

**Company Surgeons.**

**Location**

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

C. C. FERTIG,  
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. 7

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

SUNDAY, JULY 12, 1942

DESTROY ALL TIME TABLES OF PREVIOUS DATE

**PREVENT INJURY**



**SAFETY FIRST**

This Time Table for the exclusive use  
and guidance of Employees



# Main Line Westward

| SUBDIVISION 28<br>STATIONS<br>Time Table No. 7<br>July 12, 1942 |                            |    | M. P. Distance<br>from Chicago | Distance<br>from Trenton | Signs      | FIRST CLASS    |                             |              |                          |              |                            | SECOND CLASS     |  |   |   |
|---|----------------------------|----|--------------------------------|--------------------------|------------|----------------|-----------------------------|--------------|--------------------------|--------------|----------------------------|------------------|--|---|---|
|   |                            |    |                                |                          |            | 1              | 15                          | 43           | 17                       | 507          | 3                          | 93               | 911                                      | 91  | 915                                     |
| LEAVE   |                            |    |                                |                          |            | Passenger      | Mid<br>Continent<br>Special | Californian  | Short<br>Line<br>Express | Rocket       | Golden<br>State<br>Limited | Texas<br>Special | Des Moines<br>St. J., K.C.<br>R. B. Frt. | Chicago<br>California<br>Gold Ball<br>Freight | Twin City<br>K.C., St. J.<br>R. B. Frt. |
|   |                            |    |                                |                          |            | Daily          | Daily                       | Daily        | Daily                    | Daily        | Daily                      | Daily            | Daily                                    | Daily   | Daily                                   |
| ON..  | ..... ELDON YARD.....      | TO | 295.2                          | 120.7                    | RYdFY      | A.M.<br>1:25   |                             | A.M.<br>3:56 |                          |              | P.M.<br>5:15               | A.M.<br>9:30     |  | P.M.<br>9:50                                  |   |
| SW..  | ..... FLORIS.....          | P  | 301.3                          | 114.6                    |            | f 1:40         |                             | 4:05         |                          |              | 5:24                       | 9:42             |  | 10:01   |   |
|   | ..... BELKNAP.....         | TO | 308.2                          | 107.7                    |            | s 1:50         |                             | 4:13         |                          |              | 5:32                       | 9:53             |  | 10:15   |   |
|   | ..... Wabash Crossing..... |    | 308.2                          | 107.7                    |            |                |                             |              |                          |              |                            |                  |  |   |   |
|   | ..... DRAKESVILLE.....     | P  | 311.4                          | 104.5                    | W          | f 1:55         |                             | 4:17         |                          |              | 5:36                       | 10:01            |  | 10:20   |   |
|   | ..... PARIS.....           | P  | 317.7                          | 98.2                     |            | f 2:04         |                             | 4:25         |                          |              | 5:44                       | 10:09            |  | 10:31   |   |
|   | ..... UNIONVILLE.....      | P  | 323.8                          | 92.1                     |            | f 2:13         |                             | 4:32         |                          |              | 5:51                       | 10:18            |  | 10:41   |   |
|   | ..... UDELL.....           | P  | 327.3                          | 86.6                     |            | f 2:18         |                             | 4:36         |                          |              | 5:55                       | 10:23            |  | 10:46   |   |
|   | ..... SHARON.....          | P  | 332.0                          | 83.9                     |            | f 2:24         |                             | 4:41         |                          |              | 6:01                       | 10:29            |  | 10:53   |   |
| CV..  | ..... CB&Q Crossing.....   | TO | 336.1                          | 79.8                     |            |                |                             |              |                          |              |                            |                  |  |   |   |
|   | ..... CENTERVILLE.....     |    | 336.9                          | 79.6                     | YdWY       | s 2:34         |                             | 4:48         |                          |              | 6:12                       | 10:39            |  | 11:00   |   |
|   | ..... NUMA.....            | P  | 343.8                          | 72.1                     |            | s 2:45         |                             | 4:57         |                          |              | 6:22                       | 10:52            |  | 11:15   |   |
| SR..  | ..... SEYMOUR.....         |    | 351.7                          | 64.2                     |            | s 2:57         |                             | 5:07         |                          |              | 6:31                       | 11:06            |  | 11:44   |   |
| F..   | ..... CMS&P Crossing.....  | TO | 352.0                          | 63.9                     |            |                |                             |              |                          |              |                            |                  |  |   |   |
|   | ..... HARVARD.....         | P  | 359.8                          | 56.1                     |            | f 3:07         |                             | 5:17         |                          |              | 6:41                       | 11:20            |  | 11:59   |   |
| AR..  | ..... ALLERTON.....        | TO | 365.0                          | 50.9                     | RYdF<br>WY | 3:45<br>A.M.   | s 4:20                      | 5:27         | s 9:05                   | P.M.<br>6:30 | 6:51                       | 11:35<br>9:14    | P.M.<br>1:00                             | P.M.<br>12:20<br>A.M.<br>4                    | P.M.<br>9:55                            |
| CO..  | ..... CLIO.....            | TO | 372.2                          | 43.7                     |            |                |                             | 4:28         | 5:37                     | g 9:15       | 6:37                       | 11:47            | 1:09                                     | 12:33   | 10:05                                   |
| WR..  | ..... LINEVILLE, IA.....   | TO | 378.1                          | 37.8                     |            |                |                             | 4:35         | 5:45                     | f 9:24       | 6:43                       | 11:55            | 1:26                                     | 12:41   | 10:13                                   |
| Q...  | ..... MERCER, MO.....      | TO | 383.1                          | 34.8                     |            |                |                             | 4:40<br>9:00 | 5:52                     | f 9:32       | 6:47                       | 12:02<br>P.M.    | 1:35                                     | 12:48   | 10:20                                   |
|   | ..... ALVORD.....          | P  | 387.7                          | 28.2                     |            |                |                             | 4:45         | 5:58                     | g 9:38       | 6:51                       | 12:08            | 1:41                                     | 12:55   | 10:26                                   |
| PR..  | ..... PRINCETON.....       | TO | 392.9                          | 23.0                     |            |                |                             | 4:51         | g 6:05                   | f 9:48       | 6:56                       | 12:15            | 1:48                                     | 1:03  | 10:34<br>96-44<br>10:45                 |
|   | ..... MILL GROVE.....      | P  | 399.8                          | 16.1                     |            |                |                             | 4:59         | 6:14                     | f 9:58       | 7:03                       | 12:25            | 1:58                                     | 1:18  | 11:04                                   |
| SE..  | ..... SPICKARDS.....       | TO | 404.3                          | 11.6                     |            |                |                             | 5:04         | 6:20                     | g 10:06      | 7:07                       | 12:33            | 2:04                                     | 1:28  | 11:29                                   |
|   | ..... TINDALL.....         | P  | 410.1                          | 5.8                      |            |                |                             | 5:10         | 6:27                     | 10:14        | 7:12                       | 12:41            | 2:12                                     | 1:40  | 11:39                                   |
| RN..  | ..... TRENTON.....         | TO | 415.9                          |                          | RYdF<br>WT | s 5:17<br>A.M. | s 6:35                      | 6:35         | g 10:25                  | 7:19         | 7:55                       | 1:00<br>P.M.     | 2:25<br>P.M.                             | 2:10<br>A.M.                                  | 1:50<br>P.M.                            |
| DS..  | ..... TRENTON.....         | TO | 415.9                          |                          |            |                |                             |              |                          |              |                            |                  |  |   |   |
| ..... AVERAGE SPEED PER HOUR.....                               |                            |    |                                |                          |            | 29.9           | 53.6                        | 45.5         | 38.1                     | 62.3         | 45.2                       | 34.5             | 35.9                                     | 27.8  | 23.1                                    |
| ..... SCHEDULE TIME.....  |                            |    |                                |                          |            | 2:20           | 0:57                        | 2:39         | 1:20                     | 0:49         | 2:40                       | 3:30             | 1:25                                     | 4:20  | 1:55                                    |

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 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.

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, and receive for Kansas City and beyond.

