

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

C. C. FERTIG,
Superintendent

C. L. FRANKLIN,
General Superintendent

A. R. RUITER,
B. H. SMITH,
Sup'ts Motive Power

J. R. PICKERING,
Sup't Transportation

G. P. TRACHTA,
Gen'l Sup't Motive Power

G. W. RANEY,
General Manager

W. H. HILLIS,
Operating Officer

Chicago, Rock Island & Pacific Railway

TIME TABLE

MISSOURI-KANSAS DIVISION SECOND DISTRICT

No. 8

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

SUNDAY, NOVEMBER 22, 1942

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY



SAFETY FIRST

This Time Table for the exclusive use
and guidance of Employes

Main Line Westward

SUBDIVISION 28 STATIONS

Time Table No. 8

November 22, 1942

SUBDIVISION 28 STATIONS Time Table No. 8 November 22, 1942				FIRST CLASS							SECOND CLASS								
				M. P. Distance from Chicago		Distance from Trenton		Signs		1	15	43	17	507	3	93	911	91	915
				M. P.	Distance	M. P.	Distance	Signs	Passenger	Mid Continent Special	Californian	Short Line Express	Rocket	Golden State Limited	Texas Special	Des Moines St. J., K.C. R. B. Frt.	Chicago California Gold Ball Freight	Twin City K.C., St. J. R. B. Frt.	
LEAVE																			
ON..	TO	M. P.	Distance	M. P.	Distance	Signs	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
.....	ELDON YARD.....	295.2	120.7	RYdFY	A.M.		1:20		A.M.			P.M.							
.....	FLORIS.....	301.3	114.6	.....	f		1:35		3:45			5:24		12:45		12:25		
SW..	BELKNAP.....	308.2	107.7	.....	s		1:45		3:53			5:32		1:00		12:45		
.....	Wabash Crossing.....	308.2	107.7	.....														
.....	DRAKESVILLE.....	311.4	104.5	W	f		1:50		3:57			5:36		1:08		12:56			
.....	PARIS.....	317.7	98.2	.....	f		1:59		4:05			5:44		1:16		1:06		
.....	UNIONVILLE.....	323.8	92.1	.....	f		2:08		4:12			5:51		1:25		1:16		
.....	UDELL.....	327.3	88.6	.....	f		2:13		4:16			5:55		1:30		1:22		
.....	SHARON.....	332.0	83.9	.....			2:19		4:21			6:00		1:37		1:28		
CV..	C&O Crossing.....	336.1	79.8	.....														
.....	CENTERVILLE.....	336.3	79.6	YdWY	s		2:30		4:31			6:09		1:50		1:38			
.....	NUMA.....	343.8	72.1	.....	s		2:41		4:40			6:19		2:02		1:50		
SR..	SEYMOUR.....	351.7	64.2	.....	s		2:53		4:48			6:28		2:15		2:03		
F..	CMS&P Crossing.....	352.0	63.9	.....														
.....	HARVARD.....	359.8	56.1	.....	f		3:03		4:56			6:37		2:30		2:18		
AR..	ALLERTON.....	365.0	50.9	RYdF WY			3:20	s	3:55	g	5:04	s	9:20	g	6:30	g	6:45		
CO..	CLIO.....	372.2	43.7					4:04	g	5:14	g	9:30	g	6:37	g	6:54		
WR..	LINEVILLE, IA.....	378.1	37.8					4:10	f	5:22	f	9:39	g	6:43	g	7:00		
Q....	MERCER, MO.....	383.1	32.8	R					4:15	f	5:29	f	9:47	g	6:47	g	7:05		
.....	ALVORD.....	387.7	28.2					4:21		5:35		9:53		6:51		7:11		
PR..	PRINCETON.....	392.9	23.0	W					4:27	g	5:42	s	10:03	g	6:56	g	7:17		
.....	SOUTH PRINCETON.....	392.4	22.0	W															
BU..	BUCKEYE.....	396.9	19.1	R					4:33		5:48		10:10		7:00		7:23		
.....	MILL GROVE.....	399.8	16.1					4:36		5:51	f	10:13		7:03		7:26		
SB..	SPICKARDS.....	404.3	11.6					4:42		5:57	s	10:21		7:07		7:32		
.....	TINDALL.....	410.1	5.8					4:49		6:04	s	10:29		7:12		7:39		
RN..	TRENTON.....	415.9	RYdF WT	s		5:00	s	6:15	s	10:40	s	7:19	s	7:50		7:50		
DS..															
..... AVERAGE SPEED PER HOUR							34.9	47.0	45.5	38.1	62.3	46.7	26.8	25.5	26.8	19.1			
..... SCHEDULE TIME							2:00	1:05	2:39	1:20	0:49	2:35	4:30	2:00	4:30	2:40			

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 NO. 14a IN EFFECT.

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

Local extra leaves Eldon Yard 8.00 A. M. daily except Sunday for Centerville.

Local extra leaves Centerville 6.30 A. M. Tuesday, Thursday, Saturday for Trenton.

Nos. 3 and 43 receive for Tucumcari and beyond when advance arrangements have been made through passenger department.

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				4	16	2	508	18	44	912	98	914	96	
Time Table No. 8				Golden State Limited	Short Line Express	Passenger	Rocket	Mid-Continent Special	Californian	Kan. City Twin City Red Ball Freight	Texas Chicago Red Ball Freight	Kan. City Twin Cities Nebraska Red Ball	California Kan. City Red Ball Freight	
November 22, 1942				Capacity of Siding	Capacity of Other Tracks									
295	.....ELDON YARD.....			1094	A.M. 5:38		A.M. 7:07		A.M. 1 1:20		A.M. 11:00		A.M. 2:15
301	.....FLORIS.....			67	5:21	f	6:52		1:10		10:35		1:35
308	.....BELKNAP.....			99	5:12	s	6:43		1:00		10:25		1:19
	.....Wabash Crossing.....												
311	.....DRAKESVILLE.....			87	5:07	f	6:37		⁹¹ 12:56		10:20		1:13
318	.....PARIS.....			87	4:58	f	6:27		12:47		10:10		⁹¹ 1:06
324	.....UNIONVILLE.....			62	4:50	s	6:17		12:38		10:00		12:55
327	.....UDELL.....			89	4:45	f	6:11		12:33		9:50		12:47
332	.....SHARON.....			56	4:38		6:04		12:27		9:35		12:37
	.....CB&Q Crossing.....												
336	.....CENTERTVILLE.....			N72) 213	⁴³ g 4:31	s	5:57		s12:22		9:25		12:30
344	.....NUMA.....			95	4:21	s	5:42		A.M. 12:09		9:10		A.M. 12:17
352	.....SEYMOUR.....			886) 40	4:12	s	5:30		P.M. 96 s11:59		8:55		P.M. 44 11:59
	.....CMSt&P Crossing.....												
360	.....HARVARD.....			65	4:02	f	5:17		11:49		8:40		11:40
365ALLERTON.....			N125) 207	⁴³ g 3:55	A.M. 4:45	P.M. 5:07	P.M. 1:39	P.M. s11:20	g11:40	A.M. 5:15	8:30	A.M. 9:30	11:30
372CLIO.....			95	3:45	f	4:22		1:32	11:07	4:42	8:05	9:10	11:17
378LINEVILLE, IA.....			89	3:38	f	4:10		1:26	11:00	4:30	7:55	9:00	11:07
383MERCER, MO.....			120	3:32	f	⁹¹² 4:00		1:21	⁹⁶ 10:54	4:15 -15-16- 4:00	7:45	8:50	¹⁸ 10:54
388	.....ALVORD.....			100									
393	.....PRINCETON.....			78									
393SOUTH PRINCETON.....			100	⁹¹² g 3:19	s	3:45		1:11	10:39	g10:59	7:00	8:10	10:27
398BUCKEYE.....				3:14		3:31		1:07	10:34	3:00	6:50	8:00	10:20
400MILL GROVE.....			89	3:11	f	3:28		1:04	10:31	2:53	6:45	7:55	10:15
404SPICKARDS.....			86	3:05	f	3:18		1:00	10:25	2:43	6:35	7:50	10:08
410TINDALL.....			85	2:58	f	3:06		12:55	10:18	2:28	6:25	7:40	10:00
416TRENTON.....			900	s 2:45	s	2:55		s12:49	s10:10	2:15	6:15	7:30	9:50
	.....LEAVE.....				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
AVERAGE SPEED PER HOUR.....				43.2	27.8	34.9	61.1	43.6	42.6	16.9	25.4	25.4	27.3
SCHEDULE TIME.....				2.48	1.50	2.00	0.50	1.10	2.50	3.00	4.45	2.00	4.25

SEE FOOT NOTES, PAGE 1.

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

No. 4 discharge from Tucumcari and beyond.

Local extra leaves Trenton 6:30 A. M. Monday, Wednesday, Friday for Centerville.

Local extra leaves Centerville 2 P. M. daily except Sunday for Eldon Yard.

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.

