

Company Surgeons	Location
T. L. HANSEN, Chief Surgeon.....	
J. M. L. JENSEN, Asst. Chief Surgeon.....	
J. W. MAY, Oculist and Aurlist.....	Chicago
T. S. BOURKE, Division Surgeon and Examiner.....	
J. J. LALLY, Asst. 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 Aurlist.....	
J. A. BILLINGSLEY, Oculist, Aurlist.....	Kansas City, Kan.
JAMES E. BRESSETTE, Oculist.....	
DEAN SAUER, Local Surgeon.....	
A. S. STEINER, Oculist and Aurlist.....	
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, Oculist.....	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 Aurlist.....	
C. A. NEWMAN, Asst. Div. Surgeon and Examiner.....	
J. W. CAVANAUGH, Asst. Division Surgeon.....	
P. M. POWELL, Asst. Division Surgeon and Examiner.....	Topoka
CLYDE S. SMITH.....	Valencia and Willard
E. B. MCKNIGHT, Examiner.....	Alma
GEO. E. BRETHER.....	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.....	Herington
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.....	
JACK GUNN.....	Versailles
H. M. WALL.....	Windsor
D. M. EUBANK.....	Raytown
K. RAWLINS.....	Holden
E. R. BEIDERWELL.....	
H. B. THOMAS, Examiner.....	Belleville, Kan.
CARL RUFF, Local Surgeon.....	Clay Center
R. G. SCHOONHOVEN.....	Manhattan
L. G. HEINS.....	Abilene

B. R. DEW,
Superintendent

B. F. WELLS,
Ass't General Manager

E. E. FOULKS,
Gen'l Sup't Transportation

O. W. LIMESTALL,
General Manager

D. B. JENKS,
Vice President-Operations

Chicago, Rock Island & Pacific Railroad

TIME TABLE

MISSOURI-KANSAS DIVISION SECOND DISTRICT

No. 4

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

SUNDAY, MARCH 30, 1952



This Time Table for the exclusive use
and guidance of Employees

Westward

Main Line

Eastward

FIRST CLASS					Capacity of Stalings	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. 4						508	40	510	44	4
Passenger	Golden State	Twin Star Rocket	Texas Rocket	Imperial	March 30, 1952			Twin Star Rocket	Imperial	Texas Rocket	Passenger	Golden State					
Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily					
P.M. 11.30	P.M. 11.00	P.M. 9.45	A.M. 8.50	A.M. 8.00				A.M. 8.40	P.M. 7.00	P.M. 7.50	P.M. 10.35	A.M. 1.25					
s 11.37	11.05	9.50	8.55	8.06	KANSAS CITY, MO...US...			60054	RFW TY	90.5	8.28	6.49	7.38	10.15	1.11		
12.52	12.11	10.53	10.06	9.16	KANSAS CITY, KANS.....			60055		89.3	7.20	5.33	6.27	8.56	12.01		
12.50	12.14	10.55	10.08	9.18	ST. JOSEPH LINE JCT.....						7.19	5.31	6.26	9.05	11.59		
f 1.08	12.27	11.06	10.19	9.33	TOPEKA YARD...B...			588	RFW YYd	90.5	7.09	5.19	6.16	8.43	11.47		
f 1.15	12.32			9.38	VALENCIA.....			600		101.5							
s 1.25	12.37	11.14	10.27	9.44	WILLARD.....			604		105.3				8.39			
					MAPLE HILL...RH..			609		110.4	7.02	5.10	6.10	8.33	11.38		
					VERA.....			613		114.2							
s 1.37	12.44	11.21	10.33	9.53	PAXICO.....CA..			617		118.2	6.55	5.02	6.03	8.21	11.31		
s 2.00	12.49	11.25	10.38	9.58	McFARLAND...FA..			621	RFW YYd	122.0	6.51	4.58	6.00	8.15	11.27		
s 2.35	12.54	11.30	10.42	10.03	ALMA.....U...			625		126.3	6.47	4.53	5.56	7.40	11.23		
f 2.48	1.03	11.37	10.49	10.13	VOLLAND...FN..			632		133.8	6.40	4.45	5.50	7.28	11.15		
s 3.04	1.15	11.45	10.57	10.25	ALTA VISTA...VA..			640		141.8	6.32	4.37	5.42	7.17	11.07		
3.10	1.19	11.48	11.00	10.30	JONES.....			643		144.7	6.29	4.34	5.39	7.11	11.04		
s 3.20	1.22	11.51	11.03	10.34	DWIGHT...DW..			646	W	147.7	6.26	4.31	5.37	7.08	11.02		
					MKT Crossing...WY..					156.2							
s 3.39	1.33	11.59	11.11	10.44	WHITE CITY...WT..			655		156.7	6.18	4.22	5.29	6.55	10.54		
f 3.49	1.40	12.06	11.18	10.55	LATIMER.....			662		163.8	6.11	4.14	5.23	6.45	10.47		
s 4.10	1.55	12.25	11.30	11.15	MoPac Crossing.....					171.3							
A.M.	A.M.	A.M.	A.M.	A.M.	HERINGTON...RI..			670	RFTW YYd	171.4	6.03	4.05	5.15	6.35	10.39		
					LEAVE						Daily	Daily	Daily	Daily	Daily		
35.3	51.6	56.4	56.4	46.3	AVERAGE SPEED PER HOUR...						57.5	51.6	58.2	41.8	54.4		
4.40	2.55	2.40	2.40	3.15	SCHEDULE TIME.....						2.37	2.55	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.