# Main Line Eastward

| SUBDIVISION 28   |                                    |  |  | FIRST CLASS        |                          |           |            |                       |                      |            | SECOND CLASS                         |                                       |                                |   |                                       |      |  |  |
|------------------|------------------------------------|--|--|--------------------|--------------------------|-----------|------------|-----------------------|----------------------|------------|--------------------------------------|---------------------------------------|--------------------------------|---|---------------------------------------|------|--|--|
| STATIONS         |                                    |  |  | 16                 | 2                        | 508       | 44         | 18                    | 4                    |            | 912                                  | 990                                   | 98                             | 914                                     | 96                                    |      |  |  |
| Time Table No. 7 |                                    |  |  | 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 |      |  |  |
| July 12, 1942    |                                    |  |  |                    |                          |           |            |                       |                      |            |                                      |                                       |                                |   |                                       |      |  |  |
| Station Numbers  |                                    |  |  | Capacity of Siding | Capacity of Other Tracks |           |            |                       |                      |            |                                      |                                       |                                |   |                                       |      |  |  |
| 295              | ..... ELDON YARD .....             |  |  | 1094               |                          | 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                       | f 6:23    | 12:55      |                       | 1:40                 |            |                                      | 8:20                                  | 12:05                          |   | 2:01                                  |      |  |  |
| 308              | ..... BELKNAP .....                |  |  | 99                 | 20                       | s 6:14    | 12:45      |                       | 1:31                 |            |                                      | 8:00                                  | 11:53                          |   | 1:50                                  |      |  |  |
|                  | ..... Wabash Crossing .....        |  |  |                    |                          |           |            |                       |                      |            |                                      |                                       |                                |   |                                       |      |  |  |
| 311              | ..... DRAKESVILLE .....            |  |  | 87                 | 8                        | f 6:08    | 12:41      |                       | 1:27                 |            |                                      | 7:50                                  | 11:47                          |   | 1:27                                  |      |  |  |
| 318              | ..... PARIS .....                  |  |  | 87                 | 13                       | f 5:58    | 12:32      |                       | 1:20                 |            |                                      | 7:35                                  | 11:37                          |   | 1:10                                  |      |  |  |
| 324              | ..... UNIONVILLE .....             |  |  | 62                 | 28                       | s 5:48    | 12:23      |                       | 1:11                 |            |                                      | 7:20                                  | 11:27                          |   | 12:59                                 |      |  |  |
| 327              | ..... UDELL .....                  |  |  | 89                 | 8                        | f 5:42    | 12:18      |                       | 1:07                 |            |                                      | 7:10                                  | 11:21                          |   | 12:50                                 |      |  |  |
| 332              | ..... SHARON .....                 |  |  | 56                 |                          | f 5:34    | 12:12      |                       | 1:01                 |            |                                      | 6:55                                  | 11:13                          |   | 12:40                                 |      |  |  |
|                  | ..... CB&Q Crossing .....          |  |  |                    |                          |           |            |                       |                      |            |                                      |                                       |                                |   |                                       |      |  |  |
| 336              | ..... CENTERVILLE .....            |  |  | N72 B52            | 213                      | s 5:28    | 12:07      |                       | 12:56                |            |                                      | 6:45                                  | 11:06                          |   | 12:33                                 |      |  |  |
| 344              | ..... NUMA .....                   |  |  | 95                 | 30                       | s 5:17    | 11:54      |                       | 12:46                |            |                                      | 6:25                                  | 10:52                          |   | 12:22                                 |      |  |  |
| 352              | ..... SEYMOUR .....                |  |  | B86 N43            | 40                       | s 5:07    | 11:44      |                       | 12:36                |            |                                      | 6:10                                  | 10:38                          |   | A.M. 12:12                            |      |  |  |
|                  | ..... CM&P Crossing .....          |  |  |                    |                          |           |            |                       |                      |            |                                      |                                       |                                |   |                                       |      |  |  |
| 360              | ..... HARVARD .....                |  |  | 65                 | 15                       | f 4:46    | 11:32      |                       | 12:27                |            |                                      | 5:55                                  | 10:25                          |   | P.M. 11:59                            |      |  |  |
| 365              | ..... ALLERTON .....               |  |  | N125 N 44          | 207                      | s 4:22    | 11:25      | 11:45                 | 12:20                |            | A.M. 2:50                            | 5:45                                  | 10:18                          | A.M. 11:35                              | 11:40                                 |      |  |  |
| 372              | ..... CLIO .....                   |  |  | 95                 | 20                       | f 3:47    | 11:13      | 11:36                 | 12:10                |            | 2:20                                 | 5:05                                  | 10:06                          | 10:45                                   | 11:25                                 |      |  |  |
| 378              | ..... LINEVILLE, IA .....          |  |  | 89                 | 36                       | f 3:37    | 11:05      | 11:29                 | 12:01                |            | 2:06                                 | 4:50                                  | 9:58                           | 10:35                                   | 11:15                                 |      |  |  |
| 383              | ..... MERCER, MO. ....             |  |  | N88 B89            | 15                       | f 3:27    | 10:59      | 11:24                 | 11:55                |            | 1:50                                 | 4:40                                  | 9:50                           | 10:27                                   | 10:59                                 |      |  |  |
| 388              | ..... ALVORD .....                 |  |  | 100                |                          | 3:15      | 10:52      | 11:17                 | 11:48                |            | 1:38                                 | 4:13                                  | 9:38                           | 10:17                                   | 10:41                                 |      |  |  |
| 393              | ..... PRINCETON .....              |  |  | 78                 | 65                       | s 3:08    | 10:45      | 11:11                 | 11:42                |            | 1:31                                 | 4:05                                  | 9:27                           | 10:10                                   | 10:34                                 |      |  |  |
| 400              | ..... MILL GROVE .....             |  |  | 89                 | 13                       | f 2:53    | 10:36      | 11:04                 | 11:34                |            | 1:18                                 | 3:50                                  | 9:17                           | 9:58                                    | 10:24                                 |      |  |  |
| 404              | ..... SPICKARDS .....              |  |  | 86                 | 25                       | f 2:43    | 10:30      | 10:59                 | 11:29                |            | 1:05                                 | 3:40                                  | 9:11                           | 9:46                                    | 10:18                                 |      |  |  |
| 410              | ..... TINDALL .....                |  |  | 85                 | 17                       | f 2:31    | 10:23      | 10:52                 | 11:22                |            | 12:55                                | 3:30                                  | 9:03                           | 9:38                                    | 10:10                                 |      |  |  |
| 416              | ..... TRENTON .....                |  |  |                    | 900                      | 2:20 A.M. | 12:49 P.M. | 10:15 P.M.            | 10:45 P.M.           | 11:15 P.M. | 12:45 A.M.                           | 3:20 A.M.                             | 8:55 A.M.                      | 9:30 A.M.                               | 10:00 P.M.                            |      |  |  |
|                  | ..... LEAVE .....                  |  |  |                    |                          | Daily     | Daily      | Daily                 | Daily                |            | Daily                                | Daily                                 | Daily                          | Daily                                   | Daily                                 |      |  |  |
|                  | ..... AVERAGE SPEED PER HOUR ..... |  |  |                    |                          | 25.0      | 34.9       | 61.8                  | 42.6                 | 50.9       | 45.8                                 | 24.4                                  | 21.3                           | 34.5                                    | 24.4                                  | 28.4 |  |  |
|                  | ..... SCHEDULE TIME .....          |  |  |                    |                          | 2:02      | 2:00       | 0:50                  | 2:50                 | 1:00       | 2:38                                 | 2:05                                  | 5:40                           | 3:30                                    | 2:05                                  | 4:15 |  |  |

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 Seymour—Receive for Englewood and Chicago.

No. 4 discharge from Tucumcari and beyond.