Main Line Westward

SUBDIVISION 29 STATIONS Time Table No. 8 November 22, 1942				FIRST CLASS					SECOND CLASS									
				15	43	17	507	3										
				Mid Continent Special	Callifornian	Short Line Express	Rocket	Golden State Limited	915	91	303	93	911	395				
				Dally	Dally	Dally	Dally	Dally	Twin City Kan. City Red Ball Freight	Chicago California Gold Ball Freight	Mixed Motor	Texas Special	Des Moines Kan. City R. B. Frt.	Chicago Twin City K.C., St. J. Freight				
LEAVE				A.M. 5:05	A.M. 6:20	A.M. 10:45	P.M. 7:19	P.M. 7:55	A.M. 3:00	A.M. 5:30	A.M. 6:50	P.M. 5:30	P.M. 6:00	P.M. 11:25				
RN. DS.				M. P. Distance From Chicago	Distance from Trenton	Signs												
	TRENTON.....			TO	414.1													
		YARD JCT.....		P	415.0	0.9												
		LAKE.....		P	417.4	3.3												
		SCOTT.....		P	420.2	6.1												
		HICKORY CREEK.....		P	421.6	7.5												
		COBURN.....		P	425.0	10.9												
		SHEARWOOD.....		P	427.3	13.2												
		LOCK SPRINGS.....		P	434.8	20.7												
		Wabash Crossing.....		P	434.9	20.8												
		NETTLETON.....		P	443.5	29.4												
		SHOAL.....		P	450.3	36.2	W											
		POLO.....		TO	460.5	46.4	RYdFW	5:55	7:15	11:45	8:00	8:50	4:30	7:00	7:00	7:30		
		Elmira.....		P	467.6	53.5		6:04	7:24	11:55	8:07	8:58						
		Lawson Jct.....		P	471.7	57.6	W	6:09	7:29	12:02	8:11	9:03						
		Lawson.....		TO	472.9	58.8		6:11	7:31	12:04	8:12	9:05						
		Excelsior Springs.....		TO	479.5	65.4	W	6:20	7:40	12:15	8:18	9:13						
		Moseby.....		P	484.3	70.2		6:27	7:47	12:22	8:23	9:19						
		Moseby Jct.....		P	484.8	70.7		6:28	7:48	12:23	8:24	9:20						
		Stockdale.....		P	487.4	73.3		6:33	7:53	12:28	8:27	9:25						
		Liberty.....		TO	492.1	78.0	W	6:40	8:00	12:35	8:31	9:31						
		Birmingham.....		TO	498.1	84.0		6:50	8:10	12:45	8:37	9:40	6:00	8:30	8:45	9:15		
		Randolph.....		P	500.7	86.6												
		Block 222.....		TO	503.6	89.5												
		No. Kansas City.....		TO	504.8	90.7												
		Block 223.....		P	505.4	91.3												
		Ustick.....		TO	506.3	92.2												
		Broadway Tower.....		P	507.1	93.0												
		St. Louis Ave. Tr.....		P	507.6	93.5												
		KAN. CITY, MO.....		TO	510.1	96.0	RFWTY	7:30 A.M.	8:55 A.M.	1:30 P.M.	9:00 P.M.	10:25 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												
		AVERAGE SPEED PER HOUR.....						39.7	37.2	34.9	57.0	38.4	14.7	19.2	32.7	19.2	19.2	11.8
		SCHEDULE TIME.....						2:25	2:35	2:45	1:41	2:30	6:30	5:00	0:20	5:00	5:00	0:55

No. 507 and No. 15 discharge from Des Moines and beyond.
 Nos. 43 and 3 receive Tucumcari and beyond when advance arrangements
 made through passenger department.

Nos. 15, 43 and 3 Airport Station, Kansas City discharge airplane passengers when
 advance arrangements made through passenger department.

Main Line Eastward

SUBDIVISION 29 STATIONS Time Table No. 8 November 22, 1942		Capacity of Sidings Capacity of Other Tracks		FIRST CLASS					SECOND CLASS					
				16	4	508	18	44	98	914	96	302	912	390
				Short Line Express	Golden State Limited	Rocket	Mld Continent Special	Californian	Texas Chicago R. B. Frt.	Kan. City Twin Cities Nebraska Red Ball	California Kan. City R. B. Frt.	Mixed Motor	Kan. City Twin City Red Ball Freight	St. J. T. W. C. Chl. K. G. Red Ball Freight
416	..... TRENTON.....	TO	900	A.M. s 2:45	A.M. s 2:45	P.M. s 12:49	P.M. s 10:05	P.M. s 10:25	A.M. 5:40	A.M. 7:00	P.M. 9:30	P.M. 7:20	A.M. 1:30	P.M. 11:15
	..... YARD JCT.....	P		2:31	2:35	12:48	9:55	10:15						
	..... LAKE.....	P												
	..... SCOTT.....	P												
424	..... HICKORY CREEK.....	P	15									s 7:01		
427	..... COBURN.....	P										6:55 P.M. -		10:40 P.M. -
W 2	..... SHEARWOOD.....	P	18											
W 10	..... LOCK SPRINGS.....	P	112											
	..... Wabash Crossing.....	P												
W 19	..... NETTLETON.....	P	110											
W 25	..... SHOAL.....	P	111											
W 36	..... POLO.....	TO	141	35	f 1:31	g 1:37	P.M. - 12:05	9:03	g 9:15	4:15	5:00	8:00	P.M. - 11:30	
W 43	..... Elmira.....	P	55	12	g 1:22	1:29	A.M. - 11:59	8:55	9:07					
	..... Lawson Jct.....	P	110		1:16	1:25	11:55	8:51	9:02					
W 47	..... Lawson.....	TO	110	50	g 1:14		11:54		9:00					
W 55	..... Excelsior Spgs.....	TO	87	27	s 1:05		g 11:48		g 8:51					
W 58	..... Moseby.....	P	18		g 12:55		11:43		8:42					
	..... Moseby Jct.....	P	110		12:54	1:11	11:42	8:36	8:41					
W 61	..... Stockdale.....	P	15		g 12:51	1:08	11:39	8:33	8:38					
W 66	..... Liberty.....	TO	110	34	f 12:46	1:03	11:35	8:28	8:33					
W 72	..... Birmingham.....	TO	65		12:38	12:55	11:29	8:20	8:25	3:00	3:15	6:45	10:00	
W 75	..... Randolph.....	P												
	..... Block 222.....	TO												
W 79	..... No. Kansas City.....	P	95											
	..... Block 223.....	P	77											
W 80	..... Ustick.....	TO												
W 81	..... Broadway Tr.....	P												
	..... St. Louis Ave. Tr.....	P												
W 84	..... KAN. CITY, MO.....	TO		Yd	12:15 A.M.	12:35 A.M.	11:10 A.M.	8:00 P.M.	8:05 P.M.					
	..... St. Louis Ave. Tr.....	P												
	..... State Line.....	P												
	..... Kaw Bridge.....	P												
W 85	..... KAN. CITY, Kan.....	TO		Yd						2:00 A.M.	2:05 A.M.	6:00 P.M.	9:00 P.M.	
	LEAVE				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	AVERAGE SPEED PER HOUR				38.4	44.3	58.1	46.1	41.1	25.9	19.2	27.0	26.2	21.1
	SCHEDULE TIME				2:30	2:10	1:39	2:05	2:20	3:40	4:55	3:30	0:25	4:30

TRAINS 508, 44 AND 18 OPERATE ON WESTWARD TRACK MOSEBY JCT. TO LAWSON JCT. VIA EXCELSIOR SPRINGS.

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

Nos. 44 and 4 discharge from Tucumcari and beyond.

No. 44 Excelsior Springs receive and discharge any point scheduled to stop. Receive at Airport, airplane passengers Tri-Cities and beyond.

No. 16 discharge from Kansas City and beyond and receive for north of Allerton.