Maximum speed for Trains 3 and 4 when handling cars not equipped with tight lock couplers and roller bearings must not exceed speed authorized for steam passenger trains.

Trains No. 509 and No. 510 only, when handling conventional type passenger equipment are authorized to operate at Rocket Train speeds, not exceeding 79 MPH; by reason thereof added precaution as to inspection must be taken while running, and at terminals.

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

Tangent—Maximum speed 75 MPH.
Curves—Authorized steam passenger train speed.

SEE FOOTNOTES ON PAGE 2.

Westward

Freight Trains (Information Only)

Eastward

Westward					Freight Trains (Information Only)					Eastward				
291	93	91	95	991	92	96	98	94	992					
California Gold Ball Freight	Rocket Freight	California Gold Ball Freight	Mo. River Texas Red Ball Freight	St. Louis-Kan. City-Cols. Red Ball Frt.	California-Chicago Gold Ball Freight	Colo., Okla. St. Louis Chicago Red Ball Freight	Rocket Freight	Los Angeles and El Paso Gold Ball Freight	Colorado Kan. City St. Louis Red Ball Freight					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
P.M. 10.00	P.M. 8.30	P.M. 12.15	A.M. 11.30	A.M. 6.00	P.M. 1.00	P.M. 7.30	P.M. 8.30	A.M. 1.00	A.M. 3.30					
11.45	10.15	1.50	1.30	8.00	ARMOURDALE YARD.....					10.30	5.00	6.00	11.00	12.50
12.45	11.05	3.00	2.35	9.00	TOPEKA YARD.....					9.15	3.30	4.00	10.00	11.20
3.00	1.15	5.00	4.15		McFARLAND.....					7.30	2.00	2.35	8.30	
A.M.	A.M.	P.M.	P.M.		HERINGTON.....					A.M. Daily	P.M. Daily	P.M. Daily	P.M. Daily	Daily
5.00	4.45	4.45	4.45	3.00	SCHEDULE TIME.....					5.30	5.30	5.55	4.30	4.10

Westward

Clay Center Line

Eastward

SECOND CLASS			FIRST CLASS			SUBDIVISION 37 STATIONS			FIRST CLASS			SECOND CLASS		
	991			225		Time Table No. 4 March 30, 1952							992	
	St. Louis Kans. City Colorado Red Ball Freight		Passenger						Passenger				Colorado Kans. City St. Louis Red Ball Freight	
	Daily		Daily		Capacity of Sidings	Capacity of Other Tracks	Station Numbers		M. P. from St. Joseph	Signs				
	A.M. 9:40		A.M. 2:30		W122 E 70	Yard	621					P.M. 7:40		P.M. 10:40
	10:00		f 2:43		42	20	18009	FA..... McFARLAND..... TO	132.0	RFWY Yd		f 7:18		10:15
	10:15		f 2:50		56	28	18014	..... WARAUNGEK..... P	131.0			f 7:08		10:05
								..... ZEANDALE..... P	135.8					
								..... UP Crossing..... UX	143.0					
	10:30		s 3:05		71	121	18021	HD..... MANHATTAN..... TO	143.2	W		s 6:58		9:50
	11:02		f 3:17		58	19	18030	..... KEATS..... P	152.1			f 6:39		9:35
	11:30		f 3:27		55	20	18039	..... RILEY..... TO	160.7			f 6:28		9:20
	11:57		f 3:37		55	33	18046	..... BALA..... P	167.5			f 6:17		9:08
	A.M. 12:15		f 3:47		58	17	18052	..... BROUGHTON..... P	173.6			f 6:08		8:55
								..... CLAY CENTER..... TO	179.4	WYd		s 5:58		8:40
	12:38		s 4:05		67	66	18067	..... MORGANVILLE..... TO	187.1			f 5:34		8:25
	1:00		f 4:16		56	42	18068	..... CLIFTON..... TO	195.0			s 5:22		8:10
	1:13		s 4:29		48	52	18073	..... MoPac Crossing..... UX	196.7					
								..... CLYDE..... TO	201.3	W		s 5:09		7:57
	1:35		s 4:44		60	40	18079	..... AGENDA..... TO	209.8			f 4:55		7:45
	1:55		f 4:57		55	30	18088	..... CURA..... TO	216.2			f 4:45		7:35
	2:15		f 5:15		58	20	18094	..... BELLEVILLE..... TO	226.1	RFWY Yd		4:30 P.M.		7:10 P.M.
	3:00 P.M.		s 5:30 A.M.			Yard	2468	..... LEAVE			Daily		Daily	
	19.5		34.7					..... AVERAGE SPEED PER HOUR.....			34.0		29.7	
	5.20		3.00					..... SCHEDULE TIME.....			3.10		3.30	

