

Company Surgeons	Location
T. L. HANSEN, Chief Surgeon.....	Chicago
J. W. MAY, Oculist and Aurist.....	
A. N. ALPFRINGER, Oculist and Aurist.....	
T. S. BOURKE, Division Surgeon and Examiner.....	Kansas City, Mo.
F. S. CAREY, Division Surgeon.....	
H. L. REGIER, Asst. Division Surgeon, Examiner.....	
E. P. SERERES, Asst. Division Surgeon, Examiner.....	Kansas City, Kan.
J. G. EVANS, Asst. Division Surgeon.....	
C. E. HASSIG, Asst. Oculist and Aurist.....	
J. A. BILLINGSLEY, Oculist, Aurist.....	
DEAN SAUER, Local Surgeon.....	
A. S. STEINER, Oculist and Aurist.....	St. Louis, Mo.
M. F. HARMANN, Local Surgeon.....	
C. D. MAGEE.....	
J. O'CONNELL.....	Overland
W. R. HEWITT.....	University City
C. H. DENNY.....	Creve Coeur
F. H. LORHAN.....	Mission
H. V. WOODS.....	Independence
C. F. BRUNNMITT, Local Surgeon and Examiner.....	Centerville
A. E. DAVIS.....	Seymour
J. H. McCALL.....	Allerton
C. E. LOVETT.....	Linoville
A. S. BRISTOW.....	Princeton
E. W. EWING.....	Spickards
E. A. DUFFY, Division Surgeon and Examiner.....	
C. F. DUFFY, Asst. Division Surgeon.....	
H. C. KIMBERLIN, Consulting Oculist.....	Trenton
C. H. WILBUR.....	Polo
EDWIN SHOUSE.....	Lawson
J. E. BAIRD.....	Excelsior Springs
G. D. JOHNSON.....	Maysville
PAUL FORGRAVE.....	
W. H. MINTON.....	St. Joseph
H. M. DENNY.....	
L. V. MURRAY.....	Union
C. E. WALLER.....	Pleasant Hill
A. E. CORDONIER, Asst. Local Surgeon.....	Troy
J. MOTHERSHEAD.....	Denton
GEO. M. EDMONDS.....	Horton
R. H. MOSER.....	Holton
B. M. MARSHALL, Dist. and Hos. Surgeon and Examiner.....	
G. L. KERLEY, Asst. Dist. and Hos. Surgeon and Examiner.....	
C. A. NEWMAN, Asst. Surgeon and Examiner.....	
H. W. POWERS, Div. Oculist and Aurist.....	
J. W. CAVANAUGH, Asst. Div. Surgeon.....	Topeka
CLYDE S. SMITH.....	Valencia and Willard
J. W. LAUCK.....	Maple Hill
F. J. WAGNER.....	McFarland
E. B. McKNIGHT.....	Alma
GEO. E. BRETTHOUR.....	Dwight
J. E. BOWERS.....	White City
A. D. DANIELSON, Div. Surgeon and Examiner.....	
J. O. GILLILAND, Asst. Div. Surgeon and Examiner.....	
E. J. REICHLEY, Surgeon and Examiner.....	
F. S. DOZIER, Asst. Division Surgeon.....	Herington
D. A. ANDERSON.....	
A. E. RUEB.....	Salina, Kan.
C. A. SCHMIDT.....	Gerald
C. A. BUNGE.....	Bland
R. H. SCHOENHALS, Ass't. Local Surgeon.....	Belle
R. M. KELLER.....	Owensville
J. L. A. BUECHLOR.....	Freeburg
A. CASTALIDI.....	Meta, Mo.
GEO. H. SHIRLEY.....	Eugene
E. O. SHELTON, Surgeon and Examiner.....	Eldon
A. J. GUNN.....	Versailles
H. M. WALL.....	Windsor
D. M. EUBANK.....	Raytown
K. RAWLINS.....	Holden
E. R. BEIDERWELL.....	
H. B. THOMAS.....	Belleville
A. C. ANTONY.....	Clyde
F. R. CROSON.....	
CARL RUFF, Asst. Local Surgeon.....	Clay Center
R. G. SCHOONHOVEN.....	Manhattan
L. G. HEINS.....	Abilene

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

G. J. MULICK,
Superintendent

O. W. LIMESTALL,
Gen'l Sup't Transportation

M. R. WILSON,
E. S. FARLEY,
Supt's Motive Power

R. E. JOHNSON,
Ass't General Manager

F. R. HOSACK,
Gen'l Sup't Motive Power

C. L. FRANKLIN,
General Manager

W. H. HILLIS,
Vice President-Operations

Chicago, Rock Island & Pacific Railroad

TIME TABLE

MISSOURI-KANSAS DIVISION SECOND DISTRICT

No. 7

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

SUNDAY, MAY 28, 1950

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY



SAFETY FIRST

This Time Table for the exclusive use
and guidance of Employes

Westward

Main Line

Eastward

FIRST CLASS						SUBDIVISION 28 STATIONS Time Table No. 7 May 28, 1950	FIRST CLASS											
3	507	17	1	15	39		16	4	40	508	18	2						
Golden State	Twin Star Rocket	Short Line Express	Passenger	Mid Continent Special	Imperial		Short Line Express	Golden State	Imperial	Twin Star Rocket	Mid Continent Special	Passenger						
Daily	Daily	Daily	Daily	Daily	Daily	LEAVE												
P.M. 6-40			A.M. 8-30 40		A.M. 2-40	ON..	.. ELDON YARD... TO	Yard	296.6	RFWY Yd	292		A.M. 6-05	A.M. 8-30			A.M. 1-10	
						.....	.. FLORIS..... P	13	302.5		301							
6-52			g 8-43		2-52	SW..	.. BELKNAP.....	11	125	308.5		308		5-43	8-07			g 12-50
						.....	.. Wabash Crossing.....			308.5								
						.....	.. DRAKESVILLE... P	7		311.6		311						
7-00			8-53		3-01	.....	.. PARIS..... P	11	125	316.8		317		5-32	7-56			12-35
						.....	.. SHARON..... P			324.4		324						
						.....	.. CB&Q Crossing.....			331.1								
g 7-18			s 9-16		s 3-20	CV..	.. CENTERVILLE... P	107	125	334.7	FWY	335		g 5-13	g 7-37			- A.M. - s 12-11
						.....	.. NUMA..... P	30		343.8		344						
7-30			g 9-36		3-34	SR..	.. SEYMOUR..... P	37	118	351.7		352		4-59	7-23			- P.M. - g 11-55
						.....	.. CMS&P Crossing... P			352.1								
						.....	.. HARVARD..... P	14		359.8		360						
7-43	P.M. 6-30	A.M. 10-55	s 10-00	A.M. 4-10	3-48	AR..	.. ALLERTON..... TO	162	N 125 N 40	365.0	RFWY	365	- A.M. 3-39 s 3-45	4-45	7-07	A.M. 11-44	P.M. 11-25	11-30
7-50	6-38	f 11-05	A.M. 4-17	4-17	3-56	.....	.. CLIO..... P	16		372.2		372	f 3-10	4-38	6-58	11-36	11-11	P.M. 11-30
		f 11-14				WR..	.. LINEVILLE, IA... P	32		378.2		378	f 3-00					
8-01	6-47	s 11-25	508	4-28	4-07	Q..	.. MERCER, MO..... P	18	123	383.1		383	f 2-55	4-28	6-47	11-25	11-00	
8-10	6-55	s 11-42	4	4-37	4-17	PR..	.. PRINCETON..... P	48	102	392.4	W	393	s 2-45	39 4-17	6-36	11-16	10-49	
		s 11-48				.....	.. MILL GROVE..... P	11	102	399.8		400	f 2-30					
		s 11-53	A.M. 4-53	4-35		SB..	.. SPICKARDS..... P	21		404.3		404	f 2-23					
8-25	7-10	f 12-02	F.M. 4-53	4-35		.....	.. TINDALL..... P	14		410.3		410	f 2-15	4-00	6-16	11-01	10-32	
8-35	s 7-17	s 12-20	s 5-00	s 4-50		RN..	.. TRENTON..... TO	Yard		415.9	RFWT Yd	416	2-05	3-50	6-10	10-55	10-25	
P.M.	P.M.	P.M.	A.M.	A.M.		DS..	113.7						A.M.	A.M.	A.M.	A.M.	P.M.	
						LEAVE							Daily	Daily	Daily	Daily	Daily	Daily
59.3	62.9	34.9	42.9	59.3	52.5	AVERAGE SPEED PER HOUR							29.7	50.5	48.7	60.5	49.4	38.5
1.55	0.47	1.25	1.30	0.50	2.10	SCHEDULE TIME							1.40	2.15	2.20	0.49	1.00	1.40

RULES 93 AND D-93 ARE IN EFFECT AT TRENTON
WHEN OPERATING UNDER RULE 356, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD

Nos. 3 and 4 between Eldon Yard and Trenton must not exceed steam passenger train speed.