Main Line Westward

SUBDIVISION 36
STATIONS
Time Table No. 8
November 22, 1942

FIRST CLASS

SECOND CLASS

SUBDIVISION 36 STATIONS Time Table No. 8 November 22, 1942		M. P. Distance from St. Joseph	Distance from Kansas City	Signs	FIRST CLASS					SECOND CLASS					
					509	43	107	17	3	93	97	991	95	91	995
LEAVE					Rocket	Californian	Rocky Mountain Rocket	Mid-Continent Special	Golden State Limited	Texas Special	Kan. City-Tucumcari Red Ball Freight	St. Louis-Kan. City-Colo. Red Ball Frt.	Mo. River Texas Red Ball Freight	California Gold Ball Freight	Red Ball Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Monday
US...	KAN. CITY, Mo.			RFWTY	A.M. 9.15	A.M. 9.40	P.M. 8.25	P.M. 9.20	P.M. 11.10						
...	KAN. CITY, KAN.	2.5	2.5		s 9.20	g 9.46	f 8.31	s 9.26	g 11.16						
JC...	TERMINAL JCT.	0.8	3.3		9.21	9.48	8.33	9.28	11.18						
...	R. I. FRT. YARD	0.0	3.3	RYdF WT											
...	CRIP JCT.	0.9	4.2		9.22	9.50	8.35	9.30	11.20						
DA...	LAWRENCE	35.4	39.6	W	g 9.55	g 10.30	g 9.15	f 10.13	g 12.01						
OT...	TOPEKA	28.5	89.2	RW	s 10.20	s 11.05	s 9.48	s 10.45	s 12.35						
...	TOPEKA JCT.	0.1	68.1			11.11	9.52	10.52	12.41						
...	ST. JOSEPH LINE JCT.	0.2	89.3		10.22	11.12	9.53	10.53	12.42						P.M. 11.20
B...	TOPEKA YARD	0.6	90.6	RYdF WY	10.23	11.14	9.56	10.55	12.45						P.M. 11.30
...	BISHOP	5.6	96.1		10.29	11.20	10.01	11.02	12.50						
...	VALENCIA	5.4	101.5		10.34	11.26	10.06	11.08	12.56						
...	WILLARD	3.8	105.3			11.30	10.10	11.13	1.00						
RR...	MAPLE HILL	5.1	110.4		10.41	11.35	10.15	11.21	1.05						
...	VERA	3.8	114.2			11.39	10.20	11.26	1.09						
CA...	PAXICO	4.0	118.2		10.47	11.43	10.24	11.32	1.13						
FA...	McFarland	3.8	122.0	RYdF WY	10.51	A.M. 12.03 P.M.	g 10.30 P.M.	s 11.50	s 1.30	4.00	4.30	3.15 P.M.	3.30	7.00	
U...	ALMA	4.3	126.3		10.55	12.09		s 11.57 P.M.	1.38						
FN...	VOLLAND	7.5	133.8		11.01	12.18		f 12.08 A.M.	1.48						
VA...	ALTA VISTA	8.0	141.8		11.09	12.29		s 12.23 A.M.	2.00						
...	JONES	2.9	144.7		11.12	12.34			2.05						
DW...	DWIGHT	3.0	147.7	W	11.15	12.40		s 12.34	2.10						
WY...	MKT Crossing	8.3	156.0												
WT...	WHITE CITY	0.7	156.7		11.23	12.50		s 12.49	2.20						
VS...	LATIMER	7.1	163.8		11.30	12.59		s 1.03	2.30						
...	MoPac Crossing	7.5	171.3												
RI...	HERINGTON	0.1 150.4	171.4	RYdF WTY	s 11.40 A.M.	s 1.15 P.M.		s 1.25 A.M.	s 2.46 A.M.	6.00 A.M.	7.00 A.M.		5.45 P.M.	9.30 P.M.	
AVERAGE SPEED PER HOUR					62.2	41.9	48.4	36.8	41.7	28.0	26.7	26.0	28.0	22.6	3.6
SCHEDULE TIME					2.25	3.35	2.05	4.05	3.36	5.15	5.30	3.45	5.15	6.30	0.10

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 609, 510, 107 AND 108 NOT LESS THAN 10 MINUTES.

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

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

Following trains have no time table authority on Subdiv. 36: Nos. 991, 91, 95, 93, 97 and 995.

Local Extra leaves Topeka Yard at 8:00 A. M. Tuesday, Thursday and Saturday for Herington.

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

Nos. 43 and 3 Lawrence, Kansas:

Stops to discharge revenue passengers from Chicago and Englewood.

Stops to discharge airplane passengers when previous arrangements have been made.

Stops to receive revenue passengers for Hutchinson and beyond except California points.

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. 43 Kansas City, Kansas receive for Tucumcari and beyond.

Main Line Eastward

Station Numbers		SUBDIVISION 36 STATIONS Time Table No. 8 November 22, 1942		Capacity of Slidings		Capacity of Other Tracks		FIRST CLASS					SECOND CLASS							
								18	44	510	4	108	996	96	92	98	992	94		
								Passenger	California	Rocket	Golden State Limited	Rocky Mountain Rocket	Red Ball Freight	Texas-Kans. City Red Ball Freight	California-Chicago Gold Ball Freight	Texas-Kan. City Red Ball Freight	Colorado Kan. City St. Louis Red Ball Freight	Colo., Okla. St. Louis Chicago Red Ball Freight		
OC54	KANSAS CITY, MO.	TO						A.M. 8.30	P.M. 7.15	P.M. 7.45	P.M. 11.50	A.M. 1.10								
	2.5 KANSAS CITY, KAN.							s 8.20	g 7.01	s 7.38	g 11.38	1.02								
	0.8 TERMINAL JCT.	TO						8.15	6.59	7.36	11.36	1.00								
OC55	0.0 R. I. FRT. YARD				5000									P.M. 3.00	P.M. 9.00	P.M. 8.30	P.M. 9.00	A.M. 6.00		
	0.9 CRI&P JCT.							8.13	6.57	7.35	11.34	12.58								
	35.4 LAWRENCE	TO						g 7.30	g 6.17	g 7.02	g 10.55	A.M. 12.21								
	28.5 TOPEKA	TO						s 6.58	s 5.45	s 6.37	s 10.22	P.M. 11.51								
	0.1 TOPEKA JCT.							6.45	5.34		10.17									
	0.2 ST. JOSEPH LINE JCT.							6.44	5.33	6.30	10.16	11.48								
588	0.6 TOPEKA YARD	TO	175	796				6.41	5.29	6.28	10.12	11.46								
	5.6 BISHOP	P						6.31	5.22	6.22	10.06	11.39								
600	5.4 VALENCIA	P	150	25				g 6.24	5.17	6.17	10.00	11.33								
604	3.8 WILLARD	P		20				f 6.19	5.13		9.56									
609	5.1 MAPLE HILL	TO	100 E/100W	71				f 6.12	5.08	6.10	9.51	11.24								
613	3.8 VERA	P		15				6.04	5.03		9.47									
617	4.0 PAXICO	TO		37				f 5.59	4.59	6.03	9.43	11.15								
621	3.8 McFarland	TO	125W/80E	592				s 5.53	s 4.55	g 5.59	g 9.39	g 11.10 P.M.			A.M. 11.15	2.00	4.25	5.00 P.M.	A.M. 12.30	
625	4.3 ALMA	TO		95				s 5.42	4.44	5.54	9.29									
632	7.5 VOLLAND	TO	100 E/100W	17				f 5.33	4.36	5.47	9.21									
640	8.0 ALTA VISTA	TO		111				s 5.23	4.27	5.40	9.12									
643	2.9 JONES	P	100 E/100W					5.17	4.24	5.37	9.09									
646	3.0 DWIGHT	TO		29				s 5.13	4.21	5.34	9.06									
	8.3 MKT Crossing	TO																		
655	0.7 WHITE CITY		100 E/120W	29				s 5.01	4.11	5.26	8.56									
662	7.1 LATIMER	TO		25				f 4.49	4.01	5.20	8.46									
	7.5 MoPac Crossing																			
670	0.1 HERINGTON	TO		2123				s 4.35 A.M.	s 3.50 P.M.	s 5.10 P.M.	s 8.35 P.M.				9.00 A.M.	12.30 P.M.	3.00 P.M.		10.30 P.M.	
	150.4 LEAVE							Daily	Daily	Daily	Daily	Daily		Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	
	AVERAGE SPEED PER HOUR							38.3	44.0	58.2	46.2	50.5		7.2	24.5	17.3	26.7	24.4	19.6	
	SCHEDULE TIME							3.55	3.25	2.35	3.15	2.00		0.05	6.00	8.30	5.30	4.00	7.30	

SEE FOOT NOTES ON PAGE 5.

Following trains have no time table authority on Subdivision 36: Nos. 996, 92, 86, 98, 94 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.

No. 4 Lawrence discharge from Tucumcari and west, except from California points. Receive for Chicago and Englewood.

No. 44 Lawrence discharge from Herington and beyond except from California points. Receive for Chicago and Englewood.

No. 610 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 Herington and beyond.

Lawrence discharge from regular stop points in Kansas only.