# Main Line Westward

| SUBDIVISION 29<br>STATIONS<br>Time Table No. 7<br>July 12, 1942 |                                  |                                |                          | FIRST CLASS                 |              |                          |              |                            |   | SECOND CLASS                                  |                           |                  |                                       |   |      |
|---|----------------------------------|--------------------------------|--------------------------|-----------------------------|--------------|--------------------------|--------------|----------------------------|---|---|---------------------------|------------------|---------------------------------------|---|------|
|   |                                  |                                |                          | 15                          | 43           | 17                       | 507          | 3                          |   |   |                           |                  |                                       |   |      |
|   |                                  |                                |                          | Mld<br>Continent<br>Special | Californian  | Short<br>Line<br>Express | Rocket       | Golden<br>State<br>Limited | 915   | 91  | 303                       | 93               | 911                                   | 395   |      |
|   |                                  |                                |                          | Daily                       | Daily        | Daily                    | Daily        | Daily                      | Twin City<br>Kan. City<br>Red Ball<br>Freight | Chicago<br>California<br>Gold Ball<br>Freight | Mixed<br>Motor            | Texas<br>Special | Des Moines<br>Kan. City<br>R. B. Frt. | Chicago<br>Twin City<br>K.C., St. J.<br>Freight |      |
| LEAVE   |                                  |                                |                          | A.M.<br>5.20                | A.M.<br>6.38 | A.M.<br>10.30            | P.M.<br>7.19 | P.M.<br>8.00               | Daily   | Daily   | Daily<br>Except<br>Sunday | Daily            | Daily                                 | Daily<br>Except<br>Saturday                     |      |
| RN.<br>DS..   | STATION                          | M. P. Distance<br>from Chicago | Distance<br>from Trenton | Signs                       |              |                          |              |                            |   |   |                           |                  |                                       |   |      |
|   | ..... TRENTON ..... TO           | 414.1                          | .....                    | RYdF<br>WT                  |              |                          |              |                            |   |   |                           |                  |                                       |   |      |
|   | ..... 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                           |              |                          |              |                            |   |   |                           |                  |                                       |   |      |
| PO.   | ..... POLO ..... TO              | 460.5                          | 46.4                     | RYdFW                       | 6.15 g       | 7.42 g                   | 11.35        | 8.00 g                     | 8.58  | 2.30  | 3.50                      | 2.25             | 3.50                                  |   |      |
|   | ..... Elmira ..... P             | 467.6                          | 53.5                     |                             | 6.22         | 7.49                     | 11.45        | 8.07                       | 9.05  |   |                           |                  |                                       |   |      |
|   | ..... Lawson Jct. .... P         | 471.7                          | 57.6                     | W                           | 6.26         | 7.55                     | 11.55        | 8.11                       | 9.09  |   |                           |                  |                                       |   |      |
| ON.   | ..... Lawson ..... TO            | 472.9                          | 58.8                     |                             | 6.28         | 7.57                     | 11.57        | 8.12                       | 9.11  |   |                           |                  |                                       |   |      |
| EX.   | ..... Excelsior Springs. .... TO | 479.5                          | 65.4                     | W                           | g 6.37 f     | 8.06 s                   | 12.08 g      | 8.18 s                     | 9.21  |   |                           |                  |                                       |   |      |
|   | ..... Mosby ..... P              | 484.3                          | 70.2                     |                             | 6.43         | 8.12                     | 12.13        | 8.23                       | 9.28  |   |                           |                  |                                       |   |      |
|   | ..... Mosby Jct. .... P          | 484.8                          | 70.7                     |                             | 6.44         | 8.13                     | 12.14        | 8.24                       | 9.29  |   |                           |                  |                                       |   |      |
|   | ..... Stockdale ..... P          | 487.4                          | 73.3                     |                             | 6.47         | 8.16                     | 12.17        | 8.27                       | 9.34  |   |                           |                  |                                       |   |      |
|   | ..... Liberty ..... TO           | 492.1                          | 78.0                     | W                           | 6.52         | 8.22                     | 12.22        | 8.31                       | 9.40  |   |                           |                  |                                       |   |      |
| BG.   | ..... Birmingham. .... TO        | 498.1                          | 84.0                     |                             | 7.00         | 8.30                     | 12.32        | 8.37                       | 9.50  | 4.45  | 5.30                      | 3.40             | 5.00                                  |   |      |
|   | ..... Randolph ..... P           | 500.7                          | 86.6                     |                             |              |                          |              |                            |   |   |                           |                  |                                       |   |      |
| W.  | ..... Block 222. .... TO         | 503.6                          | 89.5                     |                             |              |                          |              |                            |   |   |                           |                  |                                       |   |      |
|   | ..... No. Kansas City. .... TO   | 504.8                          | 90.7                     |                             |              |                          |              |                            |   |   |                           |                  |                                       |   |      |
|   | ..... Block 223. .... P          | 505.4                          | 91.3                     |                             |              |                          |              |                            |   |   |                           |                  |                                       |   |      |
| GT.   | ..... Ustick ..... TO            | 506.3                          | 92.2                     |                             |              |                          |              |                            |   |   |                           |                  |                                       |   |      |
|   | ..... Broadway Tower. .... P     | 507.1                          | 93.0                     |                             |              |                          |              |                            |   |   |                           |                  |                                       |   |      |
|   | ..... St. Louis Ave. Tr. .... P  | 507.6                          | 93.5                     |                             |              |                          |              |                            |   |   |                           |                  |                                       |   |      |
| US.   | ..... KAN. CITY, MO. .... TO     | 510.1                          | 96.0                     |                             | 7.30<br>A.M. | 8.55<br>A.M.             | 1.00<br>P.M. | 9.00<br>P.M.               | 10.25<br>P.M.                                 |   |                           |                  |                                       |   |      |
|   | ..... St. Louis Ave. Tr. .... P  | 507.6                          | 93.5                     |                             |              |                          |              |                            |   |   |                           |                  |                                       |   |      |
|   | ..... State Line. .... P         | 507.7                          | 93.6                     |                             |              |                          |              |                            |   |   |                           |                  |                                       |   |      |
|   | ..... Kaw Bridge. .... P         | 508.4                          | 94.3                     |                             |              |                          |              |                            |   |   |                           |                  |                                       |   |      |
|   | ..... KAN. CITY, Kan. .... P     | 509.7                          | 95.6                     |                             |              |                          |              |                            |   | 6.00<br>A.M.                                  | 7.00<br>A.M.              | 5.00<br>P.M.     | 6.00<br>P.M.                          |   |      |
| ..... AVERAGE SPEED PER HOUR. ....                              |                                  |                                |                          |                             | 44.3         | 42.0                     | 38.4         | 57.3                       | 39.8  | 16.6  | 21.3                      | 32.7             | 26.8                                  | 28.8  | 11.8 |
| ..... SCHEDULE TIME. ....                                       |                                  |                                |                          |                             | 2-10         | 2-17                     | 2-30         | 1-41                       | 2-25  | 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<br>STATIONS<br>Time Table No. 7<br>July 12, 1942 |                        |    | FIRST CLASS   |              |                             |                             |                            | SECOND CLASS                                       |   |                                    |                  |  |                           |
|---|------------------------|----|---------------|--------------|-----------------------------|-----------------------------|----------------------------|--|---|------------------------------------|------------------|--|---------------------------|
|   |                        |    | 509           | 43           | 17                          | 107                         | 3                          | 991  | 95  | 91                                 | 93               | 97   | 995                       |
|   |                        |    | Rocket        | Californian  | Mid<br>Continent<br>Special | Rocky<br>Mountain<br>Rocket | Golden<br>State<br>Limited | St. Louis-<br>Kan. City-<br>Colo. Red<br>Ball Frt. | Mo. River<br>Texas<br>Red Ball<br>Freight | California<br>Gold Ball<br>Freight | Texas<br>Special | Kan. City-<br>Tucumcari<br>Red Ball<br>Freight | Red Ball<br>Freight       |
| LEAVE   |                        |    | Daily         | Daily        | Daily                       | Daily                       | Daily                      | Daily  | Daily                                     | Daily                              | Daily            | Daily  | Daily<br>Except<br>Monday |
|   |                        |    | A.M.<br>9.15  | A.M.<br>9.45 | P.M.<br>1.15                | P.M.<br>8.25                | P.M.<br>11.10              |  |   |                                    |                  |  |                           |
| US...   | KAN. CITY, Mo.         | TO |               |              |                             |                             |                            |  |   |                                    |                  |  |                           |
|   | KAN. CITY, KAN.        | TO | B 9.20        | E 9.51       | B 1.21                      | I 8.31                      | G 11.16                    |  |   |                                    |                  |  |                           |
| JC...   | TERMINAL JCT.          | TO | 9.21          | 9.52         | 1.23                        | 8.33                        | 11.18                      |  |   |                                    |                  |  |                           |
|   | R. I. FRT. YARD        | TO |               |              |                             |                             |                            | A.M. 7.00  | P.M. 12.30                                | P.M. 1.15                          | P.M. 7.45        | P.M. 8.00                                      |                           |
|   | CRIP JCT.              | TO | 9.23          | 9.55         | 1.25                        | 8.35                        | 11.20                      |  |   |                                    |                  |  |                           |
| DA...   | LAWRENCE               | TO | E 9.57        | G 10.35      | I 2.08                      | G 9.15                      | G 12.01                    |  |   |                                    |                  |  |                           |
| OT...   | TOPEKA                 | TO | B 10.23       | B 11.10      | B 2.40                      | B 9.48                      | B 12.35                    |  |   |                                    |                  |  |                           |
|   | TOPEKA JCT.            | TO |               | 11.16        | 2.47                        | 9.52                        | 12.41                      |  |   |                                    |                  |  |                           |
|   | ST. JOSEPH LINE JCT.   | TO | 10.25         | 11.17        | 2.48                        | 9.53                        | 12.42                      |  |   |                                    |                  |  | P.M. 11.20                |
| B...  | TOPEKA YARD            | TO | 10.27         | 11.19        | 2.52                        | 9.56                        | 12.45                      | 9.00   | 2.30                                      | 3.00                               | 9.45             | 10.20  | 11.30                     |
|   | BISHOP                 | TO | 10.33         | 11.25        | 2.58                        | 10.01                       | 12.50                      |  |   |                                    |                  |  | P.M.                      |
|   | VALENCIA               | TO | 10.38         | 11.31        | 3.04                        | 10.06                       | 12.56                      |  |   |                                    |                  |  |                           |
|   | WILLARD                | TO |               | 11.35        | 3.09                        | 10.10                       | 1.00                       |  |   |                                    |                  |  |                           |
| RH...   | MAPLE HILL             | TO | 10.45         | 11.40        | 3.17                        | 10.15                       | 1.05                       |  |   |                                    |                  |  |                           |
|   | VERA                   | TO |               | 11.44        | 3.22                        | 10.20                       | 1.09                       |  |   |                                    |                  |  |                           |
| CA...   | PAXICO                 | TO | 10.51         | 11.48        | 3.27                        | 10.24                       | 1.13                       |  |   |                                    |                  |  |                           |
| FA...   | McFARLAND              | TO | 10.55         | 12.06        | 3.42                        | 10.30                       | 1.30                       | 10.00<br>A.M.                                      | 3.30                                      | 4.00                               | 10.40<br>P.M.    | 11.30<br>P.M.                                  |                           |
| U...  | ALMA                   | TO | 10.59         | 12.12        | 3.49                        |                             | 1.38                       |  |   |                                    |                  |  |                           |
| FN...   | VOLLAND                | TO | 11.06         | 12.21        | 4.00                        |                             | 1.48                       |  |   |                                    |                  |  |                           |
| VA...   | ALTA VISTA             | TO | 11.15         | 12.32        | 4.15                        |                             | 2.00                       |  |   |                                    |                  |  |                           |
|   | JONES                  | TO | 11.19         | 12.37        | 4.20                        |                             | 2.05                       |  |   |                                    |                  |  |                           |
| DW...   | DWIGHT                 | TO | 11.22         | 12.43        | 4.26                        |                             | 2.10                       |  |   |                                    |                  |  |                           |
| WY...   | MKT Crossing           | TO |               |              |                             |                             |                            |  |   |                                    |                  |  |                           |
| WT...   | WHITE CITY             | TO | 11.29         | 12.53        | 4.38                        |                             | 2.20                       |  |   |                                    |                  |  |                           |
| VS...   | LATIMER                | TO | 11.35         | 1.02         | 4.50                        |                             | 2.30                       |  |   |                                    |                  |  |                           |
|   | MoPac Crossing         | TO |               |              |                             |                             |                            |  |   |                                    |                  |  |                           |
| RI...   | HERINGTON              | TO | 11.45<br>A.M. | 1.15<br>P.M. | 5.10<br>P.M.                |                             | 2.46<br>A.M.               |  | 5.45<br>P.M.                              | 6.15<br>P.M.                       | 12.15<br>A.M.    | 1.45<br>A.M.                                   |                           |
|   | AVERAGE SPEED PER HOUR |    | 60.1          | 42.9         | 38.4                        | 48.4                        | 41.7                       | 32.5   | 28.0                                      | 29.4                               | 32.7             | 25.6   | 3.6                       |
|   | SCHEDULE TIME          |    | 2.30          | 3.30         | 3.55                        | 2.05                        | 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. 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. 891, 91, 95, 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.

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.

No. 43 McFarland discharge from beyond Kansas City, receive for beyond Herington where scheduled to stop.

