

Company Surgeons	Location
T. L. HANSEN, Chief Surgeon.....	
J. M. L. JENSEN, Asst. Chief Surgeon.....	
J. W. MAY, Oculist and Aurlst.....	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 Aurlst.....	
J. A. BILLINGSLEY, Oculist, Aurlst.....	Kansas City, Kan.
JAMES E. BRESSETTE, Oculist.....	
DEAN SAUER, Local Surgeon.....	
A. S. STEINER, Oculist and Aurlst.....	
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 Aurlst.....	
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—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.....	Herington
D. A. ANDERSON.....	
A. E. RUEB.....	Sallna
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

G. J. MULICK,
Ass't General Manager

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

O. W. LIMESTALL,
General Manager

Chicago, Rock Island & Pacific Railroad

TIME TABLE

MISSOURI-KANSAS DIVISION SECOND DISTRICT

No. 5

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

SUNDAY, SEPTEMBER 28, 1952



This Time Table for the exclusive use
and guidance of Employes

Westward

Clay Center Line

Eastward

SECOND CLASS			FIRST CLASS			SUBDIVISION 37			STATIONS			FIRST CLASS			SECOND CLASS		
	73			225													
	Red Ball			Passenger		Capacity of Sidings	Capacity of Other Tracks	Station Numbers		M. P. from St. Joseph	Signs		Passenger		Red Ball		
	Daily			Daily									Daily		Daily		
	P.M. 10-15			A.M. 2-30	W122 E 70	Yard	621	FA.....McFARLAND..... TO	122.0	RFWY			P.M. 7-40		A.M. 6-45		
	10-35		f	2-43	42	20	18009	.....^{9.0} WABAUNSEE..... P	131.0	Yd			f	7-18	6-10	
	10-45		f	2-50	56	23	18014	.....^{4.8} ZEANDALE..... P	135.8				f	7-08	6-00	
								.....^{7.2} UP Crossing..... UX	143.0							
	11-02		s	3-05	71	121	18021	.....^{0.2} HD.....MANHATTAN..... TO	143.2	W		s	6-58	5-45		
	11-16		f	3-17	85	19	18030	.....^{8.9} KEATS..... P	152.1			f	6-39	5-30		
	11-30		f	3-27	85	20	18039	.....^{8.6} RY.....RILEY..... TO	160.7			f	6-28	5-17		
	11-45		f	3-37	85	33	18046	.....^{6.8} BALA..... P	167.5			f	6-17	5-00		
	P.M. 12-01		f	3-47	58	17	18052	.....^{6.1} BROUGHTON..... P	173.6			f	6-08	4-45		
	A.M.							.....^{5.8} GF.....CLAY CENTER..... TO	179.4	WYd		s	5-58	4-35		
	12-10		s	4-05	67	86	18057	.....^{7.7} VN.....MORGANVILLE..... TO	187.1			f	5-34	4-16		
	12-23		f	4-16	56	42	18065	.....^{7.9} FO.....CLIFTON..... TO	196.0			s	5-22	3-53		
	12-36		s	4-29	48	52	18073	.....^{1.7} MoPac Crossing..... UX	196.7							
								.....^{4.6} FR.....CLYDE..... TO	201.3	W		s	5-09	3-41		
	12-50		s	4-44	60	40	18079	.....^{8.5} CN.....AGENDA..... TO	209.8			f	4-55	3-29		
	1-02		f	4-57	55	20	18088	.....^{6.4} BD.....CUBA..... TO	216.2			f	4-45	3-20		
	1-20		f	5-15	55	20	18094	.....^{9.9} VI.....BELLEVILLE..... TO	226.1	RFWY Yd		P.M. 4-30	3-00			
	1-45		s	5-30		Yard	2468	.....^{104.1} AVERAGE SPEED PER HOUR.....								
	A.M.			A.M.				.....SCHEDULE TIME.....								
	29.7			34.7									32.9		27.8		
	3-30			3-00									3-10		3-45		

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

Manhattan, 5000-5100 Series Steam Engines not permitted on Griffith Spur.
Clifton, steam engines not permitted beyond frog Creamery Spur.