No. 18 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	STATIONS				24	96	92			
St. Louis Kansas City Texas Red Ball	St. Louis Texas Oklahoma Red Ball	Passenger Motor	Time Table No. 8				Passenger Motor	California St. Louis Gold and Red Ball	Kansas City St. Louis Red Ball			
Daily	Daily	Daily	November 22, 1942									
				LEAVE								
				US...ST. LOUIS.....								
				QN. CARRIE AVE. YD.....								
				Easton Ave. Junction.....								
				R. I. JUNCTION.....								
				STLB&T Crossing.....								
				CK...LACKLAND.....								
				MARYLAND HGTS.....								
				VIGUS.....								
				HINE.....								
				CF. CHESTERFIELD.....								
				MONARCH.....								
				CENTAUR.....								
				TAVERN ROCK.....								
				ST. ALBANS.....								
				LABADIE.....								
				VILLA RIDGE.....								
				UN...UNION.....								
				JEFFRIESBURG.....								
				BEAUFORT.....								
				LESLIE.....								
				RA...GERALD.....								
				RB...ROSEBUD.....								
				OW. OWENSVILLE.....								
				CANAAN.....								
				ND...BLAND.....								
				X...BELLE.....								
				SUMMERFIELD.....								
				GASCONDY.....								
				FR...FREEBURG.....								
				KN...ARGYLE.....								
				MA...META.....								
				HOECKER.....								
				HENLEY.....								
				G...EUGENE.....								
				ETTERVILLE.....								
				DO...ELDON.....								
				LEAVE								
				AVERAGE SPEED PER HOUR...								
				SCHEDULE TIME.....								
9.30	7.00	8.53	710	v B	164.2	RYd	5.20	8.00	9.00			
					157.3	RYd FWT	4.55					
9.55	7.20	9.09			152.7			7.05	8.15			
					149.6		4.34					
					149.5							
10.05	7.35	s 9.14	72	89 v 13	12.8	YdW	s 4.25	7.00	8.10			
10.10	7.40	f 9.17	22	v 15	15.7		f 4.20	6.35	7.54			
10.16	7.44	f 9.20	46	v 18	18.0		f 4.16	6.25	7.50			
10.24	7.51	f 9.27	20	v 24	23.5		f 4.09	6.04	7.44			
10.30	7.56	s 9.32	72	24 v 27	26.8		s 4.05	5.58	7.40			
10.38	8.04	f 9.38	15	v 32	31.9		f 3.56	5.36	7.32			
10.40	8.06	f 9.40	47	2 v 33	33.4		f 3.54	5.32	7.30			
10.51	8.14	9.49	64	v 39	39.0		3.45	5.14	7.17			
10.52	8.15	f 9.50	22	v 40	39.9	W	f 3.44	5.10	7.16			
11.08	8.28	f10.00	60	5 v 46	46.0		f 3.33	4.45	7.01			
11.25	8.42	f10.10	55	22 v 51	51.2		f 3.24	4.30	6.51			
11.42	8.57	s10.22	56	120 v 60	59.5	YdW	s 3.12	4.05	6.31			
11.59	9.12	f10.31	53	v 65	64.9		f 3.03	3.40	6.20			
P.M. 12.13	9.25	f10.41	18	v 73	71.6		f 2.54	3.25	6.08			
A.M. 12.28	9.36	f10.45	49	11 v 74	74.0	YdFW	f 2.50	3.10	6.00			
		s10.56	48	27 v 81	80.7		s 2.40	2.40	5.43			
12.40	9.49	s11.04	57	22 v 85	84.7		s 2.33	2.05	5.34			
12.50	9.58	s11.15	48	47 v 92	91.5		s 2.22	1.50	5.22			
1.04	10.10	f11.22	18	v 96	95.5		f 2.15	1.28	5.13			
1.16	10.19	s11.29	81	56 v100	100.1		s 2.08	1.15	5.05			
1.38	10.42	s11.38	91	125 v105	105.2	YdWY	s 2.00	1.00	4.55			
1.47	10.53	f11.46	65	v111	110.8		f 1.46	12.28	4.24			
1.54	10.58	f11.51		v114	114.3		f 1.39	12.16	4.15			
2.11	11.09	s12.02	35	27 v118	118.2		s 1.34	P.M. 23 12.02	4.05			
2.36	11.23	s12.13	78	17 v125	125.1	W	s 1.23	A.M. 11.10	3.50			
3.06	11.44	s12.30	44	29 v134	134.6		s 1.06	10.25	3.06			
3.22	11.57	f12.44		5 v143	142.8		f12.53	10.10	2.43			
3.24	11.59	s12.49	68	14 v145	144.7	W	s12.49	10.05	2.41			
3.39	12.13	s 1.00	49	20 v149	149.5		s12.38	9.55	2.31			
3.52	12.25	f 1.08	49	v153	153.6		f12.29	9.40	2.22			
4.30	1.00	1.20	50	321 v160	159.9	RYdF WT	12.20	9.20	2.10			
A.M.	A.M.	P.M.					P.M.	A.M.	A.M.			
							Daily	Daily	Daily			
22.5	26.2	34.0					32.9	14.7	23.0			
7.00	6.00	4.50					5.00	10.40	6.50			

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

Local Extra leaves Carrie Ave. Yd. 7:30 A. M. Monday, Wednesday and Friday
Local Extra leaves Belle 6:00 A. M. Tuesday, Thursday and Saturday for Carrie Ave. Yd.

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS		SUBDIVISION 35 STATIONS						FIRST CLASS		SECOND CLASS	
95	93	23								24	96	92	
St. Louis Kans. City Texas Red Ball	St. Louis Texas Oklahoma Red Ball	Passenger Motor		Capacity of Stalls	Capacity of Other Tracks	Station Numbers	LEAVE	M. P. Distance from St. Louis	Distance from Eldon	Signs	Passenger Motor	California St. Louis Gold and Red Ball	Kansas City St. Louis Red Ball
Daily	Daily	Daily											
A.M. 4.50	A.M. 1.10	P.M. 1.40		50	321	v160	DO.... ELDON..... TO	159.9		RYdF WT	A.M. 11.59	A.M. 8.40	A.M. 1.55
							0.2 MoPac Crossing..... UX	160.1	0.2				
5.15	1.31	s 1.54		48	28	v166	BA... BARNETT..... TO	165.9	6.0		s11.39	8.10	93 1.31
5.35	1.52	s 2.10		79	127	v177	V... VERSAILLES..... TO	177.0	17.1	W	s11.25	7.50	1.00
5.53	2.06	s 2.25		57	26	v186	SR... STOVER..... TO	185.9	26.0		s11.10	7.30	12.40
6.07	2.19	f 2.37		57		v194	..... CREST.....	194.3	34.4		s10.57	7.05	12.20
6.15	2.27	s 2.45		57	3	v199	..... COLE CAMP.....	198.8	38.9		f10.51	6.55	12.12
6.24	2.35	s 2.54		56	17	v205	FA... IONIA..... TO	205.4	45.6		s10.41	95 6.24	11.52
6.33	2.43	f 3.02			12	v211	..... BRANDON.....	210.9	51.0		f10.32	6.06	11.40
6.50	2.59	s 3.15		65	140	v216	W... WINDSOR..... TO	216.3	56.4	YdFWY	s10.23	5.55	11.30
7.00	3.07	f 3.23		50	71	v221	..... BOWEN.....	220.7	60.9	Yd	f10.10	5.40	11.05
7.04	3.11	3.27			90	v223	..... NEW CASTLE.....	223.4	63.0		10.07	5.34	11.00
7.09	3.17	s 3.32		56	16	v227	N... LEETON..... TO	227.0	67.1	W	s10.03	5.28	10.55
7.13	3.21	f 3.36			19	v230	..... POST OAK.....	229.6	69.7		f 9.59	5.20	10.50
7.22	3.30	s 3.44		72	24	v235	CA... CHILHOWEE..... TO	235.4	75.5		s 9.51	5.07	10.40
7.30	3.36	f 3.51			4	v240	..... DENTON.....	240.3	80.4		f 9.43	4.58	10.30
7.38	3.44	f 3.59		59	4	v245	..... MEDFORD.....	245.4	85.5		f 9.36	4.45	10.14
7.53	3.54	f 4.09		57	6	v253	..... HADSELL.....	253.0	93.1		f 9.27	4.30	10.00
							0.5 MoPac Crossing.....	262.5	102.6				
8.08	4.10	s 4.23		72	40	v263	SA... PLEASANT HILL..... TO	262.9	103.0	YdW	s 9.14	93 4.10	9.45
8.12	4.11	4.25					F... MoPac JCT..... TO	263.4	103.5		9.12	3.46	9.35
8.22	4.19	f 4.33		70	26	v268	..... GREENWOOD.....	268.7	108.8		f 9.06	3.32	9.27
8.34	4.24	f 4.38		57	4	v272	..... SOUTH LEE.....	272.0	112.1		f 9.01	3.23	9.21
8.54	4.32	f 4.45		57		v277	..... VALE.....	277.5	117.6		f 8.54	3.10	9.07
9.10	4.45	s 4.57		100	26	v281	WN... RAYTOWN..... TO	282.7	122.8		s 8.47	3.02	9.00
9.30	5.00	5.09				v287	SF... LEEDS JUNCTION..... TO	288.3	128.4		8.36	2.45	8.45
9.33	5.02	5.10		49	372	v290	..... UNA.....	288.9	129.0		8.35	2.43	8.43
9.38	5.04	5.12					MD... CENTROPOLIS..... TO	289.7	129.8	R	8.32	2.40	8.40
9.40	5.08	5.15		31			..... SHEFFIELD JCT.....	290.8	130.9		8.30	2.35	8.35
9.42	5.09	5.16				v291	..... K. C. BELT JCT.....	291.0	131.1		8.28	2.30	8.30
		5.30 P.M.				v295	US... KANSAS CITY, MO..... TO	295.5	135.6	R	8.15		
							..... KANSAS AVE.....	297.0	137.1		A.M.		
10.30 A.M.	6.00 A.M.					oo55	..... KANSAS CITY, KAN.....	298.0	138.1	RYdF WT		2.00 A.M.	8.00 P.M.
							LEAVE				Daily	Daily	Daily
24.0	29.4	35.3					..... AVERAGE SPEED PER HOUR.....				36.8	20.7	23.4
5.40	4.50	3.50					..... SCHEDULE TIME.....				3.44	6.40	5.55