# Main Line Eastward

| SUBDIVISION 36<br>STATIONS<br>Time Table No. 7<br>July 12, 1942 |                       |                             | FIRST CLASS |             |                            |             |                             | SECOND CLASS        |  |   |  |   |   |
|---|-----------------------|-----------------------------|-------------|-------------|----------------------------|-------------|-----------------------------|---------------------|--|---|--|---|---|
|   |                       |                             | 32          | 44          | 4                          | 510         | 108                         | 996                 | 92   | 96  | 98<br>(994)                                | 94<br>(998)   | 992   |
| Station<br>Numbers  | Capacity of<br>Siding | Capacity of<br>Other Tracks | Passenger   | California  | Golden<br>State<br>Limited | Rocket      | Rocky<br>Mountain<br>Rocket | Red Ball<br>Freight | California-<br>Chicago<br>Gold Ball<br>Freight | Texas-<br>Kans. City<br>Red Ball<br>Freight | Texas-<br>Kan. City<br>Red Ball<br>Freight | Colo., Okla.<br>St. Louis<br>Chicago<br>Red Ball<br>Freight | Colorado<br>Kan. City<br>St. Louis<br>Red Ball<br>Freight |
| OC54  |                       |                             | A.M. 7.30   | P.M. 7.00   | P.M. 8.05                  | P.M. 8.15   | A.M. 1.10                   |                     |  |   |  |   |   |
|   |                       |                             | s 7.23      | g 6.51      | g 7.53                     | s 8.08      | 1.02                        |                     |  |   |  |   |   |
|   |                       |                             | 7.20        | 6.49        | 7.51                       | 8.06        | 1.00                        |                     |  |   |  |   |   |
| OC55  |                       | 5000                        |             |             |                            |             |                             |                     | P.M. 1.00                                      | P.M. 2.30                                   | P.M. 4.30                                  | A.M. 3.30   | A.M. 2.00   |
|   |                       |                             | 7.18        | 6.47        | 7.49                       | 8.05        | 12.58                       |                     |  |   |  |   |   |
|   |                       |                             | g 6.35      | g 6.07      | g 7.10                     | g 7.32      | A.M. 12.21                  |                     |  |   |  |   |   |
|   |                       |                             | s 6.05      | s 5.35      | s 6.37                     | s 7.07      | P.M. 11.51                  |                     |  |   |  |   |   |
|   |                       |                             | 5.52        | 5.26        | 6.32                       |             |                             |                     |  |   |  |   |   |
|   |                       |                             | 5.51        | 5.25        | 6.31                       | 7.02        | 11.48                       | A.M. 1.35           |  |   |  |   |   |
| 588   |                       | 175 796                     | 5.48        | 5.21        | 6.27                       | 7.00        | 11.46                       | 1.30                | A.M. 10.35                                     | P.M. 12.35                                  | 2.40                                       | 1.40  | A.M. 12.15  |
|   |                       |                             | 5.38        | 5.14        | 6.21                       | 6.54        | 11.39                       | A.M.                |  |   |  |   |   |
| 600   |                       | 150 25                      | g 5.31      | 5.09        | 6.15                       | 6.49        | 11.33                       |                     |  |   |  |   |   |
| 604   |                       | 20                          | f 5.26      | 5.05        | 6.11                       |             |                             |                     |  |   |  |   |   |
| 609   |                       | 100 E 100 W 71              | f 5.19      | 5.00        | 6.06                       | 6.42        | 11.24                       |                     |  |   |  |   |   |
| 613   |                       | 15                          | 5.11        | 4.55        | 6.02                       |             |                             |                     |  |   |  |   |   |
| 617   |                       | 37                          | f 5.06      | 4.51        | 5.58                       | 6.35        | 11.15                       |                     |  |   |  |   |   |
| 621   |                       | 125 W 80 E 592              | s 5.00      | s 4.47      | g 5.54                     | g 6.31      | g 11.10 P.M.                |                     | 9.00   | A.M. 10.45                                  | 1.55                                       | A.M. 12.30  | 108 P.M. 11.15  |
| 625   |                       | 95                          | s 4.49      | 4.37        | 5.44                       | 6.27        |                             |                     |  |   |  |   |   |
| 632   |                       | 100 E 100 W 17              | f 4.40      | 4.30        | 5.36                       | 6.21        |                             |                     |  |   |  |   |   |
| 640   |                       | 111                         | s 4.30      | g 4.20      | g 5.27                     | 6.14        |                             |                     |  |   |  |   |   |
| 643   |                       | 100 E 100 W 29              | 4.24        | 4.17        | 5.24                       | 6.11        |                             |                     |  |   |  |   |   |
| 646   |                       | 29                          | s 4.20      | 4.14        | 5.21                       | 6.08        |                             |                     |  |   |  |   |   |
|   |                       |                             |             |             |                            |             |                             |                     |  |   |  |   |   |
| 655   |                       | 100 E 120 W 29              | s 4.08      | 4.04        | 5.11                       | 6.00        |                             |                     |  |   |  |   |   |
| 662   |                       | 25                          | f 3.54      | 3.56        | 5.01                       | 5.54        |                             |                     |  |   |  |   |   |
|   |                       |                             |             |             |                            |             |                             |                     |  |   |  |   |   |
| 670   |                       | 2123                        | 3.40 A.M.   | s 3.45 P.M. | s 4.50 P.M.                | s 5.45 P.M. |                             |                     | 7.00 A.M.                                      | 8.45 A.M.                                   | 12.30 P.M.                                 | 10.30 P.M.  |   |
|   |                       |                             | Daily       | Daily       | Daily                      | Daily       | Daily                       | Daily Except Sunday | Daily  | Daily                                       | Daily                                      | Daily   | Daily   |
|   |                       |                             | 39.3        | 46.2        | 46.2                       | 60.1        | 50.5                        | 7.2                 | 25.1   | 25.6  | 36.8                                       | 30.1  | 34.1  |
|   |                       |                             | 3.50        | 3.15        | 3.15                       | 2.30        | 2.00                        | 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.

# Westward

# Main Line

# Eastward

| SECOND CLASS                                     |  | FIRST CLASS |                         |                       |                             |                    |                                  | SUBDIVISION 34 STATIONS |                                  |                        |           | FIRST CLASS        |   | SECOND CLASS                                    |  |
|--|--|-------------|-------------------------|-----------------------|-----------------------------|--------------------|----------------------------------|-------------------------|----------------------------------|------------------------|-----------|--------------------|---|---|--|
| 95   | 93   |             | 23                      |                       |                             |                    |                                  | Time Table No. 7        |                                  |                        |           | 24                 | 96                                      | 92  |  |
| St. Louis<br>Kansas<br>City<br>Texas<br>Red Ball | St. Louis<br>Texas<br>Oklahoma<br>Red Ball |             | Passenger<br>Motor      | Capacity of<br>Siding | Capacity of<br>Other Tracks | Station<br>Numbers | LEAVE                            |                         | M. P. Distance<br>from St. Louis | Distance<br>from Eldon | Signs     | Passenger<br>Motor | Kansas<br>City<br>St. Louis<br>Red Ball | California<br>St. Louis<br>Gold and<br>Red Ball |  |
| Daily  | Daily                                      |             | Daily                   |                       |                             |                    |                                  |                         |                                  |                        |           |                    |   |   |  |
|  |  |             | A.M.<br>8.30            |                       |                             |                    |                                  |                         |                                  |                        |           | P.M.<br>5.50       |   |   |  |
| P.M.<br>9.00                                     | P.M.<br>7.00                               |             | s 8.53                  |                       | 710                         | v B                | US... ST. LOUIS.....             | TO                      | 164.2                            |                        | RYd       |                    | P.M. 9.00                               | A.M. 6.00                                       |  |
| 96   | 96   |             |                         |                       |                             |                    | 6.9                              | TO                      | 157.3                            |                        | RYd       |                    |   |   |  |
|  |  |             |                         |                       |                             |                    | 4.6                              | TO                      | 152.7                            |                        | FWT       |                    |   |   |  |
|  |  |             |                         |                       |                             |                    | 3.1                              | TO                      | 149.6                            |                        |           |                    |   |   |  |
| 9-25   | 7-20                                       |             | 9-09                    |                       |                             |                    | 0.1                              | TO                      | 149.5                            |                        |           | 5-08               | 8-15                                    | 5-00  |  |
|  |  |             |                         |                       |                             |                    | 2.4                              | TO                      | 12.8                             | 147.1                  | YdW       |                    |   |   |  |
| 9-33   | 7-30                                       |             | s 9-15                  | 72                    | 89                          | v 13               | 2.9                              | TO                      | 15.7                             | 144.2                  |           | s 5-04             | 93<br>7-30                              | 4-42  |  |
| 9-38   | 7-35                                       |             | f 9-19                  |                       | 22                          | v 15               | 2.3                              | TO                      | 18.0                             | 141.9                  |           | f 4-59             | 7-09                                    | 4-30  |  |
| 9-43   | 7-39                                       |             | f 9-23                  | 46                    |                             | v 18               | 5.5                              | TO                      | 23.5                             | 136.4                  |           | f 4-55             | 7-04                                    | 4-25  |  |
| 9-52   | 7-47                                       |             | f 9-31                  |                       | 20                          | v 24               | 3.3                              | TO                      | 26.8                             | 133.1                  |           | f 4-46             | 6-51                                    | 4-15  |  |
| 9-58   | 7-52                                       |             | s 9-36                  | 72                    | 24                          | v 27               | 5.1                              | TO                      | 31.9                             | 128.0                  |           | s 4-41             | 6-44                                    | 4-09  |  |
| 10-05  | 8-00                                       |             | f 9-43                  |                       | 15                          | v 32               | 1.5                              | TO                      | 33.4                             | 126.5                  |           | f 4-32             | 6-32                                    | 3-58  |  |
| 10-08  | 8-04                                       |             | f 9-45                  | 47                    | 2                           | v 33               | 5.6                              | TO                      | 39.0                             | 120.9                  |           | f 4-29             | 6-30                                    | 3-54  |  |
| 10-17  | 8-13                                       |             | 9-55                    | 64                    |                             | v 39               | 0.9                              | TO                      | 39.9                             | 120.0                  | W         | 4-19               | 6-18                                    | 3-40  |  |
| 10-18  | 8-15                                       |             | f 9-56                  |                       | 22                          | v 40               | 6.1                              | TO                      | 46.0                             | 113.9                  |           | f 4-18             | 6-16                                    | 3-38  |  |
| 10-31  | 8-26                                       |             | f 10-07                 | 60                    | 5                           | v 46               | 5.2                              | TO                      | 51.2                             | 108.7                  |           | f 4-17             | 6-06                                    | 3-27  |  |
| 10-41  | 8-38                                       |             | f 10-17                 | 55                    | 22                          | v 51               | 8.3                              | TO                      | 59.5                             | 100.4                  | W         | f 3-57             | 5-56                                    | 3-17  |  |
| 11-01  | 8-55                                       |             | s 10-30                 | 66                    | 120                         | v 60               | 5.4                              | TO                      | 64.9                             | 95.0                   |           | s 3-44             | 5-42                                    | 2-57  |  |
| 11-16  | 9-08                                       |             | f 10-41                 | 53                    | 3                           | v 65               | 6.7                              | TO                      | 71.6                             | 88.3                   |           | f 3-35             | 5-26                                    | 2-48  |  |
| 11-26  | 9-20                                       |             | f 10-52                 |                       | 18                          | v 72               | 2.4                              | TO                      | 74.0                             | 85.9                   | YdFW      | f 3-25             | 5-12                                    | 2-34  |  |
| 11-36  | 9-30                                       |             | f 10-57                 | 49                    | 11                          | v 74               | 6.7                              | TO                      | 80.7                             | 79.2                   |           | f 3-21             | 5-05                                    | 2-29  |  |
| 11-51  | 9-42                                       |             | s 11-08                 | 48                    | 27                          | v 81               | 4.0                              | TO                      | 84.7                             | 75.2                   |           | s 3-10             | 4-51                                    | 2-14  |  |
| 11-59  | 9-50                                       |             | s 11-15                 | 57                    | 22                          | v 85               | 6.8                              | TO                      | 91.5                             | 68.4                   |           | s 3-03             | 4-43                                    | 2-07  |  |
| P.M.<br>12.14                                    | 10-02                                      |             | s 11-27                 | 48                    | 47                          | v 92               | 4.0                              | TO                      | 95.5                             | 64.4                   |           | s 2-52             | 4-29                                    | 1-56  |  |
| A.M.<br>12.22                                    | 10-10                                      |             | f 11-35                 |                       | 18                          | v 96               | 4.6                              | TO                      | 100.1                            | 59.8                   |           | f 2-46             | 4-20                                    | 1-49  |  |
| 12-37  | 10-18                                      |             | s 11-42                 | 81                    | 56                          | v 100              | 5.1                              | TO                      | 105.2                            | 54.7                   | YdWY      | s 2-38             | 4-10                                    | 1-40  |  |
| 12-57  | 10-32                                      |             | s 11-51                 | 91                    | 125                         | v 105              | 5.6                              | TO                      | 110.8                            | 49.1                   |           | s 2-29             | 3-57                                    | 1-30  |  |
| 1-10   | 10-44                                      |             | A.M.<br>f 12-01         | 65                    |                             | v 111              | 3.5                              | TO                      | 114.3                            | 45.6                   |           | f 2-17             | 3-32                                    | 1-10  |  |
| 92<br>1-22                                       | 10-50                                      |             | P.M.<br>f 12-07         |                       |                             | v 114              | 3.9                              | TO                      | 118.2                            | 41.7                   |           | f 2-10             | 3-20                                    | 12-57   |  |
| 1-32   | 10-59                                      |             | s 12-16                 | 35                    | 27                          | v 118              | 6.9                              | TO                      | 125.1                            | 34.8                   | W         | s 2-04             | 3-10                                    | 12-49   |  |
| 1-47   | 11-13                                      |             | s 12-28                 | 78                    | 17                          | v 125              | 9.5                              | TO                      | 134.6                            | 25.3                   |           | s 1-53             | 2-55                                    | 12-34   |  |
| 2-05   | 11-30                                      |             | s 12-45                 | 44                    | 29                          | v 134              | 8.2                              | TO                      | 142.8                            | 17.1                   |           | s 1-36             | 2-30                                    | 12-04   |  |
| 2-17   | 11-43                                      |             | f 12-58                 |                       | 5                           | v 143              | 1.9                              | TO                      | 144.7                            | 15.2                   | W         | f 1-22             | 2-14                                    | 11-52   |  |
| 2-22   | 11-47                                      |             | s 1-01                  | 68                    | 14                          | v 145              | 4.8                              | TO                      | 149.5                            | 10.4                   |           | s 1-19             | 2-10                                    | 11-47   |  |
| P.M. 92<br>2-38                                  | 12-01                                      |             | s 1-10                  | 49                    | 20                          | v 149              | 4.1                              | TO                      | 153.6                            | 6.3                    |           | s 1-10             | 1-56                                    | 11-30   |  |
| A.M.<br>2-47                                     | 12-07                                      |             | f 1-18                  | 49                    |                             | v 153              | 6.3                              | TO                      | 159.9                            |                        |           | f 1-00             | 1-45                                    | 11-21   |  |
| 3-00   | 12-23                                      |             | A.M.<br>P.M. 96<br>1-30 | 50                    | 321                         | v 160              | 164.2                            | TO                      |                                  |                        | RYd<br>WT | 12-50<br>P.M.      | 1-30<br>P.M.                            | 11-00<br>P.M.                                   |  |
|  |  |             |                         |                       |                             |                    |                                  |                         |                                  |                        |           | Daily              | Daily                                   | Daily   |  |
| 26-2   | 29-2                                       |             | 32-8                    |                       |                             |                    | LEAVE                            |                         |                                  |                        |           | 32-8               | 20-9                                    | 22-5  |  |
| 6-00   | 5-23                                       |             | 5-00                    |                       |                             |                    | .....AVERAGE SPEED PER HOUR..... |                         |                                  |                        |           | 5-00               | 7-30                                    | 7-00  |  |
|  |  |             |                         |                       |                             |                    | .....SCHEDULE TIME.....          |                         |                                  |                        |           |                    |   |   |  |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 93 IS SUPERIOR TO Nos. 96 AND 92.

