

Company Surgeons	Location
T. L. HANSEN, Chief Surgeon.....	Chicago
J. W. MAY, Oculist and Aurist.....	
A. N. ALPRINGER, 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.....	
J. G. EVANS, Asst. Division Surgeon.....	
C. E. HASSIG, Asst. Oculist and Aurist.....	
J. A. BILLINGSLEY, Oculist, Aurist.....	Kansas City, Kan.
DEAN SAUER, Local Surgeon.....	
A. S. STEINER, Oculist and Aurist.....	
M. F. HARMANN, Local Surgeon.....	
C. D. MAGEE.....	St. Louis, Mo.
J. O'CONNELL.....	Overland
W. R. HEWITT.....	University City
C. H. DENNY.....	Creve Coeur
H. V. WOODS.....	Independence
G. D. JOHNSON.....	Maysville
PAUL FORGRAVE, Examiner.....	
W. H. MINTON.....	St. Joseph
H. M. DENNY.....	Union
L. V. MURRAY.....	Pleasant Hill
A. E. CORDONIER, Local Surgeon.....	Troy, Kan.
E. YODER.....	Denton
GEO. M. EDMONDS.....	Horton
R. H. MOSER.....	Holton
B. M. MARSHALL, Dist. & Hosp. Surgeon-Examiner.....	
G. L. KERLEY, Asst. Dist. and Hosp. Surg. & Examiner.....	
W. W. REED, Oculist and Aurist.....	
C. A. NEWMAN, Asst. Div. Surgeon and Examiner.....	
J. W. CAVANAUGH, Asst. Division Surgeon.....	
P. M. POWELL, Asst. Division Surgeon and Examiner.....	Topeka
CLYDE S. SMITH.....	Valencia and Willard
E. B. McKNIGHT, Examiner.....	Alma
GEO. E. BRETHOUR.....	Dwight
J. E. BOWERS.....	White City
A. D. DANIELSON, Div. Surgeon and Examiner.....	
J. O. GILLILAND, Asst. Div. Surgeon and Examiner.....	
F. S. DOZIER, Asst. Division Surgeon.....	Herlington
D. A. ANDERSON.....	
A. E. RUEB.....	Salina
C. A. SCHMIDT.....	Gerald, Mo.
C. A. BUNGE.....	Bland
R. H. SCHOENHALS, Ass't. Local Surgeon.....	Belle
R. M. KELLER.....	Owensville
A. CASTALIDI.....	Meta
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, Examiner.....	Belleville, Kan.
F. R. CROSON.....	
CARL RUFF, Asst. Local Surgeon.....	Clay Center
R. G. SCHOONHOVEN.....	Manhattan
L. G. HEINS.....	Ablene

J. J. CLIFFORD, General Claim Agent, Chicago

B. R. DEW, Superintendent	O. W. LIMESTALL, Gen'l Sup't Transportation
C. H. GRAY, Acting Sup't Motive Power	B. F. WELLS, Ass't General Manager
F. R. HOSACK, Gen'l Sup't Motive Power	C. L. FRANKLIN, General Manager