On Subdivisions 28 and 29 receipt of Clearance will authorize train movement per Rules 93 and 400 to 406, incl.

Local extra leaves Eldon and Trenton about 7:00 A. M. Tuesday, Thursday and Saturday for Trenton, and Monday, Wednesday and Friday for Eldon.

No. 17, Trenton 20 minutes for lunch.

Nos. 3 and 4 Centerville, receive and discharge Pullman passengers for and from El Paso or beyond.

No. 40 receive and discharge for and from Chicago, Englewood and Kansas City or beyond.

Nos. 1 and 2 receive and discharge Belknap and Seymour for and from Kansas City and Davenport and beyond.

Nos. 507 and 508 receive and discharge Allerton for Des Moines and Kansas City or beyond.

Westward

Main Line

Eastward

FIRST CLASS								SUBDIVISION 29 STATIONS							FIRST CLASS					
3	507	17	15	39			Time Table No. 7							4	40	508	18	16		
Golden State	Twin Star Rocket	Short Line Express	Mid Continent Special	Imperial	Capacity of Sidings	Capacity of Other Tracks	May 28, 1950					Signs	M. P. from Chicago	Station Numbers	Golden State	Imperial	Twin Star Rocket	Mid Continent Special	Short Line Express	
Daily	Daily	Daily	Daily	Daily			LEAVE													
P.M. 8:35	P.M. 7:17	P.M. 12:40	A.M. 5:05	A.M. 4:50	Yd		RN DS	0.9	TRENTON	TO	RFW TYd	414.1	416	A.M. 3:50	6:10	10:55	10:20	2:00		
							0.9	YARD JCT.	P		415.9			3:35	5:53	10:50	10:10	1:45		
							2.4	LAKE	P		417.4									
8:42	7:24	12:50	5:13	4:57			2.8	SCOTT	P		420.2			3:30	5:47	10:45	10:01	1:38		
							1.4	HICKORY CK.	P		421.6	424								
							3.4	COBURN	P		425.0	427								
							2.3	SHEARWOOD	P		427.3	24002								
8:55	7:36	1:07	5:30	5:11	99	36	7.5	LOCK SPRINGS	P		434.8	24010		3:16	5:30	10:32	9:46	1:20		
			40				0.1	Wabash Crossing	P		434.9									
9:04	7:44	1:17	5:40	5:20	125	12	8.6	NETTLETON	P		443.5	24019		3:07	5:20	10:24	9:38	1:11		
			40				6.8	SHOAL	P	FW	450.3	24025								
9:21	8:02	1:35	6:00	5:45	125	49	10.2	POLO	TO	FW	460.5	24036		2:50	5:02	10:08	9:21	11:55		
10:45 P.M.	9:15 P.M.	3:10 P.M.	7:30 A.M.	7:20 A.M.			47.7	Kansas City, Mo.						1:50 A.M.	4:00 A.M.	9:10 A.M.	8:15 P.M.	11:45 P.M.		
							94.1							Daily	Daily	Daily	Daily	Daily		
43.4	47.9	37.6	38.9	37.6			LEAVE													
2:10	1:58	2:30	2:25	2:30			...AVER. SPEED PER HR...													
						SCHEDULE TIME.....													
														2:00	2:10	1:45	2:05	2:15		

SEE FOOTNOTES ON PAGE 1.

Nos. 3 and 4, between Trenton and Birmingham, must not exceed steam passenger train speed.

Nos. 508, 15 and 18 receive and discharge Excelsior Springs for and from Des Moines or beyond.

Nos. 39 and 40 receive and discharge, Excelsior Springs for and from El Paso or beyond and for and from Englewood and Chicago.

No. 508 Excelsior Springs discharge from Kansas City or beyond, and discharge from Tucumcari or beyond.

No. 507 Excelsior Springs discharge from Des Moines and receive for Ft. Worth and beyond, receive for Tucumcari or beyond.

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

No. 17 receive Elmira for Kansas City or beyond, and at Liberty and Lawson discharge from Allerton or beyond, receive for Kansas City.

No. 17, Trenton 20 minutes for lunch.

Westward

Freight Trains (Information only)

Eastward

91	909	911	93	303	395		914	98	990	96	912	302	390
Chicago California Gold Ball Freight	Red Ball Freight	Des Moines Kan. City Red Ball Freight	Rocket Freight	Mixed Motor	Chicago Twin City K.C., St. J. Freight		Kan. City Twin Cities Nebraska Red Ball	Rocket Freight	Red Ball Freight	California Kan. City Red Ball Freight	Kan. City Twin City Red Ball Freight	Mixed Motor	St. L. T. C. Chl., K.C. Red Ball Freight
Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday								
P.M. 11:59	P.M. 1:20		A.M. 9:50							A.M. 12:45			
3:45 A.M.	7:30 P.M.	P.M. 12:20	2:30 P.M.	A.M. 7:30	A.M. 2:00	ELDON YARD	A.M. 8:30	P.M. 12:25	P.M. 11:30		A.M. 2:30		
						ALLERTON	6:30	8:55	7:45	P.M. 8:50	12:15	P.M. 7:50	P.M. 8:30
						TRENTON							
						COBURN							
8:15 A.M.	1:00 A.M.	6:00 P.M.	6:30 P.M.	7:50 A.M.	2:20 A.M.	ARMOURDALE YARD	3:00 A.M.	5:00 A.M.	4:00 P.M.	5:00 P.M.	7:00 P.M.	7:26 P.M.	7:45 P.M.
							Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
8:16	11:40	5:40	8:40	0:20	0:20	SCHEDULE TIME	5:30	7:25	7:30	7:45	7:30	0:24	0:45

Westward

Main Line

Eastward

FIRST CLASS					Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 36 STATIONS			Station Numbers	Signs	M. P. from St. Joseph	FIRST CLASS					
43	3	507	509	39			Time Table No. 7 May 28, 1950						40	508	510	44	4	
South-west Express	Golden State	Twin Star Rocket	Rocket	Imperial			LEAVE						Imperial	Twin Star Rocket	Rocket	South-west Express	Golden State	
Daily	Daily	Daily	Daily	Daily									A.M. 3.30	A.M. 8.40	P.M. 7.15	P.M. 9.50	A.M. 1.25	
P.M. 11.55	P.M. 11.10	P.M. 9.40	A.M. 9.00	A.M. 8.00			KANSAS CITY, MO. . . . US . . .			60055	RFW TY							
P.M. 12.03	P.M. 11.15	9.45	9.05	8.06			KANSAS CITY, KANS.			60054			3.13	8.30	7.06	9.40	1.14	
A.M. 1.32	P.M. 12.21	10.49	10.06	9.16			ST. JOSEPH LINE JCT.				89.3		1.45	7.20	5.56	8.03	12.01	
1.36	12.24	10.51	10.08	9.18	175 E	Yard	TOPEKA YARD B . . .			TO	588	RFW Yd	1.43	7.19	5.55	8.01	11.59	
1.52	12.36	11.02	10.19	9.31	147	18	VALENCIA			P	600	101.5	1.29	7.09	5.46	7.48	11.47	
f 2.00	12.41			9.35		17	WILLARD			P	604	105.3				s 7.44		
f 2.12	12.46	11.10	10.27	9.40	95 E	71	MAPLE HILL RH . . .			TO	609	110.4	1.20	7.02	5.40	s 7.38	11.38	
					96 W													
						13	VERA			P	613	114.2						
f 2.27	12.53	11.17	10.33	9.48		37	PAXICO CA . . .			TO	617	118.2	1.10	6.55	5.33	s 7.30	11.31	
s 2.40	12.57	11.21	10.38	9.58	122 W	70 E	McFARLAND FA . . .			TO	621	122.0	1.06	6.51	s 5.30	s 7.25	11.27	
3.00																		
s 3.07	1.01	11.26	10.42	10.03		95	ALMA U . . .			TO	625	126.3	12.57	6.47	5.21	s 6.55	11.23	
f 3.20	1.09	11.34	10.49	10.13	93 E	40	VOLLAND FN . . .			P	632	133.8	12.48	6.40	5.15	f 6.44	11.15	
					95 W													
s 3.36	1.19	11.43	10.57	10.25		101	ALTA VISTA VA . . .			TO	640	141.8	12.38	6.32	5.07	s 6.33	11.07	
3.41	1.23	11.47	11.00	10.30	93 E		JONES			P	643	144.7	12.35	6.29	5.04	6.27	11.04	
					93 W													
s 3.51	1.26	11.50	11.03	10.34		31	DWIGHT DW . . .			TO	646	147.7	12.32	6.26	5.02	s 6.24	11.02	
s 4.10	1.35	11.59	11.11	10.44	91 E	48	MKT Crossing WY . . .			TO		156.2						
		P.M.			120 W		WHITE CITY WT . . .				655	156.7	12.22	6.18	4.54	s 6.10	10.54	
f 4.25	1.42	12.06	11.18	10.55		22	LATIMER				662	163.8	12.14	6.11	4.48	f 6.01	10.47	
		A.M.					MoPac Crossing					171.3						
s 4.45	s 1.55	12.25	11.30	11.15			HERINGTON RI . . .			TO	670	171.4	12.05	6.03	4.40	5.50	10.39	
A.M.	A.M.	A.M.	A.M.	A.M.									A.M.	A.M.	P.M.	P.M.	P.M.	
													Daily	Daily	Daily	Daily	Daily	
31.1	54.7	54.7	60.2	46.3			LEAVE						44.0	57.8	58.2	37.6	54.3	
							AVERAGE SPEED PER HOUR . . .											
4.50	2.45	2.45	2.30	3.15			SCHEDULE TIME						3.25	2.37	2.35	4.00	2.46	

EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 507, 508, 509 AND 510 NOT LESS THAN 10 MINUTES.

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

SEE FOOTNOTES ON PAGE 4.

Nos. 3 and 4 between Topeka and Herington must not exceed:

Tangent—Maximum speed 75 MPH.

Curves—Authorized steam passenger train speed.

Westward

Freight Trains (Information Only)

Eastward

	97	93	91	95	991		92	96	98	992			
	Kan. City-Tucumcari Red Ball Freight	Rocket Freight	California Gold Ball Freight	Mo. River Texas Red Ball Freight	St. Louis-Kan. City-Red Ball Frt.		California-Chicago Gold Ball Freight	Colo., Okla. St. Louis Chicago Red Ball Freight	Rocket Freight	Colorado Kan. City St. Louis Red Ball Freight			
	Daily	Daily	Daily	Daily	Daily		P.M. 1.00	P.M. 7.30	P.M. 8.30	A.M. 3.30			
	P.M. 11.00	P.M. 8.30	P.M. 12.15	A.M. 11.30	A.M. 6.00	ARMOURDALE YARD	A.M. 10.30	5.00	6.00	A.M. 12.50			
	P.M. 1.00	10.15	1.50	A.M. 1.30	8.00	TOPEKA YARD	9.15	3.30	4.00	P.M. 11.20			
	A.M. 2.30	11.05	3.00	P.M. 2.35	9.00	McFARLAND	7.30	2.00	2.35	P.M. 11.20			
	5.45	P.M. 1.15	5.00	A.M. 4.15		HERINGTON	A.M. Daily	P.M. Daily	P.M. Daily	P.M. Daily			
	A.M.	A.M.	P.M.	P.M.									
	6.45	4.45	4.45	4.45	3.00	SCHEDULE TIME	5.30	5.30	5.55	4.10			

Westward

Clay Center Line

Eastward

SECOND CLASS		FIRST CLASS					SUBDIVISION 37						FIRST CLASS		SECOND CLASS	
	991		225				STATIONS							226		992
	St. Louis Kana. City Colorado Red Ball Freight		Passenger	Capacity of sidings	Capacity of Other Tracks	Station Numbers	Time Table No. 7 May 28, 1950			M. P. from St. Joseph	Signs	Passenger		Colorado Kana. City St. Louis Red Ball Freight		
	Daily		Daily				LEAVE									
	A.M. 9:40		A.M. 10:15	W122 E 70	Yard	621	FA.....	McFARLAND.....	TO	122.0	RFWY Yd	P.M. 5:00		P.M. 10:40		
	10:00		f10:27	42	20	18009	.....	WABAUNSEE.....	P	131.0	.....	f 4:41		10:15		
	10:15		f10:34	56	23	18014	.....	ZEANDALE.....	P	135.8	.....	f 4:32		10:05		
				.....	.....	.....	.....	UP Crossing.....	UX	143.0	.....				
	10:30		s10:50	71	121	18021	HD.....	MANHATTAN.....	TO	143.2	W	s 4:22		9:50		
	11:02		f11:02	55	21	18030	.....	KEATS.....	P	152.1	.....	f 4:04		9:35		
	11:30		f11:12	55	20	18039	RY.....	RILEY.....	TO	160.7	.....	f 3:52		9:20		
	11:57		f11:21	55	33	18046	.....	RALA.....	P	167.5	.....	f 3:41		9:08		
	12:15		f11:29	67	17	18052	.....	BROUGHTON.....	P	173.6	.....	f 3:32		8:55		
	12:38		s11:50	67	86	18057	GF.....	CLAY CENTER.....	TO	179.4	WYd	s 3:23		8:40		
	1:00		f12:01	50	48	18065	VN.....	MORGANVILLE.....	TO	187.1	.....	f 3:01		8:25		
	1:13		s12:12	48	71	18073	FO.....	CLIFTON.....	TO	196.0	.....	s 2:50		8:10		
				.....	.....	.....	.....	MoPac Crossing.....	UX	196.7	.....				
	1:35		s12:30	60	40	18079	FR.....	CLYDE.....	TO	201.3	W	s 2:38		7:57		
	1:55		f12:42	55	20	18088	CN.....	AGENDA.....	TO	209.8	.....	f 2:25		7:45		
	2:15		f12:52	55	20	18094	BD.....	CUBA.....	TO	216.2	.....	f 2:15		7:35		
	3:00		s 1:15	.....	Yard	2468	VI.....	BELLEVILLE.....	TO	226.1	RFWY Yd	2:00 P.M.		7:10 P.M.		
							LEAVE					Daily		Daily		
	19-5		34-7				..... AVERAGE SPEED PER HOUR					34-7		29-7		
	5-20		3-00				..... SCHEDULE TIME					3-00		3-30		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED

Local extra leaves McFarland about 7:00 A. M. Tuesday, Thursday and Saturday for Belleville.

Local extra leaves Belleville about 7:00 A. M. Monday, Wednesday and Friday for McFarland.

Nos. 39 and 40 receive and discharge Lawrence to and from Hutchinson and regular stop points west of Hutchinson, except California points.

No. 44 Lawrence discharge from Herlington or beyond, except from California and No. 43 Lawrence to receive for regular stop points in Kansas and all points beyond Tucumcari, except California. No. 44 and No. 43 receive or discharge at Lawrence for or from Englewood or Chicago.

Nos. 509 and 510 receive and discharge Lawrence, for and from Wichita, Des Moines, Tri-Cities or beyond.

Nos. 507 and 508 receive and discharge Kansas City, Kansas to and from any point where scheduled to stop.

Nos. 507 and 508 stop Lawrence receive and discharge revenue passengers to or beyond Des Moines and to or from Wichita or beyond.