TIME TABLE RULE NO. 14a IN EFFECT.

Local Extra leaves Carle Ave. Yd. 7:30 A. M. Monday, Wednesday and Friday for Eldon.

Local Extra leaves Eldon 6:00 A. M. Tuesday, Thursday and Saturday for Carle Ave. Yd.



# Westward

# Main Line

# Eastward

| SECOND CLASS                                 |  |                    | FIRST CLASS           |                                |                    | SUBDIVISION 35 STATIONS      |    |       | FIRST CLASS                      |                        |       | SECOND CLASS       |   |   |    |
|--|--|--------------------|-----------------------|--------------------------------|--------------------|------------------------------|----|-------|----------------------------------|------------------------|-------|--------------------|---|---|----|
| 95   | 93   | 23                 |                       |                                |                    | Time Table No. 7             |    |       |                                  |                        |       |                    |   |   |    |
| St. Louis<br>Kans. City<br>Texas<br>Red Ball | St. Louis<br>Texas<br>Oklahoma<br>Red Ball | Passenger<br>Motor | Capacity of<br>Siding | Capacity of<br>Other<br>Tracks | Station<br>Numbers | LEAVE                        |    |       | M. P. Distance<br>from St. Louis | Distance<br>from Elton | Signs | Passenger<br>Motor | 24                                      | 96  | 92 |
| Daily  | Daily                                      | Daily              |                       |                                |                    |                              |    |       |                                  |                        |       | P.M.               | Kansas<br>City<br>St. Louis<br>Red Ball | California<br>St. Louis<br>Gold and<br>Red Ball |    |
| A.M.   | A.M.                                       | P.M.               |                       |                                |                    |                              |    |       |                                  |                        |       | 12:30              | P.M.                                    | P.M.  |    |
| 3:25   | 12:40                                      | 1:50               | 50                    | 321                            | v160               | DO... ELDON.....             | TO | 159.9 | .....                            | RYdF<br>WT             |       |                    |   |   |    |
|  |  |                    |                       |                                |                    | MoPac Crossing.....          | UX | 160.1 | 0.2                              |                        |       |                    |   |   |    |
| 3:41   | 12:55                                      | 2:01               | 48                    | 28                             | v166               | BA... BARNETT.....           | TO | 165.9 | 6.0                              |                        |       |                    |   |   |    |
| 3:59   | 1:12                                       | 2:17               | 79                    | 127                            | v177               | V... VERSAILLES.....         | TO | 177.0 | 17.1                             | W                      |       |                    |   |   |    |
| 4:12   | 1:24                                       | 2:31               | 57                    | 26                             | v186               | SR... STOVER.....            | TO | 185.9 | 26.0                             |                        |       |                    |   |   |    |
| 4:27   | 1:36                                       | 2:43               | 57                    | .....                          | v194               | CREST.....                   |    | 194.3 | 34.4                             |                        |       |                    |   |   |    |
| 4:35   | 1:43                                       | 2:50               | 57                    | 3                              | v199               | COLE CAMP.....               |    | 198.8 | 38.9                             |                        |       |                    |   |   |    |
| 4:45   | 1:52                                       | 2:59               | 56                    | 17                             | v205               | FA... IONIA.....             | TO | 205.4 | 45.5                             |                        |       |                    |   |   |    |
| 4:55   | 2:00                                       | 3:07               | .....                 | 12                             | v211               | BRANDON.....                 |    | 210.9 | 51.0                             |                        |       |                    |   |   |    |
| 5:15   | 2:12                                       | 3:21               | 65                    | 166                            | v216               | W... WINDSOR.....            | TO | 216.3 | 56.4                             | YdFWY                  |       |                    |   |   |    |
| 5:25   | 2:20                                       | 3:28               | 50                    | 71                             | v221               | BOWEN.....                   |    | 220.7 | 60.3                             | Yd                     |       |                    |   |   |    |
| 5:30   | 2:24                                       | 3:32               | .....                 | .....                          | v223               | NEW CASTLE.....              |    | 223.4 | 63.0                             |                        |       |                    |   |   |    |
| 5:36   | 2:29                                       | 3:37               | 56                    | 16                             | v227               | N... LEETON.....             | TO | 227.0 | 67.1                             | W                      |       |                    |   |   |    |
| 5:41   | 2:33                                       | 3:41               | .....                 | 19                             | v230               | POST OAK.....                |    | 229.6 | 69.7                             |                        |       |                    |   |   |    |
| 5:49   | 2:41                                       | 3:50               | 72                    | 24                             | v235               | CA... CHILHOWEE.....         | TO | 235.4 | 75.5                             |                        |       |                    |   |   |    |
| 5:57   | 2:48                                       | 3:57               | .....                 | 4                              | v240               | DENTON.....                  |    | 240.3 | 80.4                             |                        |       |                    |   |   |    |
| 6:05   | 2:55                                       | 4:04               | 59                    | 4                              | v245               | MEDFORD.....                 |    | 245.4 | 85.5                             |                        |       |                    |   |   |    |
| 6:19   | 3:05                                       | 4:15               | 57                    | 12                             | v253               | HADSELL.....                 |    | 253.0 | 93.1                             |                        |       |                    |   |   |    |
|  |  |                    |                       |                                |                    | MoPac Crossing.....          |    | 262.5 | 102.6                            |                        |       |                    |   |   |    |
| 6:39   | 3:19                                       | 4:30               | 72                    | 40                             | v263               | SA... PLEASANT HILL.....     | TO | 262.9 | 103.0                            | YdW                    |       |                    |   |   |    |
| 6:40   | 3:20                                       | 4:31               | .....                 | .....                          |                    | F... MoPac JCT.....          | TO | 263.4 | 103.5                            |                        |       |                    |   |   |    |
| 6:50   | 3:27                                       | 4:39               | 70                    | 26                             | v268               | GREENWOOD.....               |    | 268.7 | 108.8                            |                        |       |                    |   |   |    |
| 7:00   | 3:32                                       | 4:44               | 57                    | 4                              | v272               | SOUTH LEE.....               |    | 272.0 | 112.1                            |                        |       |                    |   |   |    |
| 7:11   | 3:40                                       | 4:51               | 57                    | .....                          | v277               | VALE.....                    |    | 277.5 | 117.6                            |                        |       |                    |   |   |    |
| 7:23   | 3:48                                       | 4:58               | 100                   | 26                             | v281               | WN... RAYTOWN.....           | TO | 282.7 | 122.8                            |                        |       |                    |   |   |    |
| 7:35   | 3:56                                       | 5:09               | .....                 | .....                          | v287               | SF... LEEDS JUNCTION.....    | TO | 288.3 | 128.4                            |                        |       |                    |   |   |    |
| 7:39   | 3:58                                       | 5:10               | 49                    | 372                            | v290               | UNA.....                     |    | 288.9 | 129.0                            |                        |       |                    |   |   |    |
| 7:42   | 4:00                                       | 5:12               | .....                 | .....                          |                    | MD... CENTROPOLIS.....       | TO | 289.7 | 129.8                            | R                      |       |                    |   |   |    |
| 7:46   | 4:04                                       | 5:15               | 31                    | .....                          |                    | SHEFFIELD JCT.....           |    | 290.8 | 130.9                            |                        |       |                    |   |   |    |
| 7:51   | 4:05                                       | 5:16               | .....                 | .....                          | v291               | K. C. BELT JCT.....          |    | 291.0 | 131.1                            |                        |       |                    |   |   |    |
|  |  | 5:30 P.M.          | .....                 | .....                          | v295               | US... KANSAS CITY, MO.....   | TO | 295.5 | 135.6                            | R                      |       |                    |   |   |    |
|  |  |                    | .....                 | .....                          |                    | KANSAS AVE.....              |    | 297.0 | 137.1                            |                        |       |                    |   |   |    |
| 9:00 A.M.                                    | 5:00 A.M.                                  |                    | .....                 | .....                          | oe55               | KANSAS CITY, KAN.....        |    | 298.0 | 138.1                            | RYdF<br>WT             |       |                    |   |   |    |
|  |  |                    |                       |                                |                    | LEAVE                        |    |       |                                  |                        |       |                    |   |   |    |
| 24.7   | 31.8                                       | 36.9               |                       |                                |                    | ...AVERAGE SPEED PER HOUR... |    |       |                                  |                        |       | 36.9               | 22.9                                    | 29.9  |    |
| 5.35   | 4.20                                       | 3.40               |                       |                                |                    | ...SCHEDULE TIME.....        |    |       |                                  |                        |       | 3.40               | 6.01                                    | 4.37  |    |

