.7
36	100.0	74	48.6	115	31.3
38	94.7	75	48.0	120	30.0
40	90.0	76	47.4	125	28.8
42	85.7	77	46.7	130	27.7
45	80.0	78	46.1	135	26.7
48	75.0	79	45.6	140	25.7
50	72.0	80	45.0	145	24.8
52	69.2	81	44.4	150	24.0
54	66.6	82	43.9	155	23.2
56	64.2	83	43.4	160	22.5
58	62.0	84	42.9	170	21.2
60	60.0	85	42.4	180	20.0
61	59.0	86	41.9	190	18.9
62	58.0	87	41.4	200	18.0
63	57.1	88	40.9	210	17.1
64	56.2	89	40.4	220	16.4
65	55.3	90	40.0	230	15.6
66	54.5	91	39.6	240	15.0
67	53.7	92	39.1	250	14.4
68	52.9	93	38.7	260	13.8
69	52.1	94	38.2	270	13.3
70	51.4	95	37.9	280	12.8
71	50.7	100	36.0	290	12.4

**Official Hospitals.**

Name	Place	Telephone
Wright Memorial	Trenton, 415 East 9th St.	117
Evangelical Deaconess	St. Louis, 6140 Oakland Ave.	Hiland 8510
Peoples (for Colored)	St. Louis, 3449 Pine St.	Jefferson 5488
St. Lukes Hospital	Kansas City, Mo., 44th & Mill Creek Blvd.	VAentine 7500
Providence Hospital	Kansas City, Kans., 18th and Barnett.	DRexel 3140
Bell Memorial Hospital (For Colored)	Kansas City, Kans., 40th and Hudson Road.	VAentine 4814
Stromont Hospital	Topeka, 334 Greenwood Ave.	2-7295
Horton Hospital	Horton, East Front St.	25
Emergency Hospitals.		
Name	Place	Telephone
St. John's	Leavenworth, 7th & Kiowa St.	780
Atchison	Atchison, 2nd and N. St.	34
Dickinson Co. Mem. Hosp.	Ablene, Tenth & Campbell St.	984 North East
Clay Center Hospital	Clay Center, 1508 Sixth St.	232

C. E. MEKOTA, General Claim Agent, Chicago.

Loads for Kansas City and connections, and St. Louis line from Missouri district exceeding 16 ft. high must set out at Block 223 for handling.

Loads exceeding 16 ft. 2 inches high set out at Block 223 must be handled via Diversion route.

Loads 16 ft. to 16 ft. 2 inches high can be handled by switch engine under St. Louis Ave. viaduct at speed not exceeding three miles per hour.

Loads 16 ft. 2 inches high to 19 ft. 7 inches high destined Topeka and beyond will be set out Trenton for handling via St. Joseph.

All loads higher than 19 ft. 7 inches must be set out at Block 223 for handling via Diversion route.

Eastbound loads originating Topeka and beyond destined Trenton and beyond 16 ft. to 19 ft. 7 inches high will be routed via St. Joseph.

Loads higher than 19 ft. 7 inches must be routed via Kansas City for special handling.

Subdivision 30A.

Atchison: Train sheds in Atchison U. D. will not clear man on side of car.

Subdivision 35.

Bowen, Mo.: Spangler-Parks Tipple will not clear engine or man on top or side of car.

31. Industrial or spur tracks between stations are located at:

Sub-div.	Location	Name	Car Capacity
28	MP 297.3	Haynes Mine	12
28	MP 341.0	Casale Coal Mine	20
34	MP 10.8	Nuzol Oil Co.	6
34	MP 24.2	City St. Louis W. W.	50
34	MP 28.6	Helwig Bros.	4
34	MP 41.8	Otters Spur	3
34	MP 53.0	Davis Oil Co.	2
34	MP 92.0	Evans & Howard	54
34	MP 97.3	Ellis	3
35	MP 273.9	R. A. Long	4
35	MP 278.4	Kansas Buff Brick Co.	27
36	MP 284.8	U. Smile Spur	4
36	MP 94.6	Security Benefit Ass'n Spur	8
36a	MP 7.1	Hunt Spur	5
36a	MP 81.0	Crusher Spur Track	7
37	MP 192.6	Gas Spur	23