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS					SUBDIVISION 34 STATIONS					FIRST CLASS		SECOND CLASS	
93	95	23					Time Table No. 7					24	92	96	
St. Louis Texas Oklahoma Red Ball	St. Louis Kansas City Texas Red Ball	Passenger Motor		Capacity of Siding	Capacity of Other Tracks	Station Numbers	LEAVE			M. P. from St. Louis	Signs	Passenger Motor	Kansas City St. Louis Red Ball	California St. Louis Gold and Red Ball	
Daily	Daily	Daily													
P.M. 6.30	A.M. 1.00												A.M. 9.30	P.M. 5.00	
							US...ST. LOUIS.....					RYd			
					Yard	75000	QN...CARRIE AVE. YD.....					RFWT Yd			
							..Easton Ave. Junction..								
6.50	1.20						..R. I. JUNCTION.....						8.30	3.50	
							..SILBAY Crossing.....								
7.00	1.30			63	89	23013	CK...LACKLAND.....			12.8	WYd		8.15	3.36	
7.05	1.37				42	23015	..MARYLAND HGTS.....			15.7			8.05	3.24	
7.10	1.44				41	23018	..VIGUS.....			18.0			7.55	3.18	
7.19	1.59				16	23024	..HINE.....			23.5			7.45	3.08	
7.24	2.09				66	23027	CF...CHESTERFIELD.....			26.8			7.35	3.00	
7.32	2.19				15	23032	..MONARCH.....			31.9			7.20	2.46	
7.35	2.23				47	23033	..CENTAUR.....			33.4			7.15	2.42	
7.45	2.33				69	23039	..TAVERN ROCK.....			39.0			7.02	2.32	
7.47	2.35				19	23040	..ST. ALBANS.....			39.9			7.00	2.30	
8.09	2.51				53	23046	..LABADIE.....			46.0			6.45	2.18	
8.20	3.07				49	23051	..VILLA RIDGE.....			51.2			6.25	2.08	
8.38	3.30				50	23060	UN...UNION.....			59.5	WYd		6.05	1.53	
8.52	3.50				48	23065	..JEFFRIESBURG.....			64.9			5.45	1.42	
9.07	4.05				15	23072	..BEAUFORT.....			71.6			5.25	1.32	
9.13	4.15				75	23074	..LESLIE.....			74.0	FYd		5.15	1.26	
9.28	4.28				42	23081	RA...GERALD.....			80.7			4.55	1.06	
9.35	4.40				52	23085	RE...ROSEBUD.....			84.7			4.40	12.59	
9.49	4.55				42	23092	OW...OWENSVILLE.....			91.5			4.20	12.47	
9.56	5.05				16	23096	..CANAAN.....			96.8			4.05	12.41	
10.04	5.20				75	23100	ND...BLAND.....			100.1			3.50	12.34	
10.12	5.30		P.M. 1.45		83	23105	X...BELLE.....			105.2	WYd	P.M. s 1.20	3.35	12.26	
10.24	5.40		f 1.55		69	23111	..SUMMERFIELD.....			110.8		f 1.10	3.10	12.08	
10.31	5.50		f 2.02			23114	..GASCONDY.....			114.3		f 1.02	2.50	11.56	
10.40	6.00		s 2.08		31	23118	FR...FREESBURG.....			118.2		s 12.57	2.35	11.45	
10.54	6.15		s 2.20		72	23125	KN...ARGYLE.....			125.1	W	s 12.47	2.15	11.33	
11.13	6.35		s 2.38		41	23134	MA...META.....			134.6		s 12.31	1.45	11.03	
11.29	6.55		2.50		5	23143	..HOECKER.....			142.8		12.20	1.20	10.49	
11.33	7.00		s 2.53		80	23145	..HENLEY.....			144.7	W	s 12.17	1.15	10.44	
11.43	7.15		s 3.01		44	23149	G...EUGENE.....			149.5		s 12.09	1.00	10.35	
11.53	7.30		f 3.09		44	23153	..ETTERVILLE.....			153.6		f 12.01	12.45	10.27	
P.M. 12.05	A.M. 8.00		3.20		Yard	23160	DO...ELDON.....			159.9	RFWT Yd	A.M. 11.50	A.M. 12.30	A.M. 10.15	
							LEAVE					Daily	Daily	Daily	
29.4	19.7		34.6				...AVERAGE SPEED PER HOUR...					38.6	15.0	27.5	
5.35	7.00		1.35				...SCHEDULE TIME.....					1.30	9.00	6.45	

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

FORM Y ORDERS AUTHORIZED

Local extra leaves Carrie Ave. Yd. about 7:30 A. M. Daily Except Sunday for MP 92 Pole 10.

Local extra leaves MP 92 Pole 10 about 6:00 A. M. Daily Except Sunday for Carrie Ave. Yd.

Westward

St. Joseph-Atchison Branch

Eastward

SECOND CLASS				First Class	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 30-A STATIONS		M. P. from Chicago	Signs	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							ATSF Passenger Motor	Mixed Motor	MoPac Freight	ATSF Freight	MoPac Freight	
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday												
P.M. 12.40							58030	.....	.....	519.4	FWTYd		A.M. 11.30			
s 12.45	A.M. 7.55	A.M. 6.25	A.M. 1.15	s P.M. 4.20			58030	XN Atchison U.D., Ken.	See T. T. Rules 76c and d TO	518.8	R	s A.M. 7.50	s 11.05	P.M. 5.00	P.M. 6.15	P.M. 8.00
12.47	7.58	6.27	1.18	4.22	60		58029	.....	.....	518.9		7.38	11.00	4.55	6.10	7.55
								.....	.....	513.9						
								.....	.....	513.9	Yd					
s 1.03	8.19	6.37	1.32	f 4.29	56	17	58025	.....	.....	513.7	Yd	f 7.30	s 10.53	4.46	6.00	7.43
1.17	8.31	6.51	1.52	4.36	46		59009	.....	.....	507.3		f 7.20	f 10.45	4.38	5.49	7.26
1.26	8.40	7.05	2.15	4.45	93		59004	.....	.....	501.8	RYd	7.12	f 10.38	4.15	5.40	7.15
	A.M. -		A.M. -	s 4.47			59003	.....	.....	500.8	Yd	s 7.08				
								.....	.....	499.1						
1.34		7.25		4.55				.....	.....	499.0	Yd	7.00	10.32		5.30	
		A.M. -		P.M. -				.....	.....	498.7		A.M. -				
								.....	.....	498.7						
1.40							498	.....	.....	498.3	RFWY Yd		10.30			
								.....	.....	498.2						
1.45							498	.....	.....	498.0	RYd		10.25			
F.M.								.....	.....				A.M.			
								.....	.....			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily
19.8	22.7	19.8	17.0	33.9				.....	.....			24.0	19.8	22.7	26.4	22.7
1.05	0.45	1.00	1.00	0.35				.....	.....			0.50	1.05	0.45	0.45	0.45

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

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	76.0	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	66.7	82	43.9	155	23.2
56	64.3	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	55.4	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

Westward

St. Joseph Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 30 STATIONS			M. P. from Chicago	Signs	SECOND CLASS			
		395	303												302	390
		Chicago Twin Cities Kans. City St. Joseph Red Ball Freight	Mixed Motor											St. Joseph Twin Cities Chicago Kans. City Red Ball Freight	
		Daily Except Sunday	Daily Except Sunday												
		A.M. 2-20	A.M. 7-50												
		2-35	8-00												
		2-55	8-20												
		3-10	8-35												
		3-30	8-50												
		3-45	9-03												
		3-55	9-11												
		4-20	9-26												
		5-00 A.M.	10-00												
			10-15 A.M.												
		26.6	29.3												
		2-40	2-25												

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

Westward

Salina Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 36B STATIONS			M. P. from St. Joseph	Signs	SECOND CLASS			
		565													
		Mixed													
		Daily Except Sunday													
		A.M. 5-45													
		6-20													
		6-37													
		7-08													
		7-32													
		8-45 A.M.													
		10-5													
		3-00													

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 565 IS SUPERIOR TO No. 566. ON SUBDIVISIONS 30 AND 36B, TIME TABLE RULE No. 14 IN EFFECT.

SPEED RESTRICTIONS

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

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

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

Authorized speed through switch leads of turnouts as follows: (See page 8 for location No. 15 and 20 Turnouts.)