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

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

Westward

Clay Center Line

Eastward

SECOND CLASS		FIRST CLASS		SUBDIVISION 37				FIRST CLASS		SECOND CLASS				
991	997	107	225				STATIONS			226	108	996	992	
St. Louis Kans. City Colorado Red Ball Freight	St. Louis Kans. City Colorado Red Ball Freight	Rocky Mountain Rocket	Passenger	Capacity of Siding	Capacity of Other Tracks	Station Numbers	Time Table No. 8 November 22, 1942	M. P. Distance from St. Joseph	Distances from McFarland	Signs	Passenger	Rocky Mountain Rocket	Colorado Kans. City St. Louis Red Ball Freight	Colorado Kans. City St. Louis Red Ball Freight
Daily	Daily	Daily	Daily				LEAVE							
P.M. 4.30 <small>992</small>	A.M. 5.30	P.M. 10.30	P.M. 2.50	y'd.	796	621	FA.....McFARLAND.....TO	122.0	.....	Ryd FWY	P.M. 1.20	P.M. 11.10	A.M. 9.30	P.M.-991 4.30 <small>225</small>
4.50	5.50	10.43	f 3.06	45	24	Q 9	.....WABAUNSEE.....P	131.0	9.0	.....	f12.57	11.00	7.25	3.06
5.05	6.00	10.55	f 3.14	60	28	Q14	.....ZEANDALE.....P	135.8	13.8	.....	f12.49	10.55 <small>107</small>	7.00	2.52
		<small>108</small>					.....UP Crossing.....UX	143.0	21.0	.....			
5.35	6.30 <small>996</small>	s11.08	s 3.28	80	110	Q21	HD.....MANHATTAN.....TO	143.2	21.2	W	s12.37	s10.46	9.30	6.30 2.40
5.50	6.50	11.20	f 3.41	60	23	Q30	.....KEATS.....P	152.1	30.1	.....	f12.19	10.34	5.25	2.20
6.05	7.10	s11.31	s 3.54	60	24	Q39	RY.....RILEY.....TO	160.7	38.7	.....	s12.03	10.25	5.05	2.05
6.20	7.30	11.40	f 4.05	66	38	Q46	.....BALA.....P	167.5	45.5	.....	f11.51	10.18	4.45	1.50
6.35	7.50	11.48	f 4.16	67	20	Q52	.....BROUGHTON.....P	173.6	51.6	.....	f11.40	10.12	4.25	1.35
		<small>F.M.</small>					.....CLAY CENTER.....TO	179.4	57.4	YdW	s11.30	s10.05	4.05	1.15
7.15	8.30	s12.01	s 4.29	72	112	Q57	GF.....MORGANVILLE.....TO	187.1	65.1	.....	s11.10	9.55	3.30	12.55
7.35	8.50	12.12	s 4.41	66	49	Q55	.....CLIFTON.....TO	195.0	73.0	.....	s10.50	9.47	3.10	12.40
7.55	9.10	12.24	s 4.55	53	83	Q73	.....MoPac Crossing.....UX	196.7	74.7	.....			
							FR.....CLYDE.....TO	201.3	79.3	W	s10.35	s 9.39	2.45	12.25
8.10	9.25	s12.38	s 5.06	54	67	Q79	.....AGENDA.....TO	209.8	87.8	.....	s10.23	9.27	2.20	12.10
8.30	9.40	12.51	s 5.23	61	24	Q88	BD.....CUBA.....TO	216.2	94.2	.....	s10.14	9.20 <small>991</small>	2.00	11.50
9.20 <small>108</small>	10.14 <small>226</small>	1.00	s 5.34	62	24	Q94	VI.....BELLEVILLE.....TO	226.1	104.1	RYdF WTY	10.00	9.10	1.30 <small>107</small>	11.30 <small>997</small>
11.00	11.30 <small>A.M.-992</small>	1.25 <small>A.M.-996</small>	5.50	.....	403	A468					A.M.	A.M.	A.M.	A.M.
							LEAVE				Daily	Daily	Daily	Daily
16.0	17.3	35.7	34.7				....AVERAGE SPEED PER HOUR....				31.2	52.1	13.0	20.8
6.30	6.00	2.55	3.00				.....SCHEDULE TIME.....				3.20	2.00	8.00	5.00

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

No. 107 receive and discharge to and from points 107 and 7 scheduled to stop, and to dispatch U. S. mail daily except Sundays.

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		M. P. Distance from Chicago	Distance from St. Joseph	Signs	ATSF Passenger Motor	Mixed Motor	MoPac Freight	ATSF Freight	MoPac Freight
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily				LEAVE								
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.....	513.9	15.9	Yd					
s 1.03	8.10	6.37	2.32	f 5.24	56	17	OA25	..... RUSHVILLE.....	513.7	15.7	Yd	f 8.34	s 10.45	3.12	6.30	7.43
1.10	8.18	6.43	2.42	5.29	56		OB12	..... GAY.....	510.3	12.3		8.29	f 10.34	3.02	6.23	7.33
1.17	8.24	6.51	2.52	5.33	56	19	OB 9	..... KENMOOR.....	507.3	9.3		f 8.24	f 10.25	2.56	6.17	7.26
1.26	8.40	7.05	3.15	5.40	93		OB 4	..... DONOVAN.....	501.8	3.8	RYd	8.17	f 10.15	2.45	6.08	7.15
				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.....	499.1	1.1						
1.34		7.25		5.50				..... TERMINAL JCT.....	499.0	1.0	Yd	8.08	9.58		6.00	
								..... AT&SF Crossing.....	498.7	0.7						
								..... CB&Q Crossing.....	498.7	0.7						
1.40						695	498	SY..... ST. JOSEPH YD.	498.3	0.3	RYd FWY		9.55			
								..... CB&Q Crossing.....	498.2	0.2						
1.45							498	UN..... ST. JOSEPH U. D.	498.0		RYd		9.45			
P.M.								21.4				Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily
19.8	22.7	19.8	17.0	33.9				..... AVERAGE SPEED PER HOUR				32.1	14.3	22.7	26.4	22.7
1.05	0.45	1.00	1.00	0.35				..... SCHEDULE TIME.....				0.37	1.30	0.45	0.45	0.45

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

Westward

St. Joseph Line

Eastward

SECOND CLASS		FIRST CLASS		SUBDIVISION 36A				FIRST CLASS		SECOND CLASS	
995	217	543		STATIONS				544	996 218		
Red Ball Freight	UnPac Local Freight	UnPac Passenger Motor		Time Table No. 8				UnPac Passenger Motor	Red Ball Freight	UnPac Local Freight	
Daily Except Sunday	Daily	Daily		November 22, 1942							
P.M. 7.00	P.M. 6.35	A.M. 8.30		LEAVE					A.M. 6.45	P.M. 3.00	
		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	M. P. Distance from St. Joseph	Signs					
		742		498	SY.....	ST. JOSEPH YD.....	TO				
					.....	CB&Q Crossing.....	UX				
				498	UN.....	ST. JOSEPH, MO., U. D.....	TO		P.M. 4.45		
					.....	CB&Q Crossing.....	UX				
					.....	UTRR Crossing.....	UX				
		75		499	.....	ELWOOD, KAN.....	1.1	Yd	s 4.37	5.45 2.47	
7.10	6.40	s 8.35		503	WA.....	WATHENA.....	TO	6.0	Yd	s 4.30	5.35 2.40
7.20	6.50	s 8.45		507	BA.....	BLAIR.....	TO	8.8		s 4.23	5.25 2.33
7.30	7.00	s 8.55		512	RO.....	TROY.....	TO	13.5	RYd	s 4.15	5.10 2.25
7.45	7.10	s 9.05		518	.....	BENDENA.....	19.2				4.55 P.M.
7.55				523	DN.....	DENTON.....	TO	24.1			4.45
8.05				528	.....	PURCELL.....	29.1				4.30
8.25				532	.....	PIERCE JCT.....	33.6				4.20
8.40				539	HN.....	HORTON.....	TO	40.8	YdF WTY		4.00
9.00				547	.....	WHITING.....	49.0				3.30
9.25				553	.....	STRAIGHT CREEK.....	54.1				3.10
9.40				558	Q.....	HOLTON.....	TO	60.1	W		2.50
10.10				567	MA.....	MAYETTA.....	TO	69.4			2.25
10.35				574	HO.....	HOYT.....	TO	75.8			2.10
10.55				580	.....	ELMONT.....	82.0				1.50
11.10				290	OT.....	TOPEKA.....	TO	89.2	RYdW		
					.....	UP Crossing.....	89.2				
					.....	ST. JOSEPH LINE JCT.....	89.3				1.35 A.M.
11.20 P.M.					LEAVE				Daily	Daily Except Sunday	Daily
20.6	23.7	23.7		..... AVERAGE SPEED PER HOUR.....					27.0		17.3 23.7
4.20	0.35	0.35		..... SCHEDULE TIME.....					0.30		5.10 0.35