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**

**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 Chillicothe | 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          |                     |                     |               |
| s 12.45             | A.M. 7.55           | A.M. 6.25           | A.M. 2.15     | s P.M. 5.15          |                           |                          | 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..... TO          | 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 A.M.           | 7.05                | 3.15 A.M.     | 5.40                 | 93                        |                          | OB 4            | MF..... DONOVAN..... TO         | 501.8                           | 3.8                      | RYd     | 8.17                 | f 10.15             | 2.45 P.M.           | 6.08                | 7.15 P.M.     |
|                     |                     |                     |               | s 5.42               |                           |                          | OB 3            | ..... SO. ST. JOSEPH.....       | 500.8                           | 2.8                      | Yd      | s 8.14               |                     |                     |                     |               |
| 1.31                |                     | 7.15                |               | 5.45                 | 40                        |                          | OB 2            | ..... FLORENCE.....             | 499.6                           | 1.6                      | Yd      | 8.11                 | 10.01               |                     | 6.03                |               |
|                     |                     |                     |               |                      |                           |                          |                 | ..... CB&Q Crossing..... UX     | 499.1                           | 1.1                      |         |                      |                     |                     |                     |               |
| 1.34                |                     | 7.25 A.M.           |               | 5.50 P.M.            |                           |                          |                 | ..... TERMINAL JCT.....         | 499.0                           | 1.0                      | Yd      | 8.08 A.M.            | 9.58                |                     | 6.00 P.M.           |               |
|                     |                     |                     |               |                      |                           |                          |                 | ..... AT&SF Crossing..... UX    | 498.7                           | 0.7                      |         |                      |                     |                     |                     |               |
|                     |                     |                     |               |                      |                           |                          |                 | ..... CB&Q Crossing..... UX     | 498.7                           | 0.7                      |         |                      |                     |                     |                     |               |
| 1.40                |                     |                     |               |                      |                           | 695                      | 498             | SY..... ST. JOSEPH YD..... TO   | 498.3                           | 0.3                      | RYd FWY |                      | 9.55                |                     |                     |               |
|                     |                     |                     |               |                      |                           |                          |                 | ..... CB&Q Crossing..... UX     | 498.2                           | 0.2                      |         |                      |                     |                     |                     |               |
| 1.45 P.M.           |                     |                     |               |                      |                           |                          | 498             | UN..... ST. JOSEPH U. D..... TO | 498.0                           |                          | RYd     |                      | 9.45 A.M.           |                     |                     |               |
|                     |                     |                     |               |                      |                           |                          |                 | ..... 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.









## 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.

5000 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).  |                  |       | 25             | 15    |
| With boom supported.....  |                  |       | 15             | 15    |
| With boom removed or not supported....  |                  |       |                |       |
| <b>NOTE:</b><br>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.....                                | 25               | 25    | 25             | 25    |
| 360 HP Diesel-Electric Switchers, D-B-C-W.....                                | 25               | 25    | 25             | 25    |
| 600 HP Diesel-Electric Switchers, In 600 Series.....                          | 35               | 35    | 35             | 35    |
| 900 HP Diesel-Electric Switchers, In 700 Series.....                          | 35               | 35    | 35             | 35    |
| 275 HP Gas-Electric Motor Cars Nos. 9060-9061 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><br>(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    |                   |       |
| MP 329-25 to 329-36.....  |                  |       |                   |       |
| MP 331-9 to 331-27.....   |                  |       |                   |       |
| MP 308-33 to MP 310-30.....   |                  | 50    |                   |       |
| MP 311-19 to MP 312-1.....  |                  |       |                   |       |
| MP 320-37 to MP 324-30.....   |                  |       |                   |       |
| MP 308-28 Wabash Crossing.....  | 60               |       | 50                |       |
| 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.....  |                  |       | Restricted Speed. |       |
| MP 385-12 to 385-22.....  |                  | 45    |                   |       |
| MP 389-33 to 390-12.....  |                  |       |                   |       |
| MP 393-17 to 393-31.....  |                  | 30    |                   | 20    |
| MP 396-32 to 397-5.....   |                  |       |                   |       |
| MP 396-32 to 397-5 3000-5000 engines (Buckeye Bend).....  |                  | 20    |                   | 20    |
| MP 401-25 to 401-32.....  |                  | 45    |                   |       |
| 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. 5000 engines must not use high line track. |                  |       |                   |       |
| <b>SUBDIVISION 29.</b><br>(Except as shown below)   | 60               | 60    | 50                | 40    |
| MP 418 to 417-15.....   | 40               | 40    | 40                |       |
| MP 415 to 434-8 Gas Electric Motor Cars without trailers.....   | 25               | 25    |                   |       |
| MP 419-20 to 419-31.....  |                  | 50    |                   |       |
| MP 434-39 Wabash Crossing.....  | 60               |       | 50                |       |
| Lake, Scott, Coburn, Shearwood Gas Electric Motor Cars through Entrance Signal limits 3000 engines over Union Pacific between Hickory Jct. and Hickory St. and Rock Island Jct., Kansas City.....                                 | 15               | 15    |                   |       |
| 5000 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><br>(Except as shown below)   | 70               | 70    | 50                | 50    |
| 5000 engines in passenger service, (except as below).....   | 70               | 60    |                   |       |
| Not equipped with 74 inch drivers.....  | 50               | 50    |                   |       |
| Between Kansas City and Topeka, 5000 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.....  | 50               |       |                   |       |
| 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.....  |                  | 55    |                   | 45    |
| On curves Westward main track MP 138-5, 139-35, 140-16, 141.....  |                  | 45    |                   | 40    |
| MP 166-0 MKT Crossing.....  | 50               |       | 35                |       |
| Westward main track MP 170-20.....  | 45               |       |                   |       |
| MoPac 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><br>(Except as shown below)   | 50               | 40    | 45             | 35         | <b>SUBDIVISION 30.</b><br>(Except as shown below)  | 45               | 45       | 35             | 35         |  |  |  |  |
| MP 10-16 St.L.&T.Co Crossing..... (Eastward)  | 10               |       | 10             |            | Coburn: Intersection Subdivisions 29 and 30.   |                  | 20       |                | 20         |  |  |  |  |
| MP 19-28..... (Westward)  | 15               |       | 15             |            | MP 425-14 to 429-18.....   |                  | 30       |                | 20         |  |  |  |  |
| Hine—2500 or larger engines must not use<br>old Water Works spur beyond derail.   |                  | 30    |                | 20         | MP 434-5 to 434-12.....  |                  | 40       |                | 30         |  |  |  |  |
| MP 24 to 35.....  | 40               | 35    | 40             | 35         | MP 436-10 to 436-20.....   |                  | 40       |                | 30         |  |  |  |  |
| MP 41-5 to 41-15 (Big Eddy curves).....   | 15               | 15    | 12             | 12         | MP 439-8 Wabash Crossing.....  | 20               |          | 20             |            |  |  |  |  |
| MP 54-10 to 55-0.....   | 25               | 25    | 20             | 20         | MP 448-7 to 496-27.....  |                  |          | 30             | 30         |  |  |  |  |
| MP 55-3 (Bridge 551, Bourbeuse River), en-<br>gines 2500 or larger must not be double-<br>headed over Bridge 551.   |                  |       |                |            | Consolidated type engines with auxiliary<br>tanks or doubleheading engines 831 to 894,<br>inclusive, and 1600 to 2144, inclusive:  |                  |          |                |            |  |  |  |  |
| MP 85-6 to 86-25.....   | 25               | 25    | 20             | 20         | MP 461-16—Bridge 4614.....   | 15               |          | 15             |            |  |  |  |  |
| MP 94 to 105.....   | 40               | 35    | 40             | 25         | MP 464-20—Bridge 4645.....   | 5                |          | 5              |            |  |  |  |  |
| MP 114-21 (Bridge 1146, Gasconade River).....   |                  |       |                |            | MP 476-18—Bridge 4763.....   | 5                |          | 5              |            |  |  |  |  |
| MP 128-21 (Tunnel No. 2).....   | 20               | 20    | 20             | 20         | MP 483-20—Bridge 4835.....   | 15               |          | 15             |            |  |  |  |  |
| MP 143-11 (Bridge 1433, Osage River).....   |                  |       |                |            | MP 464-20 (Br. 4645) and MP 476-18 (Br. 4763).<br>Mikado engines dead in train and engines<br>numbered 1931 to 2064 and 2100 engines.  | 10               |          | 10             |            |  |  |  |  |
| MP 149-0 (Tunnel No. 3).....  |                  |       |                |            | MP 496-27 to 497.....  |                  | 6        |                | 6          |  |  |  |  |
| Eldon Yard, East switch to MoPac Crossing.<br>Trains hauling Dead Engines, side rods up.....  | 15               | 15    | 10             | 10         | Between St. Joseph Yd. and Missouri River<br>Bridge.....   |                  |          | Restrict       | ted Speed. |  |  |  |  |
|   |                  |       | 20             | 15         | St. Joseph, Mo., Consolidation engines must<br>not move, 5th St. to Union Station.<br>Steam derricks of 160 ton capacity over<br>bridges 4567, 4614, 4645, 4763, 4835, 4893.....   |                  |          |                |            |  |  |  |  |
| <b>SUBDIVISION 35.</b><br>(Except as shown below)   | 50               | 40    | 45             | 35         | <b>SUBDIVISION 36-B.</b><br>(Except as shown below)  | 30               | 30       | 25             | 25         |  |  |  |  |
| MP 160-4 MoPac Crossing..... (Eastward)   | 10               |       | 10             |            | Trains handling steam derrick 95020 must<br>have two or more empty cars immediately<br>ahead and behind derrick and not exceed 5<br>miles per hour over bridges.   |                  |          |                |            |  |  |  |  |
| MP 189-15 to 189-25..... (Westward)   | 15               |       | 15             |            | Light engines between Herington and Abilene<br>Reverse curves, Abilene connection to AT&SF<br>Ry.....  | 15               |          | 15             |            |  |  |  |  |
| MP 248-15.....  | 35               |       | 25             |            | MP 192-24 AT&SF Crossing.....  | 10               |          | 10             | 10         |  |  |  |  |
| MP 249-19 to 249-28.....  | 15               | 15    | 15             | 16         | Between Abilene and West Abilene.....  |                  | 10       | Restrict       | ted Speed. |  |  |  |  |
| MP 262-20 MoPac Crossing.....   | 20               |       | 20             |            | Between East Salina and Salina.....  |                  | 10       | Restrict       | ted Speed. |  |  |  |  |
| MP 279-20.....  | 20               | 20    | 15             | 15         | Bridge 1836-S.....   | 15               |          | 15             |            |  |  |  |  |
| MP 288-10 through turnout SL-SF intersec-<br>tion, Leads Jct.....   |                  |       |                |            | Engines must not be double-headed over<br>Bridge 1836-S.   |                  |          |                |            |  |  |  |  |
| K-67-B or heavier engines are not per-<br>mitted to doublehead over StL-SF Little<br>Blue River Bridge at MP 7.3.   |                  | 15    |                | 15         |  |                  |          |                |            |  |  |  |  |
| Sheffield Connection between KC Terminal<br>and StL-SF.....   |                  |       |                |            |  |                  |          |                |            |  |  |  |  |
| Trains hauling dead Engines, side rods up.....  |                  | 10    |                | 10         |  |                  |          |                |            |  |  |  |  |
|   |                  |       | 20             | 15         |  |                  |          |                |            |  |  |  |  |
| <b>SUBDIVISION 37.</b><br>(Except as shown below)   | 50               | 50    | 35             | 35         | <b>SPECIAL INSTRUCTIONS COVERING THE MAXIMUM SPEEDS OF<br/>ROCKET TRAINS.</b>  |                  |          |                |            |  |  |  |  |
| McFarland and Belleville yards.<br>Clay Center, engines not permitted on curve<br>Small Mills track Grant Ave., nor on Mar-<br>shall Spur.<br>Clay Center, west end house track, engines.<br>Clifton, engines not permitted beyond frog<br>Creamery Spur. |                  |       | Restrict       | ted Speed. | Distinctive roadway signs indicate maximum speeds of Rocket trains.<br>A sign with crystal reflex letter "Z" indicates zone territory and the maximum<br>speed is indicated by numerals thereon, which will govern until the next zone is<br>reached.<br>Where the movement is from a lower to a higher speed zone, the zone sign is<br>located at point where speed may be increased. Where movement is from a higher to<br>a lower speed zone, the zone sign is located approximately 4000 feet from the<br>point where the lower speed becomes effective.<br>Where speed restrictions are required on curves within a zone, a sign with<br>amber reflex diagonal bar and numerals thereon, located approximately 4000 feet<br>from point of curve will indicate maximum speed permissible for that particular<br>curve, after which zone speed may be resumed.<br>Between Yard Junction and Lake and between Scott and Shearwood, zone<br>and curve signs are located for operation in either direction on both main tracks.<br>When using any turnout, crossover, drawbridge, railroad crossing, or moving<br>through towns or cities will not exceed speed designated for other passenger<br>trains unless otherwise specified.<br>Rocket trains approaching train order signal displaying stop indication will<br>sound four blasts of the whistle and must not exceed 60 MPH passing stations at<br>which train orders or clearances are to be received.<br>Headlight on Rocket trains must be burning dimly during daylight hours.<br>Mars signal lights on Rocket engines shall be used at all times between the<br>hours of sunset and sunrise, and during daylight hours on days that are dark, or<br>during sleet, snow, fog or rain, such as would impair the vision of motorists and<br>hinder them from observing approaching trains; except between Ustick Tower<br>and St. Louis Ave.; over all tracks of KCT Ry Co.; through Topeka yard on CRI&P<br>tracks and through Herington yard.<br>Passenger trains consisting of Rocket equipment hauled by steam locomotives<br>of P-31, P-32, P-33, P-40 or 4000 class, and passenger trains consisting of standard<br>equipment hauled by Diesel passenger locomotives may operate at speed of 10<br>MPH less than speed authorized for Rocket trains, except will not be re-<br>quired to operate at a lower speed than authorized for steam passenger trains.<br>Diesel passenger locomotives operating light without cars must not exceed<br>maximum speed of 65 MPH and where rule specifies a lower speed for steam<br>passenger trains on curves, will be governed by such lower speed.<br>The following equipment must not be towed or operated under own power<br>at speed exceeding 3 MPH through water in excess of that shown below:<br>Maximum Height of<br>Water Above Rail<br>Rocket Diesel power units and Diesel switchers..... 4 1/2 inches<br>Rocket train cars only..... 7 inches<br>Conventional passenger cars..... 12 inches<br>Gas-electric motor cars..... 3 inches<br>When operating under own power controller should be in Series position. |                  |          |                |            |  |  |  |  |
| <b>SUBDIVISION 30-A.</b><br>(Except as shown below)   | 60               | 60    | 35             | 35         |  |                  |          |                |            |  |  |  |  |
| Between St. Joseph Yd. and coal chute.  |                  |       | Restrict       | ted Speed. |  |                  |          |                |            |  |  |  |  |
| MP 513-36 CB&Q Crossing.....  | 40               |       | 25             |            |  |                  |          |                |            |  |  |  |  |
| MP 516-22 to 516-29.....  |                  | 35    |                | 20         |  |                  |          |                |            |  |  |  |  |
| MP 517-2 to 517-9.....  | 15               |       | 15             |            |  |                  |          |                |            |  |  |  |  |
| Atchison over Missouri River Bridge.....  |                  |       |                |            |  |                  |          |                |            |  |  |  |  |
| <b>SUBDIVISION 36-A.</b><br>(Except as shown below)   | 40               | 40    | 40             | 40         |  |                  |          |                |            |  |  |  |  |
| MP 0-4 C. B. & Q. Crossing.....   | 10               |       | 10             |            |  |                  |          |                |            |  |  |  |  |
| MP 7 to St. Joseph Line Jct.<br>Consolidation Engines must not move 5th<br>St. to Union Station, St. Joseph.<br>Missouri River Bridge at St. Joseph.<br>St. Joseph and Elwood Yard.....   |                  |       | 30             | 30         |  |                  |          |                |            |  |  |  |  |
| On curve MP 4-28.....   | 6                |       | 6              |            |  |                  | Restrict | ted Speed.     |            |  |  |  |  |
| Horton to Mayetta steam locomotives.....  |                  | 35    |                | 25         |  |                  |          |                |            |  |  |  |  |
| UP Crossing MP 89-2, Topeka.....  | 15               | 35    | 25             | 25         |  |                  |          |                |            |  |  |  |  |
| Trains handling steam derrick 95020, 1900 and<br>2000 engines, 6-wheel engines, or Mikado<br>engines dead in train over Bridge 346,<br>MP 34-24.....  |                  |       | 15             |            |  |                  |          |                |            |  |  |  |  |
| Engines 831 to 894, inclusive, and 1600 to<br>1930, inclusive, or lighter doubleheaded<br>directly connected over Bridge 346.....   | 15               |       | 15             |            |  |                  |          |                |            |  |  |  |  |
| Engines 895 to 944, inclusive, 1931 to 2144,<br>inclusive, may be doubleheaded directly<br>connected. K-55 and heavier engines<br>handled dead in train must be separated<br>by at least one car over Bridge 594, MP 59-16                                | 10               |       | 10             |            |  |                  |          |                |            |  |  |  |  |
| Engines 1931 to 2144, inclusive, when singly<br>operated over Bridge 594.....   | 15               |       | 15             |            |  |                  |          |                |            |  |  |  |  |