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 Davenport or beyond, 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 south of Herington, Des Moines 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		Capacity of Siding	Capacity of Other Tracks	Station Numbers	SUBDIVISION 34 STATIONS		M. P. from St. Louis	Signs	FIRST CLASS		SECOND CLASS	
93	95		23				Passenger	Time Table No. 4			Time Table No. 4	24	92	96
St. Louis Texas Oklahoma Red Ball	St. Louis Kansas City Texas Red Ball		Passenger		March 30, 1952	March 30, 1952	Passenger	Kansas City St. Louis Red Ball	California St. Louis Gold and Red Ball					
Daily	Daily		Daily		LEAVE	LEAVE								
P.M. 6.30	A.M. 1.00				US...ST. LOUIS.....	TO								
					6.9 QN. CARRIAGE YD.....	TO							A.M. 9.30	P.M. 5.00
					1.6 Easton Ave. Junction.....	TO								
6.50	1.20				3.1 R. I. JUNCTION.....	TO							8.30	3.40
					0.1 STLB&T Crossing.....	UX								
7.00	1.30			63	2.4 CK...LACKLAND.....	TO	12.8	WYd					8.15	3.22
7.05	1.37			89	2.9 MARYLAND HGTS.....	TO	15.7						8.05	3.10
7.10	1.44			41	2.3 VIGUS.....	TO	18.0						7.55	3.04
7.18	1.59			16	5.5 HINE.....	TO	23.5						7.45	2.55
7.23	2.09			66	3.3 CF...CHESTERFIELD.....	TO	26.8						7.35	2.50
7.30	2.19			15	5.1 MONARCH.....	TO	31.9						7.20	2.36
7.33	2.23			47	1.6 CENTAUR.....	TO	33.4						7.15	2.32
7.41	2.33			89	5.6 TAVERN ROCK.....	TO	39.0						7.02	2.22
7.43	2.35			18	0.9 ST. ALBANS.....	TO	39.9						7.00	2.20
8.00	2.51			53	6.1 LABADIE.....	TO	46.0						6.45	2.08
8.12	3.07			49	5.2 VILLA RIDGE.....	TO	51.2						6.25	1.58
8.28	3.30			50	8.3 UN...UNION.....	TO	59.5	WYd					6.05	1.43
8.42	3.50			48	5.4 JEFFRIESBURG.....	TO	64.9						5.45	1.32
8.56	4.05			18	6.7 BEAUFORT.....	TO	71.6						5.25	1.22
9.02	4.15			75	2.4 LESLIE.....	TO	74.0	FWYd					5.15	1.16
9.28	4.28			42	6.7 RA...GERALD.....	TO	80.7						4.55	12.56
9.35	4.40			52	4.0 RB...ROSEBUD.....	TO	84.7						4.40	12.49
9.49	4.55			42	6.8 OW...OWENSVILLE.....	TO	91.5	Yd					4.20	12.37
9.56	5.05			18	4.0 CANAN.....	TO	95.5						4.05	12.31
10.04	5.20			75	4.6 ND...BLAND.....	TO	100.1						3.50	12.24
10.12	5.30	P.M. 1.45		83	5.1 X...BELLE.....	TO	105.2	WYd					3.35	12.16
10.24	5.40	f 1.55		59	5.6 SUMMERFIELD.....	TO	110.8						3.10	11.58
10.31	5.50	f 2.02			3.5 GASCONDY.....	TO	114.3						2.50	11.46
10.40	6.00	s 2.08		31	3.9 FR...FREEBURG.....	TO	118.2						s 12.57	2.35
10.54	6.15	s 2.20		70	6.9 KN...ARGYLE.....	TO	126.1						s 12.47	2.15
11.13	6.35	s 2.38		41	9.5 MA...META.....	TO	134.6						s 12.31	1.45
11.28	6.55	2.50		5	8.2 HOECKER.....	TO	142.8						12.20	1.20
11.33	7.00	s 2.53		80	1.9 HENLEY.....	TO	144.7	W					s 12.17	1.15
11.43	7.15	s 3.01		44	4.8 EUGENE.....	TO	149.5						s 12.09	1.00
11.53	7.30	f 3.09		44	4.1 ETTERVILLE.....	TO	153.6						f 12.01	12.45
P.M. 12.05	8.00	3.20			6.3 DO...ELDON.....	TO	159.9	RFWT Yd					11.50	12.30
A.M. 8.00	A.M. 3.20	P.M. 3.20		Yard	164.2	TO							A.M. 10.05	A.M. 10.05
					LEAVE								Daily	Daily
28.2	22.5	34.5			...AVERAGE SPEED PER HOUR...								36.4	17.5
5.35	7.00	1.35			.....SCHEDULE TIME.....								1.30	9.00
														6.55