D. B. JENKS,
Vice President-Operations

Chicago, Rock Island & Pacific Railroad

TIME TABLE

MISSOURI-KANSAS DIVISION SECOND DISTRICT

No. 2

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

SUNDAY, SEPTEMBER 30, 1951

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY



SAFETY FIRST

This Time Table for the exclusive use
and guidance of Employees

Westward

Clay Center Line

Eastward

SECOND CLASS			FIRST CLASS					SUBDIVISION 37						FIRST CLASS		SECOND CLASS		
		991		225														
		St. Louis Kans. City Colorado Red Ball Freight		Passenger	Capacity of Siding	Capacity of Other Tracks	Station Numbers					M. P. from St. Joseph	Sign		Passenger		Colorado Kans. City St. Louis Red Ball Freight	
		Daily		Daily														
		A.M. 9:40		A.M. 2:30	W122 E 70	Yard	621								P.M. 9:30		P.M. 10:40	
		10:00	f	2:43	42	20	18009								f	9:11	10:15	
		10:15	f	2:50	56	23	18014								f	9:02	10:05	
		10:30	s	3:05	71	121	18021								s	8:52	9:50	
		11:02	f	3:17	55	19	18030								f	8:34	9:35	
		11:30	f	3:27	55	20	18039								f	8:22	9:20	
		11:57 A.M.	f	3:37	55	33	18046								f	8:11	9:08	
		12:15 P.M.	f	3:47	58	17	18052								f	8:02	8:55	
		12:38	s	4:05	67	86	18057								s	7:53	8:40	
		1:00	f	4:16	56	42	18065								f	7:31	8:25	
		1:13	s	4:29	48	52	18073								s	7:20	8:10	
		1:35	s	4:44	60	40	18079								s	7:08	7:57	
		1:55	f	4:57	55	20	18088								f	6:55	7:45	
		2:15	f	5:15	55	20	18094								f	6:45	7:35	
		3:00 P.M.	s	5:30 A.M.		Yard	2469											
															6:30 P.M.		7:10 P.M.	
		19:5		34:7											Daily		Daily	
		5:20		3:00											34:7		29:7	
															3:00		3:30	
									STATIONS									
									Time Table No. 2									
									September 30, 1951									
									LEAVE									
									FA.....	McFARLAND	TO	122.0	RFWY Yd				
									WABAUNSEE	P	131.0				
									ZEANDALE	P	135.8				
									UP Crossing	UX	143.0				
									HD.....	MANHATTAN	TO	143.2	W				
									KEATS	P	152.1				
									RY.....	RILEY	TO	160.7				
									BALA	P	167.5				
									BROUGHTON	P	173.6				
									GF.....	CLAY CENTER	TO	179.4	WYd				
									MORGANVILLE	TO	187.1				
									FO.....	CLIFTON	TO	195.0				
									MoPac Crossing	UX	196.7				
									FR.....	CLYDE	TO	201.3	W				
									AGENDA	TO	209.8				
									BD.....	CUBA	TO	216.2				
									VI.....	BELLEVILLE	TO	226.1	RFWY Yd				
									LEAVE									
								 AVERAGE SPEED PER HOUR									
								 SCHEDULE TIME									

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

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

No. 44 Lawrence discharge from points on Clay Center Line, Herington or beyond, except from California and No. 43 Lawrence to receive for points on Clay Center Line regular stop points in Kansas and all points beyond Tucumcari, except California.

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 from Des Moines or beyond 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					STATIONS					24	92	96		
St. Louis Texas Oklahoma Red Ball	St. Louis Kansas City Texas Red Ball	Passenger		Capacity of Siding	Capacity of Other Tracks	Station Numbers	Time Table No. 2			M. P. from St. Louis	Signs	Passenger	Kansas City St. Louis Red Ball	California St. Louis Gold and Red Ball		
Daily	Daily	Daily					September 30, 1951									
							LEAVE									
							US...ST. LOUIS.....		TO		RYd					
						75000	QN. CARRIE AVE. YD.....	6.9			RFWT		A.M.	P.M.		
							..Easton Ave. Junction.....	4.6			Yd		9.30	5.00		
							..R. I. JUNCTION.....	3.1					8.30	3.50		
							..STLB&T Crossing.....	0.1								
							CK...LACKLAND.....	2.4		UX			8.15	3.36		
							..MARYLAND HGTS.....	2.9					8.05	3.24		
							..VIGUS.....	2.3					7.55	3.18		
							..HINE.....	5.5					7.45	3.08		
							CF.....CHESTERFIELD.....	3.3		TO			7.35	3.00		
							..MONARCH.....	5.1					7.20	2.46		
							..CENTAUR.....	1.5					7.15	2.42		
							..TAVERN ROCK.....	5.6					7.02	2.32		
							..ST. ALBANS.....	0.9					7.00	2.30		
							..LABADIE.....	6.1					6.45	2.18		
							..VILLA RIDGE.....	5.2					6.25	2.08		
							UN.....UNION.....	8.3		TO	WYd		6.05	1.53		
							..JEFFRIESBURG.....	5.4					5.45	1.42		
							..BEAUFORT.....	6.7					5.25	1.32		
							..LESLIE.....	2.4			FYd		5.15	1.26		
							RA.....GERALD.....	6.7		TO			4.55	1.06		
							RB.....ROSEBUD.....	4.0		TO			4.40	12.59		
							OW.....OWENSVILLE.....	6.8		TO			4.20	12.47		
							..CANAN.....	4.0					4.05	12.41		
							ND.....BLAND.....	4.6		TO			3.50	12.34		
							X.....BELLE.....	5.1		TO	WYYd		3.35	12.26		
							..SUMMERFIELD.....	5.6				f 1.10	3.10	12.08		
							..GASCONDY.....	3.5				f 1.02	2.50	11.56		
							FR.....FREEBURG.....	3.9		TO		s 12.57	2.35	11.45		
							KN.....ARGYLE.....	6.9		TO		s 12.47	2.15	11.33		
							MA.....META.....	9.5		TO		s 12.31	1.45	11.03		
							..HOECKER.....	8.2				12.20	1.20	10.49		
							..HENLEY.....	1.9				s 12.17	1.15	10.44		
							G.....EUGENE.....	4.8		TO		s 12.09	1.00	10.35		
							..ETTERVILLE.....	4.1				f 12.01	12.45	10.27		
							DO.....ELDON.....	6.3		TO		11.50	12.30	10.15		
							164.2				Yd		12.30	10.15		
							LEAVE					Daily	Daily	Daily		
							...AVERAGE SPEED PER HOUR....					38.6	15.0	27.5		
							...SCHEDULE TIME.....					1.30	9.00	6.45		