## 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 36, 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 falls 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 Herlington, extra trains may 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.
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 509 and 510 will register by Form 1339 at Herlington.

### 5. Bulletin Boards and General Order Books are located at:

|   |   |
|---|---|
| Eldon, Iowa—Engine House.                         | Topeka Yard—Engine House.                             |
| Eldon Yard—Yard Office.                           | McFarland—Yard Office.                                |
| Allerton.   | Marysville, Kan.—For Union Pacific Joint Employes.    |
| St. Louis—Union Station.                          | Trenton—Yard Office.                                  |
| St. Louis—TRRA Roundhouse.                        | Trenton—Engine House.                                 |
| Carrie Ave.—Yard Office.                          | Nevada—Tower.   |
| Eldon, Mo.—Yard Office.                           | Pleasant Hill—Mo. Pac.                                |
| Eldon, Mo.—Engineer's Room.                       | Pleasant Hill—Telegraph Office.                       |
| St. Joseph—U. T. Yard Office for Mo. Pac. Trains. | For MoPac Trains.                                     |
| St. Joseph—U. D. Telegraph Office.                | Kan. City, Mo.—Mo. Pac. Yard Office and Engine House. |
| St. Joseph—Yard Office.                           | For Mo. Pac. Trains.                                  |
| Kansas City, Mo.—Union Depot Telegraph Office.    | Belleville—Telegraph Office.                          |
| Kansas City, Kan.—Yard Office and Engine House.   | Herlington—Yard Office.                               |
| Horton—Telegraph Office.                          | Herlington—Engine House.                              |
| Topeka Yard—Yard Office.                          | Pratt—Yard Office.                                    |
|   | 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.  | St. Joseph—Yard Office.           |
| Allerton.                | St. Joseph—Union Depot.           |
| Trenton.                 | St. Joseph—U. T. Co. Yard Office. |
| Polo.                    | Kansas City, Mo.—Union Depot.     |
| Atchison—Union Depot.    | Kansas City, Kan.—Yard Office.    |
| St. Louis—Union Station. | Kansas City, Kan.—Round House.    |
| Carrie Ave.—Yard Office. | Horton—Telegraph Office.          |
| Belle—Telegraph Office.  | Topeka—Passenger Depot.           |
| Eldon, Mo.—Yard Office.  | Topeka—Interlocking Tower.        |
| McFarland—Tel. Office.   | Belleville—Telegraph Office.      |
| Herlington—Yard 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 unoccupied.

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 unoccupied.

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 an approach 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      | 10.4     | St.LB&TCo | Gate    | Trainmen    | St.LB&TCo                     | Red                   | Yellow  |
| 35      | 160.1    | MoPac     | Gate    | Trainmen    | MoPac                         | Red                   | Yellow  |
| 36a     | 0.3      | CB&Q      |         |             |                               |                       |         |
| 36a     | 0.4      | CB&Q      | Gate    | Gate        | CB&Q                          | Red                   | Yellow  |
| 36a     | 0.5      | UTRR      |         | Tender      | CB&Q                          | Red                   | Yellow  |
| 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   | 35          | 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.

15b. Between coal chutes Eldon yard and west switch Eldon round house Subdivision 27, inferior trains and yard engines may occupy main tracks on the time of first class trains but must avoid delay thereto.