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

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS						SUBDIVISION 35 STATIONS				FIRST CLASS		SECOND CLASS		
95	93	23						STATIONS				24	96	92		
St. Louis Kana. City Texas Red Ball	St. Louis Texas Oklahoma Red Ball	Passenger		Capacity of Siding	Capacity of Other Tracks	Station Numbers	Time Table No. 4		M. P. from St. Louis	Signs	Passenger	California St. Louis Gold and Red Ball	Kansas City St. Louis Red Ball			
Daily	Daily	Daily			Yard		March 30, 1952									
A.M. 10:00	A.M. 12:20	P.M. 3:30				23160	LEAVE				A.M. 11:40	A.M. 9:45	P.M.-23 3:30			
							DO.....	ELDON.....	TO	159.9	RFWT Yd					
							.....	MoPac Crossing.....	UX	160.1						
							.....	BARNETT.....		165.9						
10:20	12:35	s	3:40	43	17	23166	V.....	VERSAILLES.....	TO	177.0	W	s11:30	9:32	3:16		
10:45	12:50	s	3:56	72	134	23177	SR.....	STOVER.....	TO	185.9		s11:15	9:15	2:50		
11:00	1:06	s	4:10	52	26	23186	.....	CREST.....		194.3		s11:00	9:00	2:30		
11:17	1:21	s	4:22	51	.....	23194	NA.....	COLE CAMP.....	TO	198.8		f10:47	8:47	2:15		
11:26	1:28	s	4:29	52	24	23199	FA.....	IONIA.....	TO	205.4		f10:40	8:37	2:00		
11:35	1:37	s	4:38	50	16	23205	.....	BRANDON.....		210.9		f10:30	8:27	1:40		
11:44	1:45	f	4:46	.....	8	23211	W.....	WINDSOR.....	TO	216.3	FWYYd	f10:21	8:16	1:25		
11:53	1:57	s	4:59	72	100	23216	.....	BOWEN.....		220.7	Yd	f 9:59	7:56	12:45		
A.M. 12:01	2:06	f	5:07	64N 418	70	23221	.....	NEW CASTLE.....		223.4		g 9:55	7:51	12:33		
P.M. 12:11	2:12	g	5:12	.....	122	23223	N.....	LEETON.....	TO	227.0		s 9:51	7:45	12:20		
12:20	2:18	s	5:17	50	16	23227	.....	POST OAK.....		229.6		f 9:47	7:40	12:01		
12:37	2:23	f	5:21	.....	16	23230	CA.....	CHILHOWEE.....	TO	235.4		s 9:39	7:30	11:50		
12:53	2:31	s	5:30	67	23	23235	.....	DENTON.....		240.3		f 9:31	7:22	11:35		
1:09	2:38	f	5:37	.....	4	23240	.....	MEDFORD.....		245.4		f 9:24	7:15	11:20		
1:25	2:47	f	5:45	51	8	23245	.....	HADSELL.....		253.0		f 9:15	7:05	11:05		
1:41	2:58	f	5:56	51	12	23253	.....	MoPac Crossing.....		262.5						
							SA.....	PLEASANT HILL.....	TO	262.9	WYd	s 9:03	6:45	10:45		
							.....	GREENWOOD.....		268.7		f 8:53	6:26	10:25		
							.....	SOUTH LEE.....		272.0		8:49	6:21	10:15		
							.....	VALE.....		277.5		8:41	6:09	9:55		
							WN.....	RAYTOWN.....	TO	282.7		s 8:34	6:00	9:40		
							.....	LEEDS JUNCTION.....		288.3	R	8:24	5:45	9:15		
							US.....	KANSAS CITY, MO.....	TO	295.5	R	8:00				
							.....	KANSAS CITY, KAN.....		298.0	RFWT Yd	A.M.	5:00	8:30		
							.....	LEAVE				Daily	Daily	Daily		
							.....	AVERAGE SPEED PER HOUR.....				37.0	29.1	19.7		
							.....	SCHEDULE TIME.....				3:40	4:45	7:00		

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

No. 23 New Castle receive when conductor notified by agent at Windsor.
No. 24 New Castle discharge revenue passengers.
Nos. 23 and 24 stop on flag at Marvin and Wingate.