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

Westward

St. Joseph-Atchison Branch

Eastward

SECOND CLASS				First Class			SUBDIVISION 30-A				First Class	SECOND CLASS			
1043	677	161	671	151			STATIONS				150	1042	678	160	672
Mixed Motor	MoPas Freight	ATSF Freight	MoPas Freight	ATSF Passenger Motor	Capacity of Sidings	Capacity of Other Tracks	Time Table No. 2		M. P. from Chicago	Signs	ATSF Passenger Motor	Mixed Motor	MoPas Freight	ATSF Freight	MoPas Freight
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday			September 30, 1951								
P.M. 12.40							LEAVE								
							58030	..... ATCHISON YD. 0.6	519.4	FWTYd					
s 12.45	A.M. 7.55	A.M. 6.25	A.M. 1.15	P.M. 4.10			58030	XN Atchison U.D., Kan. 0.5	518.8	R	s 7.38	s 11.05	P.M. 5.00	P.M. 6.15	P.M. 8.00
12.47	7.58	6.27	1.18	4.12	54		58029	..... WINTHROP, MO. 1.4	518.3		7.25	11.00	4.55	6.10	7.55
								..... CBAQ Crossing 0.0	513.9						
								FO DAVIES 0.2	513.9	Yd					
s 1.03	8.19	6.37	1.32	f 4.19	56	25	58025	..... RUSHVILLE 0.4	513.7	Yd	f 7.17	*10.53	4.46	6.00	7.43
1.17	8.31	6.51	1.52	4.26	46		59009	..... KENMOOR 5.3	507.3		f 7.07	f 10.45	4.26	5.49	7.26
1.26	8.40	7.05	2.15	4.35	52		59004	MF DONOVAN 1.0	501.8	RYd	6.59	f 10.38	4.10	5.40	7.15
	A.M.		A.M.	s 4.37			59003	..... SO. ST. JOSEPH 1.7	500.8	Yd	s 6.55		P.M.		P.M.
								..... CBAQ Crossing 0.1	499.1						
1.34		7.25		4.55				AUTOMATIC BLOCK SIGNALS	499.0	Yd	6.50	10.32		5.30	
		A.M.		P.M.				..... TERMINAL JCT 0.3	498.7		A.M.			P.M.	
								..... AT&SF Crossing 0.0	498.7						
								..... CBAQ Crossing 0.4	498.7						
1.40						Yard	498	SY ST. JOSEPH YD. 0.1	498.3	RFWY Yd		10.30			
								..... CBAQ Crossing 0.1	498.2						
1.45							498	UN ST. JOSEPH U. D. 21.4	498.0	RYd		10.25			
P.M.												A.M.			
								LEAVE			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily
19.8	22.7	19.8	17.0	26.4				..... AVERAGE SPEED PER HOUR			25.0	19.8	22.7	26.4	22.7
1.05	0.45	1.00	1.00	0.45				..... SCHEDULE TIME			0.48	1.05	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. 2			UnPac Passenger Motor		Red Ball Freight	UnPac Local Freight
Daily Except Sunday	Daily		Daily	Capacity of Sliding	Capacity of Other Trains	Station Numbers	September 30, 1951	M. P. from St. Joseph	Signs				
P.M. 7.00	P.M. 6.35		A.M. 8.30		Yard		LEAVE					A.M. 6.45	P.M. 11.00
						498	SY.....ST. JOSEPH YD.....TO		RFWYT Yd				
							CB&Q Crossing.....UX						
						498	UN.....ST. JOSEPH, MO., U. D.....TO		R		P.M. 4.20		
							CB&Q Crossing.....UX						
							UTRR Crossing.....UX						
							ELWOOD, KAN.....TO	1.1	Yd	s 4.10		5.45	10.37
7.10	6.40		s 8.35	96	74	499	WA.....WATHENA.....TO	5.0	Yd	s 4.04		5.35	10.30
7.20	6.50		s 8.45	25	118	503	BLAIR.....TO	8.8		s 3.58		5.25	10.20
7.30	7.00		s 8.50	12	12	507	RO.....TROY.....TO	13.5	BYd			5.10	10.10
7.45	7.10		s 9.05	16	27	512	BENDENA.....TO	19.2				4.55	P.M. -
7.55	P.M. -		A.M. -			29	DN.....DENTON.....TO	24.1				4.45	
8.05						25	PURCELL.....TO	29.1				4.30	
8.25						29	PIERCE JCT.....TO	33.6				4.20	
8.40						8	HN.....HORTON.....TO	40.8	FWTYd			4.00	
9.00						250	WHITING.....TO	49.0				3.30	
9.25						50	H.....HOLTON.....TO	60.1	W			2.50	
10.10						48	MA.....MAYETTA.....TO	69.4				2.25	
10.35						55	HO.....HOYT.....TO	75.8				2.10	
10.55						32	ELMONT.....TO	82.0				1.50	
11.10						34	OT.....TOPEKA.....TO	89.2	RWTYd				
						Yard	UP Crossing.....TO	89.2					
							ST. JOSEPH LINE JCT.....TO	89.3				1.35	
							LEAVE			Daily		Daily Except Sunday	Daily
							AVERAGE SPEED PER HOUR.....			27.0		17.3	16.2
							SCHEDULE TIME.....			0.30		5.10	0.50
11.20	P.M. -												
20.6	23.7		23.7										
4.20	0.35		0.35										