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

Westward

St. Joseph Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 30 STATIONS			M. P. Distance from Chicago	Distance from St. Joseph	Signs	SECOND CLASS						
	395	303					LEAVE							302	390				
	Chicago Twin Cities Kans. City St. Joseph Red Ball Freight	Mixed Motor																	
	Daily Except Sunday	Daily Except Sunday																	
	A.M. 12-20	A.M. 7-10																	
	12-30	7-20		427	427	427	COBURN	427.1	70.9				P.M. 6-55	P.M. 10-40					
				46	431	431	RT. JAMESPORT	431.5	66.5				6-44	9-40					
				24	441	441	Wabash Crossing	439.8	58.2										
	12-50	7-41		34	449	449	QD. GALLATIN	441.2	56.8				6-20	9-10					
	1-05	7-55		14	458	458	ALTAMONT	448.7	49.3		W		6-03	8-55					
	1-25	8-13		35	466	466	MC. MAYSVILLE	465.6	32.4				5-42	8-30					
	1-40	8-28		17	470	470	AMITY	469.9	28.1				5-25	8-15					
	2-00	8-37		56	478	478	CLARKSDALE	478.2	19.8				5-15	8-00					
	2-30	8-52		685	498	498	SY. ST. JOSEPH YD.	497.7	0.3		RYdFWY		4-55	7-40					
	5-00 A.M.	9-29			498	498	CB&O Crossing	497.8	0.2				4-10	7-00 P.M.					
		9-35 A.M.			498	498	UN. ST. JOSEPH, U. D.	498.0			RYd		4-00 P.M.						
							LEAVE						Daily Except Sunday	Daily Except Sunday					
	15-2	29-3					AVERAGE SPEED PER HOUR						24-3	19-3					
	4-40	2-25					SCHEDULE TIME						2-55	3-40					

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

TABLE OF TRAIN SPEEDS

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

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
ALL SUBDIVISIONS				
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:				
Herlington, 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; Herlington, east end of yard.....	30		30	
Class C-39, C-41, C-43 and Mikado engines handling passenger trains.....				
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	16
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 holsts, ditcher spreaders and any similar machines when on own car or trucks (See note).				
With boom supported.....			25	16
With boom removed or not supported.....			16	16
NOTE:				
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
Engines with drivers blocked up.....	30	30	30	30

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
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. 9050-9081 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

All 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
SUBDIVISION 28	70	60	50	40
(Except as shown below)				
MP 297-14 to 297-28.....				
MP 299-11 to 299-39.....				
MP 304-3 to 304-22.....				
MP 329-25 to 329-36.....		45		
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 CMS&P&P Crossing.....		40		40
Allerton Yard—First class trains between West Crossover switch MP365.4 and Cantilever Signal MP 364.1.....		Restrict	ted Speed.	
MP 385-12 to 385-22, westward track.....				
MP 389-33 to 390-12, westward track.....		45		
MP 393-17 to 393-31, westward track.....				
MP 396-32 to 397-5, westward track.....		30		20
MP 396-32 to 397-5 3000—5000 engines (Buckeye Bend), westward track.....		20		20
MP 401-25 to 401-32.....		45		
Over switch, end of two main tracks Mercer and Buckeye eastward trains engine only.....	10		10	
Centerville—Engines heavier than 1400's must not use house track back of depot and 5000 engines will not go beyond east scale track switch. 5000 engines must not use high line track.....				
SUBDIVISION 29	70	60	50	40
(Except as shown below)				
MP 415 to 417-15.....	40	40	40	
without trailers.....				
MP 419-20 to 419-31.....	25	25		
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	15	15
5000 engines must not use Stock track, Hickory Creek, East side Stock Yards to 100 feet of depot.....				
SUBDIVISION 36	70	70	50	50
(Except as shown below)				
5000 engines in passenger service, (except as below).....				
Not equipped with 74 inch drivers.....	70	60		
Between Kansas City and Topeka, 5000 to 5054, Inc.....	60	60		
Through Topeka Interlocking.....	10	65	10	10
On curve MP 97-7.....		10		10
MP 121-20 to 122-15.....		45		40
On curves MP 142-10.....		50		
On curves Eastward main track MP 123-25, 136-30, 136-5, 139-35, 140-16, 141.....		45		40
Westward main track MP 123-25.....		55		45
On curves Westward main track MP 136-5, 139-35, 140-16, 141.....		56		45
MP 156-0 MKT Crossing.....		45		40
Westward main track MP 170-20.....	50		35	
MoPac Crossing Herington.....	45			
4000 and 5000 engines must not use elevator track Willard and Maple Hill.....	15		15	

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains		Freight Trains		LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve		Tangent	Curve	Tangent	Curve
SUBDIVISION 34. (Except as shown below)	50	40	45	35	SUBDIVISION 30. (Except as shown below)	45	45	35	35
MP 10-16 StLB&TCo Crossing..... (Eastward)	10		10		Coburn: Intersection Subdivisions 29 and 30.	20		20	
MP 19-28..... (Westward)	15		15		MP 425-14 to 428-18.....	30		20	
Hine—2500 or larger engines must not use old Water Works spur beyond derail.		30		20	MP 434-5 to 434-12.....	40		30	
MP 24 to 36.....	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
MP55-3 (Bridge 551, Bourbeuse River), engines 2500 or larger must not be double-headed over Bridge 551.					Consolidated type engines with auxiliary tanks or doubleheading engines 831 to 894, inclusive, and 1600 to 2144, inclusive:				
MP 86-5 to 86-25.....	25	25	20	20	MP 461-16—Bridge 4614.....	15		15	
MP 94 to 106.....	40	35	40	25	MP 464-20—Bridge 4645.....	5		5	
MP 114-21 (Bridge 1146, Gasconade River).....					MP 476-18—Bridge 4763.....	15		15	
MP 129-21 (Tunnel No. 2).....					MP 483-20—Bridge 4835.....				
MP 143-11 (Bridge 1433, Osage River).....	20	20	20	20	MP 464-20 (Br. 4645) and MP 476-18 (Br. 4763). Mikado engines dead in train and engines numbered 1931 to 2064 and 2100 engines.	10		10	
MP 149-0 (Tunnel No. 3).....					MP 496-27 to 497.....		6		6
MP 150-28 to 151-6.....		25		25	Between St. Joseph Yd. and Missouri River Bridge.....		Restrict	ted Speed.	
Eldon Yard, East switch to MoPac Crossing.....	15	15	10	10	St. Joseph, Mo., Consolidation engines must not move, 5th St. to Union Station.				
SUBDIVISION 35. (Except as shown below)	50	40	45	35	Steam derricks of 160 ton capacity over bridges 4567, 4614, 4645, 4763, 4835, 4893.....			5	
MP 160-4 MoPac Crossing..... (Eastward)	10		10		SUBDIVISION 36-B. (Except as shown below)	30	30	25	25
MP 162-19 to 163-1 (Morgan Curve)..... (Westward)	15		15		Trains handling steam derrick 95020 must have two or more empty cars immediately ahead and behind derrick and not exceed 5 miles per hour over bridges.				
MP 189-15 to 189-25.....	35	35	25	25	Light engines between Herlington and Abilene Reverse curves, Abilene connection to AT&SF Ry.	15		15	
MP 248-15.....	15	15	15	15	MP 192-24 AT&SF Crossing.....	10	10	10	10
MP 249-19 to 249-26.....					Between Abilene and West Abilene.....		Restrict	ted Speed.	
MP 262-20 MoPac Crossing.....	20	20	20	15	Between East Salina and Salina.....		Restrict	ted Speed.	
MP 279-20.....	20	20	15	15	Bridge 1836-S.....	15		15	
MP 288-10 through turnout SL-SF intersection, Leeds Jct.....		15		15	Engines must not be double-headed over Bridge 1836-S.				
K-67-B or heavier engines are not permitted to doublehead over StL-SF Little Blue River Bridge at MP 7.3.					SPECIAL INSTRUCTIONS COVERING THE MAXIMUM SPEEDS OF ROCKET TRAINS.				
Sheffield Connection between KC Terminal and StL-SF.....		10		10	Distinctive roadway signs indicate maximum speeds of Rocket trains.				
SUBDIVISION 37. (Except as shown below)	60	50	50	35	A sign with crystal reflex letter "Z" indicates zone territory and the maximum speed is indicated by numerals thereon, which will govern until the next zone is reached.				
McFarland and Belleville yards.....		Restrict	ted Speed.		Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone sign is located approximately 4000 feet from the point where the lower speed becomes effective.				
Clay Center, engines not permitted on curve				5	Where speed restrictions are required on curves within a zone, a sign with amber reflex diagonal bar and numerals thereon, located approximately 4000 feet from point of curve will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.				
Snell Mills track Grant Ave., nor on Marshall Spur.					Between Yard Junction and Lake and between Scott and Shearwood, zone and curve signals are located for operation in either direction on both main tracks.				
Clay Center, west end house track, engines.					When using any turnout, crossover, drawbridge, railroad crossing, or moving through towns or cities will not exceed speed designated for other passenger trains unless otherwise specified.				
Clifton, engines not permitted beyond frog Creamery Spur.					Rocket trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.				
SUBDIVISION 30-A. (Except as shown below)	50	45	40	35	Headlight on Rocket trains must be burning dimly during daylight hours.				
Between St. Joseph Yd. and coal chute.....		Restrict	ted Speed.		Mars signal lights on Rocket engines shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains; except between Ustick Tower and St. Louis Ave.; over all tracks of KCT Ry Co.; through Topeka yard on CRI&P tracks and through Herlington yard.				
MP 513-36 CB&Q Crossing.....	40		25		Passenger trains consisting of Rocket equipment hauled by steam locomotives of P-31, P-32, P-33, P-40 or 4000 class, and passenger trains consisting of standard equipment hauled by Diesel passenger locomotives may operate at speed of 10 MPH less than speed authorized for Rocket trains, except will not be required to operate at a lower speed than authorized for steam passenger trains.				
MP 516-22 to 516-29.....		35		20	Scheduled Rocket trains handling conventional type of equipment hauled by passenger diesel may be operated at permissible Rocket speeds. All members of crew to be informed of such equipment and must make careful inspection at regular stops.				
MP 517-2 to 517-9.....	15		15		Diesel passenger locomotives operating light without cars must not exceed maximum speed of 55 MPH and where rule specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed.				
Atchison over Missouri River Bridge.....					The following equipment must not be towed or operated under own power at speed exceeding 3 MPH through water in excess of that shown below:				
SUBDIVISION 36-A. (Except as shown below)	40	40	40	40	Maximum Height of Water Above Rail				
MP 0-4 C. B. & G. Crossing.....	10		10		Rocket Diesel power units and Diesel switchers.....			4 1/2	Inches
MP 7 to St. Joseph Line Jct.....	35	35	30	25	Rocket train cars only.....			7	Inches
Consolidation Engines must not move 5th St. to Union Station, St. Joseph.					Conventional passenger cars.....			12	Inches
Missouri River Bridge at St. Joseph.	6		6		Gas-electric motor cars.....			3	Inches
St. Joseph and Elwood Yard.....		Restrict	ted Speed.						
Horton to Mayetta steam locomotives.....			25						
UP Crossing MP 89-2, Topeka.....	15		15						
Trains handling steam derrick 95020, 1900 and 2000 engines, 6-wheel engines, or Mikado engines dead in train over Bridge 346, MP 34-24.....	15		15						
Engines 831 to 894, inclusive, and 1600 to 1930, inclusive, or lighter doubleheaded directly connected over Bridge 346.....	10		10						
Engines 895 to 944, inclusive, 1931 to 2144, inclusive, may be doubleheaded directly connected. K-56 and heavier engines handled dead in train must be separated by at least one car over Bridge 594, MP 59-16.....			10						
Engines 1931 to 2144, inclusive, when singly operated over Bridge 694.....	15		15						