Westward

St. Joseph-Atchison Branch

Eastward

SECOND CLASS				First Class	SUBDIVISION 30-A STATIONS						First Class	SECOND CLASS				
1043	677	161	671	151					M. P. from Chicago	Signs	150	1042	678	160	672	
Mixed	MoPac Freight	ATSF Freight	MoPac Freight	ATSF Passenger	Capacity of Sidings	Capacity of Other Tracts	Station Numbers	Time Table No. 4		ATSF Passenger	Mixed	MoPac Freight	ATSF Freight	MoPac Freight		
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday				March 30, 1952								
P.M. 12.40								LEAVE								
							58030	..... ATCHISON YD. 0.6		519.4	FWTYd		A.M. 11.30			
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 TO		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. 4.4		518.3		7.25	11.00	4.55	6.10	7.55
								..... CB&Q Crossing..... 0.0		513.9						
								FO..... DAVIES..... TO 0.2		513.9	Yd					
s 1.03	8.19	6.37	1.32	f 4.19	56	25	58025	..... RUSHVILLE..... 6.4		513.7	Yd	f 7.17	s 10.53	4.46	6.00	7.43
1.17	8.31	6.51	1.52	4.26	46		59009	..... KENMOOR..... 5.5		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	..... DONOVAN..... TO 1.0		601.8	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				
								..... CB&Q Crossing..... UX 0.1		499.1						
1.34		7.25		4.55				..... TERMINAL JCT..... 0.3		499.0	Yd	6.50	10.32		5.30	
		A.M. -		P.M. -				..... AT&SF Crossing..... UX 0.0		498.7						
								..... CB&Q Crossing..... UX 0.4		498.7						
1.40							498	SY..... ST. JOSEPH YD..... TO 0.1		498.3	RFWY Yd		10.30			
								..... CB&Q Crossing..... UX 0.2		498.2						
1.45							498	UN..... ST. JOSEPH U. D..... TO 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.....				24.7	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				Time Table No. 4			UnPac Passenger		Red Ball Freight	UnPac Local Freight
Daily Except Sunday	Daily		Daily	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	March 30, 1952		M. P. from St. Joseph	Signs			
P.M. 7:00	P.M. 6:35		A.M. 9:30		Yard	498	LEAVE					A.M. 6:45	P.M. 11:00
							SY.....ST. JOSEPH YD.....TO			RFWY Yd			
							CB&Q Crossing.....UX						
						498	UN.....ST. JOSEPH MO., U. D.....TO			R	P.M. 5:05		
							CB&Q Crossing.....UX						
							UTRR Crossing.....UX						
7:10	6:40		s 9:35	96	74	499	ELWOOD, KAN.....TO	1.1	1.1	Yd	s 4:55	5:45	10:37
7:20	6:50		s 9:45	25	118	503	WA.....WATHENA.....TO	5.0	5.0	Yd	s 4:49	5:35	10:30
7:30	7:00		s 9:50		12	507	BLAIR.....TO	8.8	8.8		s 4:43	5:25	10:20
7:45	7:10 P.M.		s 10:05 A.M.	18	27	512	RO.....TROY (T. T. Rule 15a).....TO	13.5	13.5	WRYd	4:35 P.M.	5:10	10:10 P.M.
7:55						29	BENDENA.....TO	19.2	19.2			4:55	
8:05						25	DN.....DENTON.....TO	24.1	24.1			4:45	
8:25						29	PURCELL.....TO	29.1	29.1			4:30	
8:40						8	PIERCE JCT.....TO	33.6	33.6			4:20	
9:00						250	HN.....HORTON.....TO	40.8	40.8	FWTYd		4:00	
9:25						50	WHITING.....TO	49.0	49.0			3:30	
10:10						48	H.....HOLTON.....TO	60.1	60.1	W		2:50	
10:35						56	MA.....MAYETTA.....TO	69.4	69.4			2:25	
10:55						32	HO.....HOYT.....TO	75.8	75.8			2:10	
11:10						34	ELMONT.....TO	82.0	82.0			1:50	
						Yard	588	OT.....TOPEKA.....TO	89.2	89.2	Yd		
							UP Crossing.....TO	89.2	89.2				
							ST. JOSEPH LINE JCT.....TO	89.3	89.3			1:35 A.M.	
							LEAVE				Daily	Daily Except Sunday	Daily
20.6	23.1		22.6				AVERAGE SPEED PER HOUR.....			26.4		17.3	16.2
4.20	0.35		0.35				SCHEDULE TIME.....			0.30		5.10	0.50

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

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		
303						Time Table No. 4				302		
Mixed							March 30, 1952			Mixed		
Daily Except Sunday					LEAVE					Daily Except Sunday		
		A.M. 7.10			427	.....	.....	427.1				P.M. 7.26
		s 7.30	26	20	431	RT.....	.....	431.5			s 7.16	
				25	.....	.....	.....	439.8				
		s 8.00		24	441	QD.....	.....	441.2			s 6.58	
		f 8.25		32	449	.....	.....	448.7	W		f 6.43	
		f 8.45		14	458	.....	.....	458.0			f 6.26	
		s 9.00	38	26	466	MC.....	.....	466.6			s 6.12	
		f 9.15		17	470	.....	.....	469.9			f 6.01	
		f 9.35	56	18	478	.....	.....	478.2			f 5.46	
		10.15		Yard	499	SY.....	.....	497.7	RWYYd		5.06	
		10.45 A.M.			498	.....	.....	497.8				5.01 P.M.
						UN.....	.....	498.0	RYd			Daily Except Sunday
		19.8				.....	.....					29.3
		3.35				.....	.....					2.25
					LEAVE							
					.....AVERAGE SPEED PER HOUR.....							
					.....SCHEDULE TIME.....							