32. Lights on train order signals will not be displayed when train order offices are closed.

## SPECIAL INSTRUCTIONS—Concluded

### TRAIN ORDER OFFICES

	Office Hours Week Days		*Sundays and Holidays †Holidays Only	
	From	To	From	To
	<b>SUBDIVISION 28</b>			
Eldon Yd.....	Continuous			
Belknap.....	8:00 a.m.	4:00 p.m.		
	9:00 p.m.	5:00 a.m.		
CB&Q Crossing-Centerville CMSt&P Crossing- Seymour.....	Continuous			
Allerton.....	Continuous			
Clio.....	8:30 a.m.	5:30 p.m.		
Lineville.....	8:00 a.m.	5:00 p.m.		
	9:00 a.m.	11:00 a.m.		
	7:30 a.m.	3:30 p.m.		
Mercer.....	9:30 p.m.	5:30 a.m.		
	9:30 p.m.	5:30 a.m.		
Princeton.....	8:00 a.m.	4:00 p.m.		
	9:15 a.m.	11:15 a.m.		
	10:00 p.m.	6:00 a.m.		
	10:00 p.m.	6:00 a.m.		
Spickards.....	7:00 a.m.	12 noon		
	1:00 p.m.	4:00 p.m.		
Trenton.....	Continuous			
<b>SUBDIVISION 29</b>				
Polo.....	Continuous			
<b>SUBDIVISION 36</b>				
Topeka Yd.....	Continuous			
Maple Hill.....	8:00 a.m.	5:00 p.m.		
	8:00 a.m.	5:00 p.m.		
Paxco.....	8:00 a.m.	5:00 p.m.		
McFarland.....	Continuous			
Alma.....	8:00 a.m.	5:00 p.m.		
	1:30 p.m.	4:15 p.m.		
Volland.....	8:00 a.m.	5:00 p.m.		
Alta Vista.....	8:00 a.m.	5:00 p.m.		
	12:30 p.m.	2:30 p.m.		
Dwight.....	8:00 a.m.	5:00 p.m.		
MKT Crossing.....	7:00 a.m.	11:00 p.m.		
	7:00 a.m.	11:00 p.m.		
Latimer.....	8:30 a.m.	5:30 p.m.		
Herington.....	Continuous			

	Office Hours Week Days		*Sundays and Holidays †Holidays Only	
	From	To	From	To
	<b>SUBDIVISION 34</b>			
Carrle Ave.....	8:20 a.m.	5:20 p.m.		
	8:20 a.m.	10:20 a.m.		
	8:00 a.m.	4:00 p.m.		
Lackland.....	4:30 p.m.	12:30 a.m.		
	4:30 p.m.	12:30 a.m.		
Chesterfield.....	8:00 a.m.	5:00 p.m.		
Union.....	8:30 a.m.	5:30 p.m.		
Gerald.....	8:00 a.m.	5:00 p.m.		
Rosebud.....	8:00 a.m.	5:00 p.m.		
Owensville.....	8:30 a.m.	5:30 p.m.		
Bland.....	7:00 a.m.	4:00 p.m.		
	8:00 a.m.	4:00 p.m.		
Belle.....	10:00 p.m.	6:00 a.m.		
	8:00 a.m.	4:00 p.m.		
	10:00 p.m.	6:00 a.m.		
Freeburg.....	8:00 a.m.	5:00 p.m.		
Argyle.....	7:00 a.m.	4:00 p.m.		
Meta.....	7:00 a.m.	4:00 p.m.		
Eugene.....	7:00 a.m.	4:00 p.m.		
Eldon.....	Continuous			
<b>SUBDIVISION 35</b>				
Barnett.....	6:30 a.m.	3:30 p.m.		
Versailles.....	7:30 a.m.	4:30 p.m.		
Stover.....	11:30 a.m.	2:30 p.m.		
Ionia.....	8:00 a.m.	5:00 p.m.		
Windsor.....	7:00 a.m.	4:00 p.m.		
	8:00 a.m.	5:00 p.m.		
Leeton.....	8:00 a.m.	5:00 p.m.		
Chilhowee.....	7:00 a.m.	4:00 p.m.		
	7:45 a.m.	4:45 p.m.		
Pleasant Hill.....	8:00 a.m.	10:00 a.m.		
	8:00 p.m.	5:00 a.m.		
Mo. Pac. Jct.....	8:00 p.m.	6:00 a.m.		
Raytown.....	7:30 a.m.	5:30 p.m.		
	7:30 a.m.	9:30 a.m.		
Leeds Jct.....	9:00 a.m.	6:00 p.m.		
<b>SUBDIVISION 37</b>				
McFarland.....	Continuous			
Manhattan.....	10:00 a.m.	6:00 p.m.		
	9:00 a.m.	5:00 a.m.		
Riley.....	*Same Hours			
	8:30 a.m.	5:30 p.m.		
Clay Center.....	9:30 a.m.	5:30 p.m.		
	5:30 p.m.	1:30 a.m.		
Morganville.....	*Same Hours			
	8:30 a.m.	5:30 p.m.		