	Steam		
	Rockets	Pagr.	Fr.
No. 20.....	40	35	20
No. 15.....	30	25	15
No. 10.....	15	15	15
Less than No. 10.....	10	10	10

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
ALL SUBDIVISIONS				
Class C-39, C-41, C-43 engines handling passenger trains.....		Freight	Train S	peed.
Mikado engines.....	50	60	50	40
3000 series engines.....	45	45	45	45
5000 series engines.....	60	60		
Except Engines 5100 series engines.....	70	60		
Engine 5040.....	60	60		
Tangent track movement through spring switches.....	35		35	
Trains and engines making movement against current of traffic on two main tracks over facing switches.....	30		30	
Railroad crossing not protected by interlocking, except where higher speed authorized in this rule (engine only).....	10	10	10	10
Trains hauling dead engines with main rods removed and side rods in place.....			25	20
With all rods down.....			10	10
Switch engines without engine trucks.....			18	18
Steam engines or Diesel freight engines running forward without cars, or with caboose only, must not exceed a speed of 10 MPH below authorized freight train speed.....				
Engines running backward, with or without cars, must not exceed a speed of 25 MPH.....				
Engines with drivers blocked up.....	30	30	30	30
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, preferably a system empty, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the Dispatcher.....				
Diesel switch engines, Class S-15 and other small type diesel engines must not be operated on main track or to foreign line connections nor through interlocking plants unless coupled with one or more cars.....				
When operating snow plows on two main tracks, the snow plow or plows will be stopped while passing a passenger train to prevent damage to windows and equipment of passenger train on opposite main track.....				
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal holsts, ditcher spreaders and any similar machines, when moving on their own car or trucks:				
With boom supported.....			25	15
With boom removed or not supported.....			15	15
NOTE: These instructions will not apply to wrecking derricks, with boom supported, when trained behind engine in wreck train service. In such cases following speed on the territory involved will govern.				
Subdivision 28, 29 and 36.....			40	40
34, 35 and 37.....			25	25
30, 30A, 36A and 36B.....			20	20
NOTE: Ditchers or other types of spreaders, handled in trains in through movements, must have wings in trailing position when practical, while movement being made.				

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
ALL SUBDIVISIONS—Continued				
NOTE: Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.				
Limit of locomotive or car speed 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 500 Series.....	35	36	35	35
900 HP Diesel-Electric Switchers in 700 Series.....				
275 HP Gas-Electric Motor Cars Nos. 9047 and 9057 with freight gears.....	60	60	60	60
9045, 9050 and 9051 with passenger gears.....	40	40	40	40
Gas electric motor car 9012.....	60	60	50	45
All other gas electric motor cars.....				
Gas-electric motor cars without trailers or Diesel engines without cars, approaching home signal and between home signal limits.....	10	10	10	10
SUBDIVISION 28.....				
(Except as shown below)				
5100 series engines.....	70	60	50	40
MP 298-24 to MP 298-38.....	70	45	50	40
MP 308.5 Wabash Crossing.....	70		50	
MP 331.1 CB&Q Crossing.....	70		30	25
MP 352.0 CMStP&P Crossing.....			50	
MP 399-24.....			45	
MP 401-25 to 401-32.....	20	20	20	20
Over cinder pits, coal chute Trenton.....				
Centerville—Engines heavier than 1400's must not use house track. Engines heavier than Mikado type must not use wye. Initial move to turn must be made on east leg of wye. Engines must not be put on Rosenbaum Track inside gate.				
SUBDIVISION 29.....				
(Except as shown below)				
5100 series engines.....	70	60	50	40
MP 418 to 416-35 South Track.....	70	60	50	40
MP 415 to 434-8 Gas Electric Motor Cars without trailers.....	20	20	20	20
MP 419-20 to 419-31.....	25	25		
MP 434-9 Wabash Crossing.....	60	50		
Lake, Scott, Coburn, Shearwood Gas Electric Motor Cars through Entrance Signal limits.....	15	15		
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 House track, Hickory Creek.....				
Over cinder pits, coal chute Trenton.....	20	20	20	20
Kansas City, Mo., Rock Island Kaw River Bridge.....	5		5	
SUBDIVISION 36.....				
(Except as shown below)				
5100 series engines.....	70	70	50	50
Engine 5040 in passenger service, (except as below).....	70	70	50	50
Engine 5040 between Kansas City and Topeka Through Topeka Interlocking.....	60	60		
Westward Main Track MP 96-35 to 97-9.....	60	60	10	10
Westward Main Track MP 100-20 to 100-28.....	10			40
Westward Main Track MP 110-25 to 110-31.....				
Westward Main Track MP 115-29 to 115-39.....				
Westward Main Track MP 119-22 to 119-27.....				
Westward Main Track MP 121-20 to 122-15 (McFarland Yard).....	60	60		
Westward Main Track MP 123-18 to 123-31.....	50	55		45
Westward Main Track MP 137-35 to 138-15, MP 139-26 to 140-2, MP 140-13 to 140-18, MP 140-32 to 141-8, MP 142-3 to 142-13.....		45		40
Westward Main Track MKT Crossing MP 156-2.....	60		50	
Westward Main Track MP 170-20 to MoPac Crossing Herlington.....	45	45		
Westward Main Track MoPac Crossing Herlington.....	15		15	
Eastward Main Track MoPac Crossing Herlington.....	15		15	
Eastward Main Track MKT Crossing MP 156-2.....	60		50	

SPEED RESTRICTIONS—Continued

LOCATION	Passenger Trains		Freight Trains		LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve		Tangent	Curve	Tangent	Curve
SUBDIVISION 36—Continued					SUBDIVISION 37 (Except as shown below)				
Eastward Main Track MP 142-13 to 142-3		45		40	5000 Class Engines	40	30	40	30
Eastward Main Track MP 141-3 to 140-32					5100 Class engines over Bridge 1702	30		30	
MP 140-18 to 140-13, MP 140-2 to 139-26					Engines 300 to 309 inclusive, 950 to 979 inclusive, 2300 to 2713 inclusive, 3009 to 3035 inclusive, 4000 to 4061 inclusive, and 5000 to 5119 inclusive, over Bridge 1887	20		20	
MP 138-15 to 137-35, MP 137-2 to 136-26, MP 123-31 to 123-18		55		45	Steam Derrick 160-ton capacity, over Bridge 1887	20		20	
Eastward Main Track MP 123-15 to 121-20	50	50			McFarland and Belleville yards		Restrict	ted Speed	
Eastward Main Track MP 119-27 to 119-22		65			Clay Center, engines not permitted on curve Snell Mills track Grant Ave., nor on Marshall Spur				5
Eastward Main Track MP 115-39 to 115-29		60			Clay Center, west end house track, engines. Trains handling loaded tank cars, restricted to 5 MPH under maximum speed.				
Eastward Main Track MP 110-31 to 110-25		65			Manhattan. 5000-5100 Class engines not permitted on Griffith Spur.				
Eastward Main Track MP 100-28 to 100-20		60			5000-5100 class engines not permitted beyond derails stock track Broughton.				
Eastward Main Track MP 97-9 to 97-5		45		40	Clifton, engines not permitted beyond frog Creamery Spur.				
Kansas City, Mo., Kaw River Bridge	5		5						
Kansas High Line, Kansas Ave., Kansas City 4000 and 5000 engines must not use elevator track Maple Hill	15	15	15	15					
Engines heavier than 2600 series can not use Track 1 south of roundhouse at Topeka									
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, Volland, Jones, White City, east end east siding and west end west siding; Herington east end of yard	30		30						
SUBDIVISION 34 (Except as shown below)	50	40	45	35	SUBDIVISION 30-A (Except as shown below)	45	40	35	30
MP 10-16 StLB&TCo Crossing	10		10		Between St. Joseph Yd. and coal chute		Restrict	ted Speed	
MP 19-28	18		15		So. St. Joseph-Illinois Ave	10		10	
Hine—2500 or larger engines must not use old Water Works spur beyond derail		30		20	MP 513-36 CB&Q Crossing	40		26	
MP 24 to 35	40	35	40	35	MP 516-22 to 516-29		35		20
MP 41-5 to 41-15 (Big Eddy curves)	16	15	12	12	MP 517-2 to 517-9				
MP 54-10 to 55-10	25	25	20	20	Atchison over Missouri River Bridge	15		15	
MP 86-5 to 86-25	25	25	20	20					
MP 114-21 (Bridge 1146, Gasconade River)					SUBDIVISION 36-A (Except as shown below)	40	40	40	40
MP 128-21 (Tunnel No. 2)					MP 0-4 CB&Q Crossing	10		10	
MP 143-11 (Bridge 1433, Osage River)	20	20	20	20	MP 7 to St. Joseph Line Jct.	35	35	30	25
MP 149-0 (Tunnel No. 3)					Consolidation Engines must not move 6th St. to Union Station, St. Joseph.				
MP 150-28 to 151-6		25		25	Missouri River Bridge at St. Joseph	6		6	
Eldon Yard East switch to MoPac Crossing	15	15	10	10	St. Joseph and Elwood Yard		Restrict	ted Speed	
Trains handling loaded tank cars, restricted to 5 MPH under maximum speed.					Horton to Mayetta steam locomotives			25	
Engines 2500 to 2715, inclusive, 4000 to 4061, inclusive, with tank capacity exceeding 14,000 gallons and engines heavier than 4061 cannot be operated over Subdivision No. 34.					UP Crossing MP 89-2, Topeka	15		15	
Engines 950 to 979, 2300 to 2319, or larger, must not exceed a speed of 15 MPH when operated singly and must not exceed a speed of 10 MPH when doubleheaded over Bridges 1146 and 1433.					Engines 139 to 216 inclusive, 1504 to 2144 inclusive, and 831 to 944 inclusive, over Bridge 594	15		15	
					Steam Derricks 100, 120, 150, 160 ton, and Pile Driver 95236 over Bridge 694	15		15	
					Engines 139 to 216 inclusive, 1504 to 2144 inclusive, and 831 to 944 inclusive, may be doubleheaded directly connected over Bridge 694	5		5	
					Engines heavier than C-43 class cannot be operated on Subdivision 36A.				
SUBDIVISION 35 (Except as shown below)	50	40	45	35	SUBDIVISION 30 (Except as shown below)	35	35	38	35
MP 160-4 MoPac Crossing	10		10		Coburn: Intersection Subdivisions 29 and 30		15		15
MP 162-19 to 163-1 (Morgan Curve)	15		15		MP 426-14 to 428-18		30		20
MP 189-15 to 189-25	35		25		MP 434-5 to 434-12		35		30
MP 248-15	15	16	16	15	MP 436-10 to 436-20		35		30
MP 249-19 to 249-26					MP 439-9 Wabash Crossing	20		20	
MP 262-20 MoPac Crossing	20		20		MP 448-7 to 496-27		6		30
MP 279-20	20	20	15	15	MP 496-27 to 497				6
MP 288-10 through turnout SL-SF Intersection, Leeds Jct.		15		15	Between St. Joseph Yd. and Missouri River Bridge		Restrict	ted Speed	
K-67-B or heavier engines are not permitted to doublehead over SL-SF Little Blue River Bridge at MP 7.3.					St. Joseph, Mo., Consolidation engines must not move, 5th St. to Union Station.				
Sheffield Connection between KC Terminal and SL-SF		10		10	Engines heavier than C-43 class cannot be operated between Altamont and St. Joseph.				
Trains handling loaded tank cars, restricted to 5 MPH under maximum speed.					Engines 139 to 216 inclusive, 1504 to 2144 inclusive, 831 to 944 inclusive over Bridge 4575		15		15
Engines 2500 to 2715, inclusive, 4000 to 4061, inclusive, with tank capacity exceeding 14,000 gallons and engines heavier than 4061 cannot be operated over Subdivision No. 35.					Steam Derricks 120, 150, 160 ton capacity, and Pile Driver 95236 over Bridge 4575		15		15
					Engines 139 to 216 inclusive, 1504 to 2144 inclusive, and 831 to 944 inclusive over Bridges 4614, 4645, 4763	5		5	
					Steam Derricks 120, 150, 160 ton capacity, and Pile Driver 95236 over Bridges 4614, 4645, 4763	5		5	
					Engines 2300 to 2574 inclusive, 4000 to 4046 inclusive, 950 to 979 inclusive, 300 to 309 inclusive over Bridges 4371, 4379	20		20	
					Steam Derrick 160 ton capacity over Bridges 4371, 4379	20		20	