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						Time Table No. 4				566		
Mixed					LEAVE					Mixed		
Daily Except Sunday										Daily Except Sunday		
		A.M. 4.00		Yard	670	RI.....	.....	171.4	RWYYd			A.M. 11.50
				3	19005	.....	.....	176.2				
		s 4.35		32	19009	WO.....	.....	180.3			s 11.20	
		f 4.52		17	19015	.....	.....	186.7			f 10.55	
						.....	.....	192.8				
		s 5.23	30	60	19022	Z.....	.....	193.1			s 10.35	
		s 5.47	24	46	19027	BE.....	.....	198.4	RW		s 10.15	
						.....	.....	220.3				
		7.15 A.M.		132	19049	SA.....	.....	220.8	RWYYd			8.15 A.M.
						.....	.....					Daily Except Sunday
		16.5				.....	.....					13.8
		3.00				.....	.....					3.35
					LEAVE							
					.....AVERAGE SPEED PER HOUR.....							
					.....SCHEDULE TIME.....							

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 13 for location No. 15 and 20 Turnouts.)

	Rockets	Steam	
		Psg.	Frt.
No. 20.....	40	35	25
No. 15.....	30	25	20
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.	70			
Freight Diesels 1300 to 1311 Inc'l.	55	55		
145 to 160 Inc'l. and 425 to 429 Inc'l.	65	65		
All others.....	70	70		
Class C-43 engines handling passenger trains		Freight	Train S	peed.
Mikado engines.....	50	50		
5000 series engines.....	60	60		
5100 series engines.....	70	70		
Passenger trains handling freight cars.....		Freight	Train S	peed.
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.....			20	20
Steam or Diesel engines without cars, or with caboose only, must not exceed a speed of 10 MPH below authorized freight train speed.				
Diesel engines backing up must not exceed a speed of 40 MPH.				
Steam engines running backward, 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				
Snow Plows will not exceed speed of 5 MPH when meeting or passing or being passed by a Psg. train.				
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal holsts, ditcher spreaders and any similar machines, when moving on their own trucks:				
			25	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 Psg. trains, must not exceed speed authorized for conventional type Psg. trains.				
Limit of locomotive or car speed in operation or when handled dead in train:				
250 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	40	40	40	40
Motor Cars 9006, 9012 and 9014.....	40	40	35	35
Motor cars without trailers or S-22 or smaller 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)				
Through Topeka Interlocking.....	10	10	10	10
Westward Main Track MP 96-35 to 97-9.....		45		40
Westward Main Track MP 100-20 to 100-28.....		60		
Westward Main Track MP 110-25 to 110-31.....		65		
Westward Main Track MP 115-29 to 115-39.....		60		
Westward Main Track MP 119-22 to 119-27.....		65		
Westward Main Track MP 121-20 to 122-15 (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.....		50		40
Westward Main Track MKT Crossing MP 156-2.....	60			
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			