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

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 13 for location No. 15 and 20 Turnouts.)

	Rockets	Steam	
		Pegr.	Frt.
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				
Passenger Diesels Series 402 to 411 Inclusive, Class C-43 engines handling passenger trains Mikado engines	70		Train S	peed.
3000 series engines	50	50	50	40
5000 series engines	45	45	45	45
Except Engines 5100 series engines	60	60		
.....	70	60		
Passenger trains handling freight cars		Freight	Train S	peed.
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
Steam switch engines without engine trucks			18	18
Steam engines or Diesel freight engines running forward without cars, or with cabs only, must not exceed a speed of 10 MPH below authorized freight train speed				
Steam engines running backward, with or without cars, must not exceed a speed of 25 MPH				
Engines with drivers blocked up	30	30	30	30
Engines and passenger motor cars to be moved dead in trains will be placed in train ONLY when instructed by Chief Dispatcher who will advise all concerned regarding maximum speed permitted by train handling				
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				

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
ALL SUBDIVISIONS—Continued				
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 hoists, 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 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				
NOTE: Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN				
Detour movements, Foreign Lines Psgr. trains, must not exceed speed authorized for conventional type Psgr. trains				
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
350 HP Diesel-Electric Switchers D-B-C-W	25	25	25	25
600 HP Diesel-Electric Switchers in 500 Series	35	35	35	35
900 HP Diesel-Electric Switchers in 700 Series				
Gas electric motor car 9012	40	40	40	40
All other gas electric motor cars	60	60	60	45
Gas-electric motor cars without trailers or Diesel engines without cars, approaching home signal and between home signal limits	10	10	10	10
SUBDIVISION 36	70	70	60	60
(Except as shown below)				
5100 series engines	70	70	50	50
Engine 5040 in passenger service, (except as below)	60	60		
Engine 5040 between Kansas City and Topeka Through Topeka interlocking	60	60		
Westward Main Track MP 96-95 to 97-8	10	10	10	10
Westward Main Track MP 100-20 to 100-28		45		40
Westward Main Track MP 110-25 to 110-31		60		
Westward Main Track MP 115-29 to 115-39		65		
Westward Main Track MP 119-22 to 119-27		60		
Westward Main Track MP 121-20 to 122-16 (McFarland Yard)	50	50		
Westward Main Track MP 123-18 to 123-31		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 Herington	45	45		
Westward Main Track MoPac Crossing Herington	15		15	
Eastward Main Track MoPac Crossing Herington	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				
Eastward Main Track MP 142-13 to 142-3		45		40	(Except as shown below)				
Eastward Main Track MP 141-8 to 140-32					5000 and 5100 Class Engines	50	45	40	35
MP 140-18 to 140-13, MP 140-2 to 139-26					5100 Class engines over Bridge 1702	40	30	40	30
MP 136-15 to 137-35, MP 137-2 to 136-26		55		45	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	30		30	
MP 123-31 to 123-18					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	20	Restrict	20	Speed
Eastward Main Track MP 119-27 to 119-22		65			Clay Center, engines not permitted on curve				
Eastward Main Track MP 115-39 to 115-29		60			Snell Mills track Grant Ave., nor on Marshall Spur				
Eastward Main Track MP 110-31 to 110-25		66			Clay Center, west end house track, engines				5
Eastward Main Track MP 100-28 to 100-20		60		40	Manhattan, 5000-5100 Class engines not permitted on Griffith Spur				
Eastward Main Track MP 96-35 to 97-9		45			Clifton, engines not permitted beyond frog Creamery Spur				
Kansas City, Mo., Kaw River Bridge	5		5		SUBDIVISION 30-A				
Kansas High Line, Kansas Ave., Kansas City	15	15	15	15	(Except as shown below)				
4000 and 5000 engines must not use elevator track Maple Hill					Between St. Joseph Yd. and coal chute	45	40	35	30