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 36-B (Except as shown below) 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.	30	30	25	25
Light engines between Herington and Abilene Reverse curves, Abilene connection to AT&SF Ry.	15	.....	15	.....
MP 192-24 AT&SF Crossing	10	10	10	10
Between Abilene and West Abilene	.....	Restrict	ted Speed.	.....
Between East Salina and Salina	.....	Restrict	ted Speed.	.....
Engines heavier than C-43 class cannot be operated on Subdivision 36B.	.....	.....	.....	.....

SPECIAL INSTRUCTIONS GOVERNING ROCKET PASSENGER TRAINS

Distinctive roadway signs indicate maximum speeds of Rocket trains. A sign with crystal reflex letter "Z" indicates zone territory and the maximum speed is indicated by numerals thereon, which will govern until the next zone sign is reached.

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

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

Other restrictions for Rocket trains are as follows:

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

Rocket trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

The maximum permissible speed for Rocket Passenger Trains on Missouri-Kansas Division is restricted to 79 miles per hour. The above restriction applies regardless of "Z" zone signs showing higher maximum speed.

Passenger trains consisting of Rocket equipment handled by steam passenger engines and passenger trains with conventional equipment handled by Diesel engines must not exceed speed authorized for steam passenger trains.

When for any reason HSC (electric) brake equipment is operated with automatic brake control, a maximum speed of 79 MPH must not be exceeded.

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

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of 3 MPH must not be exceeded.

	Maximum Height of Water Above Rail!
Rocket Diesel power units and Diesel Switchers.....	4½ Inches
Rocket train cars only.....	7 Inches
Conventional passenger cars.....	12 Inches
Gas-Electric motor cars.....	3 Inches

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

SPECIAL INSTRUCTIONS

2. Polo is the initial station for Eastward trains, Subdivision 29.
- 2a. Atchison U. D. is the initial station for trains leaving Atchison Yd. or Atchison U. D.
- 2b. St. Louis is the initial station for Westward 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. (Armourdale Yard) Subdivision 35, is the initial station for Eastward trains originating there.
- 2f. St. Joseph Line Jct. is the initial station for Westward trains on Subdivision 35.
3. Trains departing from Trenton or Yard Jct. must 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 may leave Coburn without Clearance.
- 3c. Eastward freight trains, Subdivision 35, will obtain Clearance at Kansas City, Kan. (Armourdale Yard).
- 3d. Westward freight trains, Subdiv. 34 will obtain Clearance at Lackland instead of Carrie Ave. Yd.
- 3e. Westward first class trains, Subdiv. 36, will obtain Clearance at UP station, Topeka.
- 3f. Eastward first class trains, Subdiv. 36, will obtain UP Clearance at UP station Topeka. Other Eastward trains will obtain UP Clearance at Topeka Yd.
- 3g. Trains cleared at UP station need not obtain Rock Island Clearance at Topeka Yd.
- 3f. Eastward trains, Subdiv. 36a, will obtain Clearance at Topeka Yd.
- 3g. 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.
- 3g. 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.
- 3h. 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.—Psg. trains only.
 - St. Louis (Union Depot)—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.
 - Leeds Junction—For first-class trains in both directions and westward second-class trains.

- 4a. First class trains may register by Form 1339 at Eldon Yard and Trenton.
- 4b. Eastward trains may leave Polo without Clearance when Train order signal is in proceed indication. Westward trains will not be required to obtain check of register at Allerton and may leave there without Clearance when train order signal is in proceed indication.
- 4c. Westward MoPac trains may register by Form 1339 at Donovan.
- 4d. 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.
- 4e. First class trains will register by Form 1339 at Topeka Yd. First class trains, not originating at Topeka Yd., will not be required to check this register or obtain Clearance of register by train order.
- 4f. Trains 3, 4, 507, 508, 509 and 510 will register by Form 1339 at Herington.
5. Bulletin Boards and General Order Books are located at:

<ul style="list-style-type: none"> Eldon, Iowa—Engine House. Eldon Yard—Yard Office. Allerton. St. Louis—Union Station. St. Louis—TRRA Roundhouse. Carrie Ave.—Yard Office. Eldon, Mo.—Yard Office. Eldon, Mo.—Engineer's Room. St. Joseph—U. D. Telegraph Office. St. Joseph—Yard Office. Kansas City, Mo.—Union Depot Telegraph Office. 	<ul style="list-style-type: none"> Kansas City, Kan.—Yard Office and Engine House. Topeka Yard—Yard Office. Topeka Yard—Engine House. McFarland—Yard Office. Trenton—Yard Office. Trenton—Engine House. Belleville—Telegraph Office. Herington—Yard Office. Herington—Engine House.
--	--
- 5a. Conductors and Enginemen are not required to consult Bulletin Boards and General Order Books at intermediate points on a Subdivision.
- 5b. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at 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:

<ul style="list-style-type: none"> Eldon Yard—Yard Office. Allerton. Trenton. Polo. Atchison—Union Depot. St. Louis—Union Station. Carrie Ave.—Yard Office. Belle—Telegraph Office. Eldon, Mo.—Yard Office. Eldon, Mo.—Engrs. wash room. McFarland—Telegraph Office. 	<ul style="list-style-type: none"> Herington—Yard Office. St. Joseph—Yard Office. St. Joseph—Union Depot. St. Joseph—U. T. Co. Yard Office. Kansas City, Mo.—Union Depot. Kansas City, Kan.—Yard Office. Kansas City, Kan.—Round House. Horton—Telegraph Office. Topeka—Passenger Depot. Topeka—Interlocking Tower. Belleville—Telegraph Office.
---	---

SPECIAL INSTRUCTIONS—Continued

7. Official Hospitals.

Name	Place	Telephone
Wright Memorial	Trenton, 415 East 9th St.	117
Evangelical Deaconess	St. Louis, 8140 Oakland Ave.	Hiland 8510
Peoples (for Colored)	St. Louis, 3449 Pine St.	Jefferson 5468
St. Lukes Hospital	Kansas City, Mo., 44th & Mill Creek Blvd.	VAentine T500
Providence Hospital	Kansas City, Kans., 16th and Bernett.	DRexel 3140
University Kansas Hospital (For Colored)	Kansas City, Kans., 39th and Rainbow Blvd.	VAentine 4814
Stormont Hospital	Topeka, 334 Greenwood Ave.	2-7295
Horton Hospital	Horton, East Front St.	25

7a. Emergency Hospitals.

Name	Place	Telephone
Atchison	Atchison, 2nd and N. St.	34
Dickinson Co. Mem. Hoop.	Ablene, Tenth & Campbell St.	984 North East
Clay Center Hospital	Clay Center, 1508 Sixth St.	222

8. "g" Conditional stops for revenue passengers only.

11. Subdiv. 30-A: Signal 4994, MP 499 Pole 9 located left side of track governs movement of eastward trains.

11a. Railroad crossings at grade are protected by interlocking signals, except as follows:

Subdiv.	MP	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	StLB&TCo	Gate	Trainmen	StLB&TCo	Red	Yellow
35	160.1	MoPac	Gate	Trainmen	MoPac	Red	Yellow
35a	0.3	CB&Q					
35a	0.4	CB&Q	Gate	Gates	CB&Q	Red	Yellow
35a	0.5	UTRR					
37	143.0	UP					
37	196.7	MoPac					
36b	192.8	AT&SF	Gate	Trainmen	CRI&P	Red	Green
36b	220.3	UP					

11b. Railroad crossings at grade are protected by Automatic Interlocking as shown below:

Sub-Div.	MP	Crossing	Speed MPH
30	439.8	Wabash	20
35	262.5	Mo. Pac.	20
28	331.1	CB&Q	70
28	308.5	Wabash	70

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 " Proceeding 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.

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

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

16. Trains between Polo and Air Line Jct. will be governed by CMSt&P RR time table and operating rules.

16a. Trains between Air Line Jct. and KCS Jct. will be governed by KCS rules and between KCS Jct. and Kansas City, Mo. Union Station will be governed by Kansas City Terminal Ry. Co. rules.

16b. Between State Line and UPRR connection at Kaw Bridge, between Terminal Jct. or CRI&P Jct. and Topeka Jct. Subdiv. 36 and between West Abilene and East Salina Subdiv. 36B, trains will be governed by time tables and rules of UPRR.

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

16d. Trains between Atchison U. D. and Atchison Yd. and between CRI&P Jct. and West Abilene, and between East Salina and A. B. Jct. Subdiv. 36B, trains will be governed by time table and rules of the AT&SF Ry.

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

16f. Between Leeds Junction and Kansas City Belt Junction Subdiv. 35, trains will be governed by SL-SF—KCT Time Table.

16g. Between Kansas City Belt Jct. and Kansas Avenue Subdiv. 35, between Kansas City, Mo. and Terminal Jct. Subdiv. 36 on tracks of the KCTRY used, trains be governed by Kansas City Terminal Ry. rules and be provided with Union Station time table.

16h. 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 LOW 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.

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 siding 4 short.

At Topeka	At White City
North Topeka 2 long.	Main Track 2 long.
West Main 3 long.	Siding 2 long 1 short.
East Main 3 long 1 short.	Other Tracks 1 short 1 long.
East Yard Lead 2 long 1 short.	City 3 short 1 long.
City 3 short 1 long.	Roundhouse 1 long 1 short.
Roundhouse 1 short.	(North Side) 1 short 1 long.
Roundhouse 1 long 1 short.	(South Side) 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.
	Union Pacific Route 1 long 1 short.

26. Automatic Block Signal Rules, 325-356, incl., in effect as follows:
Subdivision 30a between Terminal Jct. and Rushville.
Subdivision 36, between Topeka Jct. and Herlington.

26a. On Subdivision 29, between Trenton and Westward home signal just east of end of Two Main Tracks at Polo, and on Subdivision 28 from MP 297 Pole 36 Eldon Yard, to Trenton, trains will be governed by signal indication Rules 400 to 406, incl.

27. Draw bridges are located at:
Atchison—Missouri River.
St. Joseph—Missouri River.
Kansas City, Mo.—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.

Subdivision	Mill Post	Kind of Structure
28	300.1	Thru Truss
28	328.7	Thru Truss
28	364.8	Coal Chute—Allerton
28	399.4	Thru Truss
28	415.8	Viaduct
29	414.3	Coal Chute—Trenton
29	419.5	Thru Truss
29	435.5	Thru Truss
29	451.3	Thru Truss

SPECIAL INSTRUCTIONS—Continued

Subdivision	Mile Post	Kind of Structure
29	460.4	Delivery Chute and Apron, Pole South Track
29		Thru truss Truman Bridge
29		ASB Bridge Viaduct
29		Grand Avenue Viaduct
29		Hannibal Bridge
29		Railway Bridge Overhead
29		4th & Bluff St. Railway Bridge KCS Overhead
29		4th & Bluff St. Viaduct
29		6th Street Intercity Viaduct
29		Henning St. Foot bridge overhead
29		9th Street Street railway overhead
29		Santa Fe St. Viaduct
29		James St. Viaduct
29		U. P. Ry. Br. Thru Truss Kansas River
29		Near Berger St. Viaduct KCT
29		10th St. K. C. Ka. Viaduct
30	456.7	Thru Truss
30	484.4	Viaduct
30	489.2	Thru Truss
30A	499.3	Viaduct 6th St. St. Joseph
30A	518.7	Thru Truss Mo. River
30A		Viaduct 6th St.
34		Atchison Yard Tank Spout (E.B.M. only)
34		Near TRRA Yard Office
34		Broadway Viaduct
34		Florissant Ave. Viaduct
34		Kingshighway Viaduct
34		Natural Bridge Rd. Viaduct
34		Suburban Ry. Viaduct
34		Klenian Ave. Viaduct
34		St. Louis Ave. Viaduct
34		Easton Ave. Viaduct
34		200 ft. West of Easton Ave.
34	15.6	Water Tank Spout
34	42.1	Viaduct
34	46.8	Thru Truss
34	49.0	Thru Truss
34	55.1	Viaduct
34	74.0	Thru Truss
34	118.0	Coal Chute—Lealle Tunnel No. 1
34	121.6	Thru Truss
34	128.6	Tunnel No. 2
34	135.6	Thru Truss
34	137.0	Thru Truss
34	138.8	Thru Truss
34	143.3	Thru Truss Osage River
34	149.0	Tunnel No. 3
35	165.8	Viaduct
35	182.5	Viaduct
35	184.5	Viaduct
35	218.3	Coal Chute Apron
35	218.6	Viaduct MKT Ry.
35	248.0	Viaduct
35	277.8	Tunnel No. 4
35		Thru Truss on Frieco
35		Bridge 71
35		200 ft. E. of 9th Street
35		Signal Bridge No. 20
35		18th St. KC Mo. Viaduct
35		Prospect Ave. Viaduct
35		Vine St. Viaduct
35		The Paseo Viaduct
35		Forest Ave. Viaduct
35		Harrison St. Viaduct
35		McGee St. Viaduct
35		Grand Ave. Viaduct
35		Main St. Viaduct
35		Broadway Ave. Viaduct
35		Pennsylvania Ave. Viaduct
35		10th St. Viaduct
35	89.2	Thru Truss Kaw River
35	116.5	Thru Truss
36A	0.8	Missouri River Bridge
36A	15.0	Viaduct St. Joe & G. I. Ry.
36A	34.8	Thru Truss
36A	46.8	Thru Truss
36A	48.6	Viaduct Mo. Pac. Ry
36A	59.7	Thru Truss
36A	86.8	Thru Truss
36B	193.5	Thru Truss Smoky Hill River
37	143.0	Thru Truss Kaw River
37	146.4	Thru Truss

Subdivision 28.
Centerville, Iowa. The mine tipple at Cascale coal mine spur at New Block Coal Co., MP 341.0 will not clear box cars or engines on tracks Nos. 2 and 3.