16. Trains between Polo and Birmingham will be governed by CMSt&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 UPRR connection at Kaw Bridge, 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 Leeds 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:

Seymour . . . . . Eastward—For south siding . . . . . 4 short.

At Topeka

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.

At White City

Main Track . . . . . 2 long.  
Siding . . . . . 2 long 1 short.  
Other Tracks . . . . . 1 short 1 long  
1 short.

At St. Joseph, Missouri River  
Bridge and Interlocking;  
East End of Missouri River Bridge;  
CRI&P Route . . . . . 1 long 1 short  
1 long.  
Union Pacific Route . . . . . 1 long 1 short.

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 509(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 Herlington.

26a. Subdivision 28. Bridge No. 3965 is equipped with fire protection appliance 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.            | 6 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.          |
| 29      | 451.3                          | Thru Span . . . . .                         | 23 ft.-9 in.             | 7 ft.-2 in.           |
| 29      | 460.0                          | Delivery Chute and Apron,<br>Polo . . . . . | 18 ft.-6 in.             | 12 ft.-3 in.          |
| 29      | Han. Br.<br>Mo. Riv.<br>KCSry. | Thru Span . . . . .                         | 22 ft.-7 in.             | 14 ft.-0 in.          |
| 29      | Broadway<br>Cross.             | Viaduct . . . . .                           | 21 ft.-4 in.             | 14 ft.-0 in.          |
| 29      | Intercity                      | Viaduct . . . . .                           | 18 ft.-11 in.            | 14 ft.-0 in.          |
| 29      | St. L. Ave.                    | Viaduct . . . . .                           | 22 ft.-0 in.             | 14 ft.-0 in.          |
| 29      | 12th St.                       | Viaduct . . . . .                           | 16 ft.-4 1/2 in.         | 13 ft.-0 in.          |
| 29      | 19th St.                       | Viaduct (Over WB Tracks)                    | 19 ft.-6 in.             | 14 ft.-0 in.          |
| 29      | 19th St.                       | Viaduct (Over EB Tracks)                    | 19 ft.-0 in.             | 13 ft.-4 in.          |
| 29      | James St.                      | Viaduct . . . . .                           | 18 ft.-6 in.             | 13 ft.-4 in.          |
| 29      | Kaw Riv. Br.                   | Viaduct . . . . .                           | 22 ft.-6 in.             | 13 ft.-6 in.          |
| 29      | 7th St.                        | Thru Span . . . . .                         | 21 ft.-7 in.             | 13 ft.-6 in.          |
| 29      | 10th St.                       | Viaduct . . . . .                           | 20 ft.-6 in.             | 20 ft.-6 in.          |
| 29      | 18th St.                       | Viaduct . . . . .                           | 20 ft.-11 in.            | 13 ft.-6 in.          |
| 29      | 432.5                          | Viaduct . . . . .                           | 23 ft.-2 in.             | 13 ft.-6 in.          |
| 30      | 449.2                          | Viaduct . . . . .                           | 23 ft.-0 in.             | 14 ft.-0 in.          |
| 30      | 456.7                          | Viaduct . . . . .                           | 23 ft.-0 in.             | 14 ft.-0 in.          |
| 30      | 470.2                          | Thru Span . . . . .                         | 22 ft.-5 in.             | 7 ft.-0 in.           |
| 30      | 484.4                          | 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     | 605.7                          | Viaduct . . . . .                           | 22 ft.-6 in.             | 14 ft.-0 in.          |
| 30a     | 614.0                          | Overhead Highway . . . . .                  | 22 ft.-7 in.             | 14 ft.-0 in.          |
| 30a     | Mo. Riv. Br.                   | Thru Truss . . . . .                        | 21 ft.-9 1/2 in.         | 7 ft.-6 in.           |
| 30a     | Atchison Yd.                   | Viaduct (8th St.—<br>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.-6 in.             | 5 ft.-4 in.           |
| 34      | 57.0                           | Overhead Highway . . . . .                  | 22 ft.-6 in.             | 14 ft.-0 in.          |



## SPECIAL INSTRUCTIONS—Continued

| Subdiv. | Mile Post    | Kind of Structure                       | CLEARANCE                |                       |
|---------|--------------|---|--------------------------|-----------------------|
|         |              |   | Height Above Top of Rail | Width at Height Shown |
| 34      | 118.0        | Tunnel No. 1.....                       | 20 ft.-4½ 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.-6 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      | 216.6        | 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     | 0.6          | Missouri River Bridge.....              | 22 ft.-4 in.             | 7 ft.-6 in.           |
| 36a     | 15.0         | Overhead Crossing StJ&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     | 46.6         | Bridge 468, West of Horton              | 22 ft.-0 in.             | 7 ft.-0 in.           |
| 36a     | 48.6         | Overhead Crossing, Mo Pac, Whiting..... | 20 ft.-8 in.             | 14 ft.-0 in.          |
| 36a     | 50.6         | 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     | 86.5         | 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 1185, 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 1466C, 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 ENGINEMEN

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. Freight trains stalled in tunnels 2 or 3, subdivision 34, when not able to immediately get under way and pull their train out should be backed out of tunnel as quickly as proper protection can be afforded the move. If unable to back out account broken hose, break-in-two, or for any unknown reason, crew should immediately set hand brakes on train, cut engine off and run it out of tunnel, remaining outside until they complete investigation as to cause of trouble and determine what necessary to get train under way; after which, and understanding has been reached by all members of the crew, engine may be coupled on and proceed with train. Necessary reports should be made from first available point of communication.

In event engine is disabled and unable to move, engine crew should immediately turn out fire, if an oil burner, or knock the fire, if a coal burner. After this is done, crew should leave the tunnel and take prompt steps to obtain necessary help so that train may proceed with as little delay as possible.

Emergency telephone connected with train dispatcher circuit:

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

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.

### 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.....                                | JEFerson 5468  |
| St. Lukes Hospital.....     | Kansas City, Mo., 44th & Mill Creek Blvd.....               | VAIentine 7500 |
| Providence Hospital.....    | Kansas City, Kans., 18th and Barnett.....                   | DRexel 3140    |
| Bell Memorial Hospital..... | Kansas City, Kans., 40th and (For Colored) Hudson Road..... | VAIentine 4814 |
| Stormont Hospital.....      | Topeka, 334 Greenwood Ave...                                | 2-7296         |
| Horton Hospital.....        | Horton, East Front St.....                                  | 25             |

### Emergency Hospitals.

| Name                        | Place                           | Telephone      |
|-----------------------------|---------------------------------|----------------|
| Atchison.....               | Atchison, 2nd and N. St.....    | 34             |
| Dickinson Co. Mem. Hosp.... | Abilene, 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:

| Subdiv. | 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 83.2  | Johnson Spur.....                | 6            |
| 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           |
| 35      | MP 284.8 | U. Smile Spur.....               | 4            |
| 36      | MP 94.6  | Security Benefit Aaa'n Spur..... | 8            |
| 36a     | MP 7.1   | Hunt Spur.....                   | 5            |
| 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<br>Week Days               |    |
|---|-------------|---|----|
|   |             | *Sundays and Holidays<br>†Holidays Only |    |
|   |             | From                                    | To |
| <b>SUBDIVISION 28</b>   |             |   |    |
| Eldon Yd.....   | Continuous  |   |    |
| Belknap.....  | 9:00 a.m.   | 5:00 p.m.                               |    |
|   | 9:00 p.m.   | 5:00 a.m.                               |    |
| CB&Q Crossing-Centerville<br>CM&StP&F Crossing-<br>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.                               |    |
| Paxico.....   | 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<br>Week Days               |    |
|-----------------------|-------------|---|----|
|                       |             | *Sundays and Holidays<br>†Holidays Only |    |
|                       |             | From                                    | To |
| <b>SUBDIVISION 34</b> |             |   |    |
| Carrie Ave.....       | 8:20 a.m.   | 5:20 p.m.                               |    |
|                       | 8:20 a.m.   | 10:20 a.m.                              |    |
|                       | 8:00 p.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.                               |    |
|                       | 8:30 a.m.   | 5:30 p.m.                               |    |
| Unlon.....            | * 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.                               |    |
|                       | * 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.                               |    |
|                       | *11:30 a.m. | 2:30 p.m.                               |    |
| Stover.....           | 8:00 a.m.   | 5:00 p.m.                               |    |
| Ionla.....            | 7:00 a.m.   | 4:00 p.m.                               |    |
| Windsor.....          | 8:00 a.m.   | 5:00 p.m.                               |    |
|                       | * 8:00 a.m. | 5:00 p.m.                               |    |
| Leeton.....           | 8:30 a.m.   | 5:30 p.m.                               |    |
| Chilhowee.....        | 7:00 a.m.   | 4:00 p.m.                               |    |
| Pleasant Hill.....    | 7:45 a.m.   | 4:45 p.m.                               |    |
|                       | * 8:00 a.m. | 10:00 a.m.                              |    |
| Mo. Pac. Jct.....     | 8:00 p.m.   | 5:00 a.m.                               |    |
|                       | * 8:00 p.m. | 5:00 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.                               |    |
|                       | 8:00 p.m.   | 4:00 a.m.                               |    |
|                       | *Same Hours |   |    |
| Riley.....            | 8:30 a.m.   | 5:30 p.m.                               |    |
|                       | 9:00 a.m.   | 5:00 p.m.                               |    |
| Clay Center.....      | 5:00 p.m.   | 1:00 a.m.                               |    |
|                       | *Same Hours |   |    |
| Morganville.....      | 8:30 a.m.   | 5:30 p.m.                               |    |

|                              |             | Office Hours<br>Week Days               |    |
|------------------------------|-------------|---|----|
|                              |             | *Sundays and Holidays<br>†Holidays Only |    |
|                              |             | 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.....                  | 7:00 a.m.   | 4:00 p.m.                               |    |
| Horton.....                  | 8:30 a.m.   | 5:30 p.m.                               |    |
| Holton.....                  | 8:00 a.m.   | 5:00 p.m.                               |    |
| Mayetta.....                 | 8:00 a.m.   | 5:00 p.m.                               |    |
| Hoyt.....                    | 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.                               |    |

E. B. HERDMAN, Asst. Sup't., Trenton, Mo.  
Subdivisions 28, 29, 30 and 30a.

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

J. W. DETRICK, Trainmaster, Herington, Kan.  
Subdivisions 36, 36a, 36b and 37.

C. FOWLER, Trainmaster, Eldon, Mo.  
Subdivisions 34 and 35.

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

L. R. COWICK, 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. F. CHRISTOFFEL, 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,  
W. F. RUSH,  
F. M. McKINNEY,  
W. H. WEBSTER,

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

J. L. WILSON, Chief Dispatcher, Kansas City, Mo.

E. J. DUNN, Night Chief Dispatcher, Kansas City, Mo.

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

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