Engines heavier than 2600 series can not use Track 1 south of roundhouse at Topeka					So. St. Joseph—Illinois Ave.		Restrict	10	Speed
Over following facing point spring switches, which are not equipped with automatic locking device:					MP 513-36 CB&Q Crossing	10		10	
Herington end of two main tracks	30		30		MP 516-22 to 516-29	20		35	20
When running against current of traffic:					MP 517-2 to 517-9				
Maple Hill, Volland, Jones, White City, east end east siding and west end west siding; Herington east end of yard	30		30		Atchison over Missouri River Bridge	15		15	
					SUBDIVISION 36-A				
SUBDIVISION 34					(Except as shown below)				
MP 10-16 StLB&TCo Crossing (Eastward)	10		10		MP 0-4 CB&Q Crossing	40	40	40	40
MP 19-28 (Westward)	15		15		MP 7 to St. Joseph Line Jct.	10		10	
Hine—2500 or larger engines must not use old Water Works spur beyond derail.		30		20	Consolidation Engines must not move 5th St. to Union Station, St. Joseph	35	35	30	25
MP 24 to 35	40	35	40	35	Missouri River Bridge at St. Joseph	6		6	
MP 41-5 to 41-15 (Big Eddy curves)	15	16	12	12	St. Joseph and Elwood Yard		Restrict	25	Speed
MP 54-10 to 55-0	25	25	20	20	Horton to Mayetta steam locomotives			25	
MP 86-5 to 86-25	25	25	20	20	UP Crossing MP 89-2, Topeka	15		15	
MP 114-21 (Bridge 1146, Gasconade River)					Engines 139 to 216 inclusive, 1504 to 2144 inclusive, and 831 to 944 inclusive, over Bridge 594	15		15	
MP 128-21 (Tunnel No. 2)	20	20	20	20	Steam Derricks 100, 120, 150, 160 ton, and Pile Driver 95236 over Bridge 594	15		15	
MP 143-11 (Bridge 1433, Osage River)					Engines 139 to 216 inclusive, 1504 to 2144 inclusive, and 831 to 944 inclusive, may be doubleheaded directly connected over Bridge 594	5		5	
MP 149-0 (Tunnel No. 3)					Engines heavier than C-43 class cannot be operated on Subdivision 36A.				
MP 150-28 to 151-6	15	25	10	25	SUBDIVISION 30 (Except as shown below)				
Eldon Yard East switch to MoPac Crossing	15	15	10	10	Coburn: Intersection Subdivisions 29 and 30	35	35	35	35
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					MP 425-14 to 428-18		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.					MP 434-5 to 434-12		30		20
SUBDIVISION 35					SUBDIVISION 30 (Continued)				
(Except as shown below)					MP 435-10 to 436-20				
MP 160-4 MoPac Crossing (Eastward)	10		10		MP 439-8 Wabash Crossing	20		20	30
MP 162-19 to 163-1 (Morgan Curve)	15		15		MP 448-7 to 496-27			30	30
MP 189-15 to 189-25		35		25	MP 496-27 to 497		6		6
MP 248-15	35		25		Between St. Joseph Yd. and Missouri River Bridge		Restrict		Speed
MP 249-19 to 249-26	15	15	15	15	St. Joseph, Mo., Consolidation engines must not move, 5th St. to Union Station				
MP 252-20 MoPac Crossing	20		20		Engines heavier than C-43 class cannot be operated between Altamont and St. Joseph				
MP 279-20	20		15	15	Engines 1504 to 2144 inclusive, 831 to 944 inclusive over Bridge 4575		15		15
MP 288-10 through turnout SL-SF Intersection, Leeds Jct.		20		15	Steam Derricks 120, 150, 160 ton capacity, and Pile Driver 95236 over Bridge 4575			15	15
K-67-B or heavier engines are not permitted to doublehead over SL-SF Little Blue River Bridge at MP 7.3					Engines 139 to 216 inclusive, 1504 to 2144 inclusive, and 831 to 944 inclusive over Bridges 4614, 4645, 4763	5		5	
Sheffield Connection between KC Terminal and SL-SF		10		10	Steam Derricks 120, 150, 160 ton capacity, and Pile Driver 95236 over Bridges 4614, 4645, 4763	5		5	
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.					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	15	.....	15	.....
By MP 192-24 AT&SF Crossing	10	10	10	10
Between Abilene and West Abilene	.....	10	.....	10
Between East Salina and Salina	.....	Restricted Speed.	.....	Restricted 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 drawbridges, railroad crossings, or moving through towns or cities where speed is governed by ordinance, must 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	4 1/2 inches
Rocket train cars only	7 inches
Conventional passenger cars	12 inches
Gas-Electric motor cars	3 inches