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

Sub- div.	Mile Post	Name	Car Capacity
28	MP 297.3	Haynes Mine	12
28	MP 341.0	Casale Coal Mine	20
34	MP 10.8	Nuzel Oil Co.	6
34	MP 24.2	City St. Louis W. W.	60
34	MP 28.6	Halwig Bros.	4
34	MP 41.8	Otters Spur	3
34	MP 53	Davis Spur	2
34	MP 83.2	Johnson Spur	6
34	MP 82.0	Evans & Howard	54
34	MP 97.3	Ellis	3
34	MP 40.6	Hoppker Gravel Pit	30
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
35	MP 285.8	Reich and Sons	8
36	MP 84.6	Security Benefit Ass'n Spur	8
36a	MP 7.1	Hunt Spur	5
37	MP 144.4	Viking Spur	10
37	MP 192.6	Gas Spur	23

35. At stations where telephones are located, conductor should communicate with 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.

35a. Emergency telephones, connected with train dispatcher circuit, are located at pole sets, or in booth at the following locations:

Subdivision 28—MP 331.1
MP 365.17
MP 366.14
MP 386.3
MP 389
MP 398.25
MP 402.2
MP 405.11

35b. 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.

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.

TRAIN ORDER OFFICES

Office Hours
Week Days
Except Saturday
*Sundays and Holidays
**Saturdays

From To

SUBDIVISION 28

Eldon Yd.....Continuous
Allerton.....^{..**} 7:30 a.m. 4:30 p.m.
^{..**} 11:00 p.m. 7:00 a.m.
Trenton.....Continuous

SUBDIVISION 29

Pole.....Continuous

SUBDIVISION 36

Topeka Yd.....Continuous
Maple Hill..... 8:00 a.m. 5:00 p.m.
Paxloo..... 7:30 a.m. 4:30 p.m.
McFarland.....Continuous
Alma..... 8:00 a.m. 5:00 p.m.
Alta Vista..... 8:00 a.m. 5:00 p.m.
Dwight..... 8:00 a.m. 5:00 p.m.
8:00 a.m. 11:59 p.m.
MKT Crossing.....^{..**} 8:00 a.m. 11:59 p.m.
^{..**} 10:45 a.m. 1:45 p.m.
^{..**} 4:00 p.m. 11:59 p.m.
Herington.....Continuous

From To
SUBDIVISION 34

Carrie Ave.....^{..**} 8:20 a.m. 5:20 p.m.
^{..**} 8:20 a.m. 5:20 p.m.
^{..*} 8:20 a.m. 10:20 a.m.
Lackland.....Continuous
Chesterfield..... 7:30 a.m. 4:30 p.m.
8:30 a.m. 5:30 p.m.
8:30 a.m. 5:30 p.m.
10:00 a.m. 11:59 a.m.
3:00 p.m. 6:00 p.m.
Gerald..... 8:00 a.m. 5:00 p.m.
Rosebud..... 8:00 a.m. 5:00 p.m.
9:30 a.m. 5:30 p.m.
Owensville.....^{..**} 9:30 a.m. 6:00 a.m.
^{..**} 10:00 p.m. 6:00 a.m.
Bland.....^{..**} 7:00 a.m. 4:00 p.m.
Belle.....^{..**} 7:00 a.m. 4:00 p.m.
^{..**} 7:00 a.m. 4:00 p.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

SUBDIVISION 35

Versailles..... 7:30 a.m. 4:30 p.m.
^{..**} 7:30 a.m. 4:30 p.m.
^{..*} 10:45 a.m. 2:45 p.m.
Stover..... 8:00 a.m. 5:00 p.m.
Cole Camp..... 8:00 a.m. 5:00 p.m.
Ionia..... 7:00 a.m. 4:00 p.m.
8:00 a.m. 5:00 p.m.
Windsor.....^{..**} 8:00 a.m. 5:00 p.m.
*Same Hours
Leston..... 8:30 a.m. 5:30 p.m.
6:00 p.m. 3:00 a.m.
Chilhowee.....^{..**} 6:00 p.m. 3:00 a.m.
*Same Hours
Pleasant Hill.....^{..**} 7:45 a.m. 4:45 p.m.
^{..**} 7:45 a.m. 4:45 p.m.
^{..*} 7:45 a.m. 4:45 p.m.
Raytown..... 8:00 a.m. 5:00 p.m.

SUBDIVISION 37

McFarland.....Continuous
10:00 a.m. 6:00 p.m.
Manhattan..... 11:00 p.m. 7:00 a.m.
^{..**} Same Hours
Riley..... 8:30 a.m. 5:30 p.m.
9:00 a.m. 5:00 p.m.
9:30 p.m. 5:30 a.m.
Clay Center.....^{..**} Same Hours
Morganville..... 7:45 a.m. 4:45 p.m.

From To
SUBDIVISION 37—Cont'd.

Clifton..... 8:00 a.m. 5:00 p.m.
Clyde..... 8:00 a.m. 4:30 p.m.
Agenda..... 7:30 a.m. 4:30 p.m.
Cuba..... 8:00 a.m. 5:00 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. 5:00 p.m.
^{..**} 8:00 a.m. 5:00 p.m.
^{..**} 8:45 a.m. 4:45 p.m.
^{..**} 7:30 p.m. 3:30 a.m.
Troy.....
Denton..... 7:00 a.m. 4:00 p.m.
Horton.....^{..**} 8:30 a.m. 5:30 p.m.
^{..**} 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. 5:30 p.m.

SUBDIVISION 30

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.

SUBDIVISION 36-B

Woodbine..... 6:30 a.m. 3:00 p.m.
Enterprise..... 7:15 a.m. 4:15 p.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.

J. L. STEPHENSON, Ass't Sup't, Trenton, Mo.
Subdivisions 28, 29, 30 and 30a.

J. H. HOLLENBEAK, Ass't Sup't, Kansas City, Kan.
Kansas City Terminal.

C. E. GUNNARSON, Terminal Trainmaster, Kansas City, Kan.
Kansas City Terminal.

J. F. ORLOMOSKI, Terminal Trainmaster, Kansas City, Kan.
Kansas City Terminal

W. L. HUNT, Trainmaster, Eldon, Mo.
Subdivisions 34 and 35.

C. B. MURRAY, Trainmaster, Herington, Kan.
Subdivisions 36, 36a, 36b and 37.

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

H. B. WARNACUT, Ass't Trainmaster, St. Joseph, Mo.
Subdivision 30a and St. Joseph Terminal.

J. W. GANN, Master Mechanic, Kansas City, Kan.

E. KOONTZ, Road Foreman Equipment, Kansas City, Mo.
Subdivisions 29, 30, 34, 35 Kansas City Terminal and St.
Joseph Terminal.

A. A. STURGES, Road Foreman Equipment, Herington, Kan.
Subdivisions 36, 36a, 36b, 37 Kansas City Terminal.

J. T. RISSE, Road Foreman Equipment, Rock Island, Ill.
Subdivision 28.

J. E. WHITE, Chief Dispatcher, Trenton, Mo.

R. S. McCOLLOM,
S. E. STROFF,
W. F. RUSH,
K. E. ELYEA,
S. W. DEWS,
R. F. WAGNER,

Train Dispatchers,
Trenton, Mo.
Subdivisions 28 and 29.

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

R. W. CHURCH, Night Chief Dispatcher, Kansas City, Mo.

P. H. JOHNSON,
A. G. DOUGLAS,
J. B. JOHNSON,
S. G. KEETON,
A. P. USSARY,
J. P. ESHOUSE,
J. J. BUTTON,
S. W. DEWS,

Train Dispatchers,
Kansas City, Mo.
Subdivisions 30, 30a, 34,
35, 36, 36a, 36b and 37.