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

SPECIAL INSTRUCTIONS

2. Polo is the initial station for Eastward trains, Subdivision 29.
- 2a. Atchison U. D. is the initial station for trains leaving Atchison Yd. or Atchison U. D.
- 2b. St. Louis is the initial station for Westward first class trains.
- 2c. Carrie Avenue Yd. is the initial station for Westward trains originating there.
- 2d. Kansas City, Mo. Subdivision 35, is the initial station for Eastward trains originating there.
- 2e. Kansas City, Kan. Subdivision 35, is the initial station for Eastward trains originating there.
- 2f. Topeka Jct. is the initial station for Westward trains on Subdivision 38. The time shown for second class trains at R. I. Freight Yd. is for information only.
3. On Subdivision 29, between Yard Jct., and Westward home signal just east of end of two main tracks at Polo, trains will be operated on both single and Eastward and Westward tracks on signal indication and Rules S-71, D-71, S-72, D-72, 73, S-83 and D-83 of The Uniform Code of Operating Rules are ineffective between these points, except all trains departing from Trenton or Yard Jct. will obtain Clearance.
- 3a. Trains originating at Terminal Jct., Subdivision 30a, will obtain Clearance at St. Joseph Yd., except first class trains will obtain Clearance at St. Joseph U. D.
- 3b. Trains will leave Coburn without Clearance.
- 3c. Eastward freight trains, Subdivision 35, will obtain Clearance at Centropolis instead of Kansas City, Kan.
- 3d. Westward freight trains, Subdiv. 34 will obtain Clearance at Lackland instead of Carrie Ave. Yd.
- 3e. Westward MoPac trains leaving Mo. Pac. Junction via Rock Island rails between the hours of 8:01 A. M. and 4:01 P. M. will obtain Clearance at Mo. Pac. telegraph office, Pleasant Hill.
- 3f. All Westward first class trains, Subdiv. 36, except train No. 3, will obtain Clearance at UP station, Topeka, instead of Topeka Yd. Train No. 3 and other Westward trains will obtain Clearance at Topeka Yd.
- Eastward first class trains, Subdiv. 36, will obtain UP Clearance at UP station Topeka. Other Eastward trains will obtain UP Clearance at Topeka Yd.
- Trains cleared at UP station need not obtain Rock Island Clearance at Topeka Yd.
- 3g. Eastward trains, Subdiv. 36a, will obtain Clearance at Topeka Yd. instead of at St. Joseph Line Jct.
- Westward trains from St. Joseph Line will not be required to obtain Clearance at St. Joseph Line Jct., and will be governed by interlocking signals between St. Joseph Line Jct. and Topeka Yd.
- 3h. 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.
- 3i. On two main tracks between Topeka and Herington, extra trains may be run, moving with current of traffic without train orders on authority of Clearance Form "A" (DT).
- 3j. 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.—Pgr. trains only.
St. Louis (Union Station)—Pgr. trains only.
Kansas City, Mo. U. D.—Pgr. trains only.
Kansas City, Kans. Yard Office—Trains originating and terminating.
Topeka Telegraph Office, Union Pacific passenger station—Pgr. 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, Buckeye and Mercer.
- 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 Herington.

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 Employees.
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.	Herington—Yard Office.
Horton—Telegraph Office.	Herington—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.
Herington—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 Clie 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.L&TCo.	Gate	Trainmen	St.L&TCo.	Red	Yellow
35	160.1	MoPac	Gate	Trainmen	MoPac	Red	Yellow
36a	0.3	CB&Q					
36a	0.4	CB&Q	Gate	Gate Tender	CB&Q	Red	Yellow
36a	0.5	UTRR					
37	143.0	UP					
37	196.7	MoPac					
36b	152.8	AT&SF	Gate	Trainmen	CR&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, ALL TRAINS RUN AT RESTRICTED SPEED. Inferior trains and yard engines may occupy main track on the time of first class trains, but must avoid delay thereto.

16. Trains between Polo and Birmingham will be governed by CMS&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. 38, 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:

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 3965 westward track is equipped with fire protection appliances which control westward signal 3949 and eastward absolute dwarf signal Buckeye. If signal 3949 or absolute dwarf signal Buckeye (when switch is lined for reverse movement on westward track) 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	383.1	Viaduct, Eastward Track	23 ft.-6 in.	17 ft.-0 in.		
28	385.0	Viaduct, Eastward Track	30 ft.-8 in.	17 ft.-0 in.		
28	386.2	Viaduct, Eastward Track	21 ft.-10 in.	17 ft.-0 in.		
28	387.1	Viaduct, Eastward Track	30 ft.-3 in.	17 ft.-0 in.		
28	391.4	Viaduct, Eastward Track	23 ft.-10 in.	20 ft.-0 in.		
28	392.1	Viaduct, Eastward Track	25 ft.-0 in.	17 ft.-0 in.		
28	396.7	Viaduct, Eastward Track	23 ft.-0 in.	17 ft.-0 in.		
28	397.1	ThruSpan, Westward Track	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, Pole	18 ft.-6 in.	12 ft.-3 in.		
29	Han. Br. Mo. Riv.	Thru Span	22 ft.-7 in.	14 ft.-0 in.		
29	KCSRY.	Viaduct	21 ft.-4 in.	14 ft.-0 in.		
29	Broadway Cross.	Viaduct	18 ft.-11 in.	14 ft.-0 in.		
29	Intercity	Viaduct	22 ft.-0 in.	14 ft.-0 in.		
29	St. L. Ave.	Viaduct	16 ft.-4 1/2 in.	13 ft.-0 in.		
29	12th St.	Viaduct	19 ft.-6 in.	14 ft.-0 in.		
29	19th St.	Viaduct (Over WB Tracks)	19 ft.-0 in.	13 ft.-4 in.		
29	19th St.	Viaduct (Over EB Tracks)	18 ft.-6 in.	13 ft.-4 in.		
29	James St.	Viaduct	22 ft.-6 in.	13 ft.-6 in.		
29	Kaw Riv. Br.	Thru Span	21 ft.-7 in.	13 ft.-6 in.		
29	7th St.	Viaduct	20 ft.-6 in.	20 ft.-6 in.		
29	10th St.	Viaduct	20 ft.-11 in.	13 ft.-6 in.		
29	18th St.	Viaduct	23 ft.-2 in.	13 ft.-6 in.		
30	432.5	Viaduct	23 ft.-0 in.	14 ft.-0 in.		
30	449.2	Viaduct	23 ft.-0 in.	14 ft.-0 in.		
30	455.7	Thru Span	22 ft.-5 in.	7 ft.-0 in.		
30	470.2	Viaduct	22 ft.-2 in.	14 ft.-0 in.		
30	484.4	Viaduct	22 ft.-0 in.	14 ft.-0 in.		
30	489.3	Thru Span	21 ft.-7 in.	8 ft.-0 in.		
30	494.0	Viaduct	23 ft.-4 in.	14 ft.-0 in.		
30a	499.3	Viaduct (6th St.—St. Joe.)	19 ft.-4 in.	14 ft.-0 in.		
30a	505.7	Viaduct	22 ft.-6 in.	14 ft.-0 in.		
30a	514.0	Overhead Highway	22 ft.-7 in.	14 ft.-0 in.		
30a	Mo. Riv. Br.	Thru Truss	21 ft.-9 1/2 in.	7 ft.-8 in.		
30a	Atchison Yd.	Viaduct (6th St.—Atchison)	20 ft.-11 in.	13 ft.-9 1/2 in.		
34	Florissant Av.	Viaduct (TRRA)	17 ft.-6 in.	13 ft.-0 in.		
34	15.6	Overhead Highway	21 ft.-6 in.	14 ft.-0 in.		