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

SPECIAL INSTRUCTIONS

2. Atchison U. D. is the initial station for trains leaving Atchison Yd. or Atchison U. D.

2a. Carrie Avenue Yd. is the initial station for Westward trains originating there.

2b. Kansas City, Mo. Subdivision 35, is the initial station for Eastward trains originating there.

2c. Kansas City, Kan. (Armourdale Yard) Subdivision 35, is the initial station for Eastward trains originating there.

2d. St. Joseph Line Jct. is the initial station for Westward trains on Subdivision 36.

3. 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.

3a. Trains may leave Coburn without Clearance.

3b. Eastward freight trains, Subdivision 35, will obtain Clearance at Kansas City, Kan. (Armourdale Yard).

3c. Westward freight trains, Subdiv. 34 will obtain Clearance at Lackland instead of Carrie Ave. Yd.

3d. Westward first class trains, Subdiv. 36, will obtain Clearance at UP station, Topeka.

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.

3e. Eastward trains, Subdiv. 36A, will obtain Clearance at Topeka Yd.

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.

3f. 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.

3g. 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:

Donovan—Trains originating or terminating.
 St. Joseph U. D.—Pasgr. trains only.
 St. Louis (Union Depot)—Pasgr. trains only.
 Kansas City, Mo. U. D.—Pasgr. trains only.
 Kansas City, Kans. Yard Office—Trains originating and terminating.
 Topeka Telegraph Office, Union Pacific passenger station—Pasgr. trains only.
 McFarland—For trains originating and terminating.
 Leeds Junction—For first-class trains in both directions and westward second-class trains.

4. Westward MoPac trains may register by Form 1339 at Donovan.

4a. 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.

4b. 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:

St. Louis—Union Station.	Kansas City, Kan.—Yard Office and Engine House.
St. Louis—TRRA Roundhouse.	Topeka Yard—Yard Office.
Carrie Ave.—Yard Office.	Topeka Yard—Engine House.
Eldon, Mo.—Yard Office.	McFarland—Yard Office.
Eldon, Mo.—Engineer's Room.	Belleville—Telegraph Office.
St. Joseph—U. D. Telegraph Office.	Herington—Yard Office.
St. Joseph—Yard Office.	Herington—Engine House.
Kansas City, Mo.—Union Depot Telegraph Office.	

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:

Atchison—Union Depot.	St. Joseph—Union Depot.
St. Louis—Union Station.	St. Joseph—U. T. Co. Yard Office.
Carrie Ave.—Yard Office.	Kansas City, Mo.—Union Depot.
Belle—Telegraph Office.	Kansas City, Kan.—Yard Office.
Eldon, Mo.—Yard Office.	Kansas City, Kan.—Round House.
Eldon, Mo.—Engrs. wash room.	Horton—Telegraph Office.
McFarland—Telegraph Office.	Topeka—Passenger Depot.
Herington—Yard Office.	Topeka—Interlocking Tower.
St. Joseph—Yard Office.	Belleville—Telegraph Office.