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	MP 125.0 to MP 125.2		45		40
Eastward Main Track MP 141-5 to 140-32					MP 131.3 to MP 131.6		45		40
MP 140-18 to 140-13, MP 140-2 to 139-26,		55		45	MP 132.6 to MP 132.8		45		40
MP 138-15 to 137-35, MP 137-2 to 136-26,					MP 133.9 to MP 134.2		45		40
MP 123-31 to 123-18	50	50			MP 142.5 to MP 142.7		40		35
Eastward Main Track MP 123-15 to 121-20					MP 145.0 to MP 145.6		40		35
Eastward Main Track MP 119-27 to 119-22		65			MP 161.2 to MP 161.7		45		40
Eastward Main Track MP 115-39 to 115-29		60			MP 163.2 to MP 163.7		45		40
Eastward Main Track MP 110-31 to 110-25		65			MP 168.6 to MP 170.2		45		40
Eastward Main Track MP 100-28 to 100-20		60			MP 171.5 to MP 172.5		45		40
Eastward Main Track MP 96-35 to 97-9		45		40	MP 178.7 to MP 179.5		20		20
Kansas City, Mo., Kaw River Bridge	5		5		MP 194.1 to MP 194.7		45		40
Kansas High Line, Kansas Ave., Kansas City	15	15	15	15	MP 201.9 to MP 202.3		45		40
Steam engines heavier than 2600 series can not use Track 1 south of roundhouse at Topeka, and Elevator track Maple Hill.					5000 and 5100 Class Engines	45	45		
Herington end of two main tracks	30		30		5100 Class engines over Bridge 1702	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		Steam engines 300 to 309, inclusive, 2300 to 2713, inclusive, 4000 to 4061, inclusive, and 5000 to 5119, inclusive, over Bridge 1887	20		20	
					Steam Derrick 160-ton capacity, over Bridge 1887	20		20	
					McFarland and Belleville yards		Restrict	ted Speed	5
					Clay Center, west end house track				
					Manhattan, 5000-5100 Class engines not permitted on Griffith Spur				
					Clifton, steam engines not permitted beyond frog Creamery Spur				
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 (Eastward)	10		10		Between St. Joseph Yd. and coal chute		Restrict	ted Speed	
MP 19-28 (Westward)	15		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	20		20	
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)	15	15	12	12	MP 517-2 to 517-9				
MP 54-10 to 55-0	25	25	20	20	Atchison over Missouri River Bridge	15		15	
MP 86-5 to 86-25	25	25	20	20	SUBDIVISION 36-A (Except as shown below)	40	40	40	40
MP 114-21 (Bridge 1146, Gasconade River)					MP 0-4 CB&Q Crossing	10		10	
MP 128-21 (Tunnel No. 2)	20	20	20	20	MP 7 to St. Joseph Line Jct	35	35	30	25
MP 143-11 (Bridge 1433, Osage River)					Consolidation Engines must not move 5th St. to Union Station, St. Joseph.				
MP 149-0 (Tunnel No. 3)					Missouri River Bridge at St. Joseph	6		6	
MP 150-28 to 151-6		25		25	St. Joseph and Elwood Yard		Restrict	ted Speed	
Eldon Yard East switch to MoPac Crossing	15	15	10	10	Horton to Mayetta steam locomotives			15	
Steam engines cannot be used on tracks serving California Spray Chemical Co., and M. F. A. at M.P. 15, Maryland Heights.					UP Crossing MP 89-2, Topeka	15		25	
Steam engines 2500 to 2713, inclusive, 4000 to 4061, inclusive, with tank capacity exceeding 14,000 gallons and engines heavier than 4061 cannot be operated over Subdivision No. 34.					Steam engines 831 to 944, inclusive, 1504 to 2144, inclusive, steam derricks 100, 120, 150 and 160 ton capacity and Pile drivers 95235 and 95236, over Bridge 594	15		15	
Steam engines 2300 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.					Steam 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	35	35
MP 160-4 MoPac Crossing (Eastward)	10		10		Coburn: Intersection Subdivision 30		15		15
MP 162-19 to 163-1 (Morgan Curve)		35		25	MP 428-18		30		20
MP 189-16 to 189-25	35		25		MP 434-5 to 434-12		35		30
MP 248-15	15	15	15	15	MP 436-10 to 436-20		35		30
MP 249-19 to 249-26					MP 439-8 Wabash Crossing	20		20	
MP 262-20 MoPac Crossing	20		20		MP 448-7 to 448-27			30	30
MP 279-20	20	20	15	15	MP 496-27 to 497		6		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 steam 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	Steam engines heavier than C-43 class cannot be operated between Altamont and St. Joseph.				
Track known as old caboos track at Eldon will be used as siding for meeting and passing of first class trains.					Steam engines 831 to 944, inclusive, and 1504 to 2144, inclusive, over Bridge 4575		15		15
K-68 or heavier steam engines are not permitted on uptown track facilities at Versailles or on Brick Yard Spur Vate.					Steam derricks 120, 150 and 160 ton capacity and Pile drivers 95235 and 95236 over Bridge 4575		15		15
Steam engines 2500 to 2713, 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 engines 831 to 944, inclusive, and 1504 to 2144, inclusive, over Bridges 4614, 4645 and 4763	5		5	
					Steam derricks 120 and 160 ton capacity and pile drivers 95235 and 95236 over bridges 4614, 4645 and 4763	5		5	
					Steam engines 300 to 309, inclusive, 2300 to 2713, inclusive, 4000 to 4061, inclusive, and steam derrick 160 ton capacity over bridges 4371 and 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 96020 must have two or more empty cars immediately ahead and behind derrick and not exceed 5 MPH over bridges.	30	30	25	25
Reverse curves, Abilene connection to AT&SF Ry.		10		10
MP 192-24 AT&SF Crossing	10	10	10	10
Between Abilene and West Abilene		Restricted Speed.		Restricted Speed.
Between East Salina and Salina		Restricted Speed.		Restricted Speed.
Steam 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.

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, (except, see footnote trains No. 509 and 510).

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
Diesel Engines.....	4½ Inches
Rocket train cars only.....	7 Inches
Conventional passenger cars.....	12 Inches
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 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.