SPECIAL INSTRUCTIONS—Continued

Sub-div.	Mile Post	Kind of Structure	CLEARANCE	
			Height Above Top of Rail	Width at Height Shown
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. MPRR Co.	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.
34	118.0	Tunnel No. 1	20 ft.-4 1/2 in.	1 ft.-0 in.
34	121.5	Marles River Bridge	22 ft.-3 in.	5 ft.-4 in.
34	128.6	Tunnel No. 2	19 ft.-9 in.	1 ft.-0 in.
34	135.9	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	180.4	Overhead Highway	23 ft.-0 in.	14 ft.-0 in.
35	185.8	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	10.5	Viaduct	23 ft.-5 1/2 in.	14 ft.-0 in.
36a	15.0	Overhead Crossing St. & G. Ry.	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	48.6	Bridge 466, 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	116.6	Bridge 1165, East of Paxico	22 ft.-0 in.	8 ft.-8 in.
36b	193.4	Bridge 1934S, West of Enterprise	20 ft.-5 in.	7 ft.-0 in.
37	143.0	Bridge 1430C, Kaw River, Manhattan	22 ft.-0 in.	9 ft.-0 in.
37	146.5	Bridge 1465C, West of Manhattan	22 ft.-0 in.	7 ft.-0 in.

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

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

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

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

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

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

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

Subdivision 30A.

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

Subdivision 35.

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

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

Sub-div.	Location	Name	Car Capacity
28	MP 297.3	Haynes Mine	12
28	MP 341.0	Casale Coal Mine	20
34	MP 10.8	Nuzol Oil Co.	6
34	MP 24.2	City St. Louis W. W.	50
34	MP 28.6	Helwig Bros.	4
34	MP 41.8	Otters Spur	3
34	MP 53.0	Davis Oil Co.	2
34	MP 83.2	Johnson Spur	6
34	MP 92.0	Evans & Howard	54
34	MP 97.3	Ellie	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 Ass'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.

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 enginemen 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.

34a. At stations where emergency telephones are located, conductor should communicate with train dispatcher within fifteen minutes after arrival unless expected train is heard, or seen approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, conductors must call operator to office when delay has reached thirty minutes in excess of time expected, in case the expected train is not seen or heard approaching.

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.
Pole—East End of Siding.
McFarland—East End and West End Yard.
Celia.

Emergency telephones connected with stations:

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

The following letters indicate—

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

Official Hospitals.

Name	Place	Telephone
Wright Memorial	Trenton, 415 East 9th St.	117
Evangelical Deaconess	St. Louis, 6140 Oakland Ave.	MIland 8510
Peoples (for Colored)	St. Louis, 3449 Pine St.	JEfferson 6468
St. Luke's Hospital	Kansas City, Mo., 44th & Mill Creek Blvd.	VAIntine 7500
Providence Hospital	Kansas City, Kans., 18th and Barnett	DRexel 3140
Bell Memorial Hospital (For Colored)	Kansas City, Kans., 40th and Hudson Road	VAIntine 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.

SPECIAL INSTRUCTIONS—Concluded

TRAIN ORDER OFFICES

Office Hours Week Days		*Sundays and Haldays †Holidays Only	
From	To	From	To
SUBDIVISION 28			
Eldon Yd.....	Continuous		
Belknap.....	9:00 a.m. 5:00 p.m.	9:00 p.m. 5:00 a.m.	
CB&Q Crossing-Centerville	Continuous		
CMStP&P Crossing-Seymour.....	Continuous		
Allerton.....	Continuous		
Clio.....	8:30 a.m. 5:30 p.m.		
Lineville.....	* 8:00 a.m. 5:00 p.m.	* 9:00 a.m. 11:00 a.m.	
Mercer.....	Continuous		
Princeton.....	7:00 a.m. 12:00 Noon	1:00 p.m. 4:00 p.m.	
Buckeye.....	Continuous		
Spickards.....	7:00 a.m. 12:00 Noon	1:00 p.m. 4:00 pm..	
Trenton.....	Continuous		

SUBDIVISION 29

Polo..... Continuous

SUBDIVISION 36

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 Week Days

*Sundays and Holidays
†Holidays Only

	From	To
SUBDIVISION 34		
Carrie Ave.....	* 8:20 a.m. 8:20 a.m.	5:20 p.m. 10:20 a.m.
Lackland.....	8:00 a.m. 4:30 p.m.	4:00 p.m. 12:30 a.m.
Chesterfield.....	* 4:30 p.m. 8:00 a.m.	12:30 a.m. 5:00 p.m.
Union.....	* 8:30 a.m. 8:30 a.m.	5:30 p.m. 6:30 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. 8:30 a.m.	5:30 p.m. 6:30 p.m.
Bland.....	7:00 a.m. 4:00 p.m.	4:00 p.m. 4:00 p.m.
Belle.....	8:00 a.m. 10:00 p.m.	6:00 a.m. 6:00 a.m.
Freeburg.....	* 8:00 a.m. 10:00 p.m.	4:00 p.m. 6:00 a.m.
Argyle.....	8:00 a.m. 7:00 a.m.	5:00 p.m. 4:00 p.m.
Meta.....	7:00 a.m. 7:00 a.m.	4:00 p.m. 4:00 p.m.
Eugene.....	7:00 a.m. 7:00 a.m.	4:00 p.m. 4:00 p.m.
Eldon.....	Continuous	

SUBDIVISION 35

Barnett.....	6:30 a.m. 7:30 a.m.	3:30 p.m. 4:30 p.m.
Versailles.....	* 11:30 a.m. 8:00 a.m.	2:30 p.m. 5:00 p.m.
Stover.....	8:00 a.m. 7:00 a.m.	4:00 p.m. 5:00 p.m.
Ionia.....	8:00 a.m. 8:00 a.m.	5:00 p.m. 5:00 p.m.
Windsor.....	* 8:00 a.m. 8:30 a.m.	5:00 p.m. 5:30 p.m.
Leeton.....	8:30 a.m. 7:00 a.m.	5:30 p.m. 4:00 p.m.
Chilhowee.....	7:45 a.m. 7:45 a.m.	4:45 p.m. 10:00 a.m.
Pleasant Hill.....	* 8:00 a.m. 8:00 p.m.	5:00 a.m. 6:00 a.m.
Mo. Pac. Jct.....	* 8:00 p.m. 7:30 a.m.	6:00 a.m. 5:30 p.m.
Raytown.....	* 7:30 a.m. 9:00 a.m.	9:30 a.m. 6:00 p.m.
Leeds Jct.....		

SUBDIVISION 37

McFarland.....	Continuous	
Manhattan.....	10:00 a.m. 8:00 p.m.	6:00 p.m. 4:00 a.m.
Riley.....	* Same Hours	
	8:30 a.m. 9:00 a.m.	5:30 p.m. 5:00 p.m.
Clay Center.....	5:00 p.m.	1:00 a.m.
Morganville.....	* Same Hours	
	8:30 a.m.	5:30 p.m.

Office Hours Week Days

*Sundays and Holidays
†Holidays Only

	From	To
SUBDIVISION 37 Con'd.		
Clifton.....	* 8:30 a.m. 8:30 a.m.	5:30 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	

SUBDIVISION 30-A

Davies.....	Continuous	
Donovan.....	Continuous	
St. Joseph Yd.....	8:30 a.m.	5:30 p.m.
St. Joseph U. D.....	Continuous	

SUBDIVISION 36-A

Wathena.....	8:00 a.m. 8:00 a.m.	5:00 p.m. 5:00 p.m.
Blair.....	7:00 a.m. 7:00 a.m.	11:00 p.m. 11:00 p.m.
Troy.....	* 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.

SUBDIVISION 30

Jamesport.....	7:15 a.m. 7:15 a.m.	4:15 p.m. 4:15 p.m.
Gallatin.....	8:00 a.m. 8:00 a.m.	6:00 p.m. 6:00 p.m.
Maysville.....		

SUBDIVISION 36-B

Woodbine.....	6:30 a.m. 7:15 a.m.	3:30 p.m. 4:15 p.m.
Enterprise.....	* 7:15 a.m. 7:15 a.m.	9:15 a.m. 9:15 a.m.
Abilene.....	7:15 a.m. 7:15 a.m.	4:15 p.m. 4:15 p.m.
Salina.....	8:00 a.m. 8:00 a.m.	5:00 p.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.

A. A. STURGES, 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.

R. S. McCOLLOM, S. E. STROFF, W. F. RUSH, F. M. McKINNEY,	}	Train Dispatchers, Trenton, Mo. Subdivisions 28, 29, 30, 30a and 36a.
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J. L. WILSON, Chief Dispatcher, Kansas City, Mo.

F. GIRDNER, Night Chief Dispatcher, Kansas City, Mo.

F. P. CARTER, P. H. JOHNSON, A. G. DOUGLAS, G. S. KEATON,	}	Train Dispatchers, Kansas City, Mo. Subdivisions 34, 35, 36, 36b and 37.
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