SPECIAL INSTRUCTIONS—Continued

7. Official Hospitals.

Name	Place	Telephone
Evangelical Deaconess	St. Louis, 6140 Oakland Ave.	Hiland 8510
Peoples (for Colored)	St. Louis, 3449 Pine St.	JERSON 5468
St. Lukes Hospital	Kansas City, Mo., 44th & Mill Creek Blvd.	VALENTINE 7600
Providence Hospital	Kansas City, Kans., 18th and Barnett	DRAXEL 3140
University Kansas Hospital (For Colored)	Kansas City, Kans., 39th and Rainbow Blvd.	VALENTINE 4814
Stormont Hospital	Topeka, 334 Greenwood Ave.	2-7296
Horton Hospital	Horton, East Front St.	25

7a. Emergency Hospitals.

Name	Place	Telephone
Atchison	Atchison, 2nd and N. St.	34
Dickinson Co. Mem. Hosp.	Ablene, Tenth & Campbell St.	984 North East
Clay Center Hospital	Clay Center, 1608 Sixth St.	232

8. f—Flag stop to receive or discharge traffic.
g—Conditional stop for revenue passengers only.
s—Regular stop.

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:

Sub-div.	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	St.LB.&TCo	Gate	Trainmen	St.LB.&TCo.	Red	Yellow
35	160.1	MoPac	Gate	Trainmen	MoPac	Red	Yellow
36a	0.3	CB&Q					
36a	0.4	CB&Q	Gate	Gate	CB&Q	Red	Yellow
36a	0.5	UTRR					
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	262.6	Mo. Pac	20

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.

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 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.

16a. 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.

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

16c. 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.

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

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

16f. 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.

16g. 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. Following whistle signals designate route desired:

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.	1 short.
City.....3 short 1 long.	
Roundhouse	At St. Joseph, Missouri River
(North Side).....1 short 1 long	Bridge and Interlocking:
1 short.	East End of Missouri River Bridge:
Roundhouse	CRI&P Route.....1 long 1 short
(South Side).....1 long 1 short	1 long.
1 long.	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 Herington.

26a. Rules 450 to 453 inclusive, are in effect on two main tracks between MP 89 Topeka Yard and MP 171 Pole 45 Herington.

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.

SPECIAL INSTRUCTIONS—Continued

Subdivision	Mile Post	Kind of Structure
30	456.7	Thru Truss
30	484.4	Viaduct
30	489.2	Thru Truss
30A	489.3	Viaduct 6th St. St. Joseph
30A	518.7	Thru Truss Mo. River
30A		Viaduct 6th St.
34		Atohson Yard Near TRRA Yard Office
34		Tank Spout (E.B.M. only)
34		Broadway
34		Florissant Ave.
34		Kingshighway
34		Natural Bridge Rd.
34		Suburban Ry.
34		Kienlan Ave.
34		St. Louis Ave.
34		Easton Ave.
34		200 ft. West of Easton Ave.
34	15.6	Water Tank Spout
34	42.1	Viaduct
34	45.8	Thru Truss
34	49.0	Thru Truss
34	55.1	Viaduct
34	74.0	Thru Truss
34	118.0	Coal Chute—Leslie
34	121.5	Tunnel No. 1
34	129.8	Thru Truss
34	135.5	Tunnel No. 2
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	215.3	Coal Chute Apron
35	216.6	Viaduct MKT Ry.
35	248.0	Viaduct
35	277.8	Tunnel No. 4
35		Thru Truss on Frisco
35		Bridge 71 200 ft. E. of 9th Street
35		Signal Bridge No. 20
35		18th St. KC Mo.
35		Viaduct
35		Prospect Ave.
35		Vine St.
35		The Paseo
35		Forest Ave.
35		Harrison St.
35		McGee St.
35		Grand Ave.
35		Main St.
35		Broadway Ave.
35		Pennsylvania Ave.
35		10th St.
35		U. P. Ry. Br.
35		Near Berger St.
35		10th St. K. C. Ka.
35		Viaduct
36	89.2	Thru Truss Kaw River
38	115.5	Thru Truss
36A	0.6	Missouri River Bridge
36A	15.0	Viaduct St. Joe & G. I. Ry.
36A	34.6	Thru Truss
36A	46.6	Thru Truss
36A	48.6	Viaduct Mo. Pac. Ry.
36A	59.7	Thru Truss
36A	86.6	Thru Truss
36B	193.5	Thru Truss Smoky Hill River
37	143.0	Thru Truss Kaw River
37	146.4	Thru Truss