	Office Hours Week Days		*Sundays and Holidays †Holidays Only	
	From	To	From	To
	<b>SUBDIVISION 37 Con'd.</b>			
Clifton.....	8:30 a.m.	5:30 p.m.		
	3:15 p.m.	5:15 p.m.		
Clyde.....	8:30 a.m.	5:30 p.m.		
Agenda.....	8:30 a.m.	5:30 p.m.		
Cuba.....	8:30 a.m.	5:30 p.m.		
Belleville.....	Continuous			
<b>SUBDIVISION 30-A</b>				
Davies.....	Continuous			
Donovan.....	Continuous			
St. Joseph Yd.....	8:30 a.m.	5:30 p.m.		
St. Joseph U. D.....	Continuous			
<b>SUBDIVISION 36-A</b>				
Wathena.....	8:00 a.m.	5:00 p.m.		
Blair.....	8:00 a.m.	5:00 p.m.		
	2:45 a.m.	10:45 a.m.		
Troy.....	1:00 p.m.	9:00 p.m.		
	*Same Hours			
Denton.....	8:00 a.m.	5:00 p.m.		
Horton.....	8:30 a.m.	5:30 p.m.		
Helton.....	8:00 a.m.	5:00 p.m.		
Mayetta.....	8:00 a.m.	5:00 p.m.		
Heyt.....	7:45 a.m.	4:45 p.m.		
<b>SUBDIVISION 30</b>				
Jamesport.....	7:15 a.m.	4:15 p.m.		
Gallatin.....	7:15 a.m.	4:15 p.m.		
Maysville.....	8:00 a.m.	5:00 p.m.		
<b>SUBDIVISION 36-B</b>				
Woodbine.....	6:30 a.m.	3:30 p.m.		
Enterprise.....	7:15 a.m.	4:15 p.m.		
	7:15 a.m.	9:15 a.m.		
Abilene.....	7:15 a.m.	4:15 p.m.		
	7:15 a.m.	4:15 p.m.		
Salina.....	8:00 a.m.	5:00 p.m.		
	8:00 a.m.	5:00 p.m.		

R. E. JOHNSON, Asst. Sup't., Trenton, Mo.  
Subdivisions 28, 29, 30 and 30a.

C. O. RICHARDSON, Asst. Sup't., Kansas City, Kan.  
Kansas City Terminal.

R. H. SPICER, Trainmaster, Herington, Kan.  
Subdivisions 36, 36a, 36b and 37.

J. M. HARRISON, Trainmaster, Eldon, Mo.  
Subdivisions 34 and 35.

G. E. TATUM, Terminal Trainmaster, Kansas City, Kan.  
Kansas City Terminal.

W. O. BRUCE, Terminal Trainmaster, Kansas City, Kan.  
Kansas City Terminal.

R. C. WARD, Terminal Trainmaster, Herington, Kan.  
Herington Terminal.

E. E. SMITH, Ass't Trainmaster, St. Joseph, Mo.  
Subdivision 30a and St. Joseph Terminal.

R. E. DETRICK, Master Mechanic, Kansas City, Kan.

J. A. EBECK, Road Foreman Equipment, Trenton, Mo.  
Subdivisions 28, 29, 30 and 30a.

H. J. CROWLEY, Road Foreman Equipment, Kansas City, Mo.  
Subdivisions 34, 35, 36, 36a, 36b and 37.

C. C. EVANS, Chief Dispatcher, Trenton, Mo.

G. T. STABLEIN,  
R. S. McCOLLOM,  
S. E. STROFF,  
F. F. RUSH,  
W. M. MCKINNEY,  
R. J. PRICE,  
W. H. WEBSTER,

P. H. JOHNSON, Chief Dispatcher, Kansas City, Mo.

B. JOHNSON,  
F. P. CARTER,  
A. G. DOUGLAS,  
E. J. DUNN,  
R. E. MASSENGILL,

Train Dispatchers,  
Trenton, Mo.  
Subdivisions 28, 29, 30,  
30a and 36a.

Train Dispatchers,  
Kansas City, Mo.  
Subdivisions 34, 35, 36,  
36b and 37.