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.

Kansas City, Kan.—Yard Office and Engine House.

Topeka Yard—Yard Office.

Topeka Yard—Engine House.

McFarland—Yard Office.

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:

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.

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
Evangelical Deaconess	St. Louis, 6140 Oakland Ave...	HIland 8510
Peoples (for Colored)	St. Louis, 3449 Pine St.	JEfferson 5468
St. Lukes Hospital	Kansas City, Mo., 44th & Mill Creek Blvd.	VAleNTine 7500
Providence Hospital	Kansas City, Kans., 18th and Barnett	DRexel 3140
Unvarsity 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. Hoop	Abilene, Tenth & Campbell St.	984 North East
Clay Center Hospital	Clay Center, 1508 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	StLB&TCo	Gate	Trainmen	StLB&TCo	Red	Yellow
35	160.1	MoPac	Gate	Trainmen	MoPac	Red	Yellow
36a	0.3	CB&Q					
36a	0.4	CB&Q	Gate	Gate Tender	CB&Q	Red	Yellow
36a	0.5	UTRR					
37	143.0	UP					
37	196.7	MoPac					
38b	192.8	AT&SF	Gate	Trainmen	CRI&P	Red	Green
38b	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

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 foreman 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 1 short.
East Yard Lead.... 2 long 1 short.	
City..... 3 short 1 long.	
Roundhouse (North Side)..... 1 short 1 long 1 short.	At St. Joseph, Missouri River Bridge and Interlocking: East End of Missouri River Bridge: CRI&P Route..... 1 long 1 short 1 long.
Roundhouse (South Side)..... 1 long 1 short 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	454.4	Viaduct	
30	439.2	Thru Truss	
30A	439.3	Viaduct 6th St. St. Joseph	
30A	618.7	Thru Truss Mo. River	
30A		Viaduct 6th St.	
34		Atchison Yard Near TRRA Yard	
34		Office	
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	128.6	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	216.3	Coal Chute Apron	
35	218.0	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		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. Near Berger St. 10th St. K. C. Ka.	
35	89.2	Thru Truss Kansas River	
35	116.5	Viaduct KCT	
35	0.6	Viaduct	
36A	89.2	Thru Truss Kaw River	
36A	116.5	Thru Truss	
36A	0.6	Missouri River Bridge	
36A	15.0	Viaduct St. Joe & G. I. Ry.	
36A	34.6	Thru Truss	
36A	46.8	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	148.4	Thru Truss	

31. Industrial or spur tracks are located at:

Sub-div.	Mile Post	Name	Car Capacity
34	MP 10.8	Nuzol Oil Co.	6
34	MP 24.2	City St. Louis W. W.	50
34	MP 28.6	Helwig Bros.	4
34	MP 41.8	Otters Spur	3
34	MP 53	Davis Spur	2
34	MP 83.2	Johnson Spur	6
34	MP 97.3	Ella	3
34	MP 40.6	Hoppker Gravel Pit	30
34	MP 140.5	Osage Gravel Loading Track	30
35	MP 273.9	R. A. Long	4
35	MP 278.4	Kansas Buff Brick Co.	27
35	MP 286.8	Reich and Sons	8
36	MP 94.6	Security Benefit Ass'n Spur	8
37	MP 144.4	Viking Spur	10
37	MP 192.6	Gas Spur	14

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 with steam power 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, bread-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.

The following letters and symbol 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.
- ⊙—Radio Installation.

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
46	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.

Subdivision 37. MP 179 pole 22 East End of Siding.

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.
Paxico.....	7:00 a.m.	4:00 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.	6:00 p.m.
MKT Crossing.....	8:00 a.m. 11:59 p.m. ** 8:00 a.m. 11:59 p.m. * 10:45 a.m. 1:45 p.m. e.** 4:00 p.m. 11:59 p.m.	
Herlington.....	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. 5:30 p.m. * 10:00 a.m. 11:59 p.m. e 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.
Owensville.....	8:30 a.m. 5:30 p.m. e.** 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. e.** 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.
Ionla.....	8:00 a.m.	5:00 p.m.
Windeor.....	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. e.** 7:45 a.m. 4:45 p.m.	
Raytown.....	8:00 a.m.	5:00 p.m.

	From	To
SUBDIVISION 37		
McFarland.....	Continuous	
Manhattan.....	11:00 a.m. 7:00 p.m. e.** 12:01 a.m. 8:01 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.....	8:30 a.m.	5:30 p.m.
Clifton.....	8:30 a.m.	5:30 p.m.
Clyde.....	8:00 a.m.	5:00 p.m.
Agenda.....	8:00 a.m.	5:00 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.....	9:30 a.m. 5:30 p.m. e.* 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.	3:30 p.m.
Enterprise.....	7:00 a.m.	4:00 p.m.
Ablene.....	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 30, 30a, 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.**

M. R. WILSON, 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.

**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.