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

Sub- div.	Mile Post	Name	Car Capacity
34	MP 10.8	Nuzel Oil Co.....	6
34	MP 24.2	City St. Louis W. W.....	50
34	MP 28.6	Helwig Bros.....	4
34	MP 41.8	Oeters Spur.....	2
34	MP 53	Davis Spur.....	3
34	MP 83.2	Johnson Spur.....	6
34	MP 92.0	Evans & Howard.....	54
34	MP 97.3	Ellis.....	3
34	MP 40.6	Hopkier Gravel Pit.....	30
35	MP 278.9	R. A. Long.....	4
35	MP 278.4	Kansas Buff Brick Co.....	27
35	MP 286.8	Reich and Sons.....	8
36	MP 84.6	Security Benefit Ass'n Spur.....	8
37	MP 144.4	Viking Spur.....	10
37	MP 192.6	Gas Spur.....	23

34. "Precautions, unusual conditions." When snow plows are operated preceding or following other trains, Absolute Block between open stations must be maintained between such trains in territory involved. If necessary, Dispatchers must call Operators to establish communication. These requirements do not modify Rule 99.

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.

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 Registrar Station.
- T—Turn Table.
- W—Water Station.
- Y—Wye.
- UX—Railroad Crossing not protected by interlocking.
- TO—Train Order Station.
- Yd—Station where yard limit signs are maintained.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	72	60.0	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

LOCATION No. 15 TURNOUTS.

Subdivision 36. MP 133 pole 32 Westward Crossover.
MP 144 pole 31 Eastward Crossover.

TRAIN ORDER OFFICES

OFFICE HOURS

Week Days
Except Saturday

*Sundays and Holidays

**Saturdays

	From	To
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.
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		
Lackland.....	Continuous	
Chesterfield.....	7:30 a.m.	4:30 p.m.
Union.....	{ ** 8:30 a.m. 5:30 p.m. * 8:30 a.m. 11:59 a.m. * 3:00 p.m. 5:00 p.m.	
Gerald.....	8:00 a.m.	5:00 p.m.
Rosebud.....	8:00 a.m.	5:00 p.m.
Owensville.....	{ * 8:30 a.m. 5:30 p.m. * 8:30 a.m. 5:30 p.m.	
Bland.....	6:00 p.m.	3:00 a.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	

	From	To
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.....	8:00 a.m.	5:00 p.m.
Windsor.....	{ 8:00 a.m. 5:00 p.m. ** 8:00 a.m. 5:00 p.m. * Same Hours	
Leston.....	8:30 a.m.	5:30 p.m.
Chilhowee.....	{ 6:00 p.m. 3:00 a.m. ** 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.	
Raytown.....	8:00 a.m.	5:00 p.m.

	From	To
SUBDIVISION 37		
McFarland.....	Continuous	
Manhattan.....	{ 10:00 a.m. 6:00 p.m. * 10:00 p.m. 6:00 a.m.	
Riley.....	8:30 a.m.	5:30 p.m.
Clay Center.....	{ * 8:30 a.m. 5:30 p.m. * 8:30 a.m. 5:30 p.m.	
Morganville.....	7:45 a.m.	4:45 p.m.
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.....	8:30 p.m.	5:30 a.m.
Belleville.....	Continuous	

	From	To
SUBDIVISION 30-A		
Davies.....	Continuous	
Donovan.....	Continuous	
St. Joseph Yd.....	8:30 a.m.	5:30 p.m.
St. Joseph U. D.....	Continuous	

	From	To
SUBDIVISION 36-A		
Wathena.....	{ 8:00 a.m. 5:00 p.m. ** 8:00 a.m. 5:00 p.m.	
Troy.....	{ * 8:45 a.m. 4:45 p.m. * 7:30 p.m. 3:30 a.m.	
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.	4:30 p.m.

	From	To
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.

	From	To
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. B. BUFFALO, Ass't Sup't, Kansas City, Kan.
Kansas City Terminal.**

**B. A. FREDRICKSON, 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.**

P. J. BIGGAN, Master Mechanic, Kansas City, Kan.

**J. A. DAVIS, Road Foreman Equipment, Kansas City, Mo.
Subdivisions 30, 30-A, 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. L. WILSON, Chief Dispatcher, Kansas City, Mo.

R. F. WAGNER, Night Chief Dispatcher, Kansas City, Mo.

**P. H. JOHNSON,
A. G. DOUGLAS,
J. B. JOHNSON,
S. G. KEETON,
A. P. USSARY,
R. W. CHURCH,
J. J. BUTTON,
W. D. MINNICK,
P. E. BICKERS,
M. H. TATE,**

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