TABLE OF TRAIN SPEEDS

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

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	
71	73	23					24	72			74			
Red Ball	Red Ball	Passenger					Time Table No. 5				Red Ball	Red Ball		
Daily	Daily	Daily					September 28, 1952				Daily	Daily		
P.M. 8.00	A.M. 6.00										P.M. 7.00	A.M. 4.00		
8.20	6.20						US...ST. LOUIS.....	TO						
						75000	5.9	See T. Rule 1ed						
							QN. CARRIE AVE. YD....							
							4.6							
							Easton Ave. Junction ..							
							3.1							
							R. I. JUNCTION.....							
							0.1	See T. Rule 3-9 & 16g						
							STLB&T Crossing.....	UX						
							2.4							
8.30	6.30			63	89	23013	CK...LACKLAND.....	TO	12.8	WYd				
							2.3							
							MARYLAND HGTS.....		15.7					
							2.3							
							VIGUS.....		18.0					
							5.5							
							HINE.....		23.5					
							3.3							
							CF.....CHESTERFIELD.....	TO	26.8					
							5.1							
							MONARCH.....		31.9					
							1.5							
							CENTAUR.....		33.4					
							5.6							
							TAVERN ROCK.....		39.0					
							0.9							
							ST. ALBANS.....		39.9					
							6.1							
							LABADIE.....		46.0					
							5.2							
							VILLA RIDGE.....		51.2					
							3.3							
							UN.....UNION.....	TO	59.5	WYd				
							5.4							
							JEFFRIESBURG.....		64.9					
							6.7							
							BEAUFORT.....		71.6					
							2.4							
							LESLIE.....		74.0	FWYd				
							6.7							
							RA.....GERALD.....	TO	80.7					
							4.0							
							RB.....ROSEBUD.....	TO	84.7					
							6.8							
							OW.....OWENSVILLE.....	TO	91.5	Yd				
							4.0							
							CANAAN.....		95.5					
							4.6							
							ND.....BLAND.....	TO	100.1					
							5.1							
							X.....BELLE.....	TO	105.2	WYYd				
							5.6							
							SUMMERFIELD.....		110.8					
							3.5							
							GASCONDY.....		114.3					
							3.9							
							FR.....FREEBURG.....	TO	118.2					
							6.9							
							KN.....ARGYLE.....	TO	125.1					
							9.5							
							MA.....META.....	TO	134.6					
							8.2							
							HOECKER.....		142.8					
							1.9							
							HENLEY.....		144.7	W				
							4.8							
							G.....EUGENE.....	TO	149.5					
							4.1							
							ETTERVILLE.....		153.6					
							6.3							
							DO.....ELDON.....	TO	159.9	RFWT * Yd				
							164.2							
							AVERAGE SPEED PER HOUR....							
							SCHEDULE TIME.....							
11.54	9.54	f 1.55					RA.....GERALD.....	TO	80.7					
12.01	10.01	f 2.02					RB.....ROSEBUD.....	TO	84.7					
12.10	10.10	s 2.08					OW.....OWENSVILLE.....	TO	91.5	Yd				
							CANAAN.....		95.5					
							ND.....BLAND.....	TO	100.1					
							X.....BELLE.....	TO	105.2	WYYd				
							SUMMERFIELD.....		110.8					
							GASCONDY.....		114.3					
							FR.....FREEBURG.....	TO	118.2					
							KN.....ARGYLE.....	TO	125.1					
							MA.....META.....	TO	134.6					
							HOECKER.....		142.8					
							HENLEY.....		144.7	W				
							G.....EUGENE.....	TO	149.5					
							ETTERVILLE.....		153.6					
							DO.....ELDON.....	TO	159.9	RFWT * Yd				
							AVERAGE SPEED PER HOUR....							
							SCHEDULE TIME.....							
10.58	8.58	f 1.55					RA.....GERALD.....	TO	80.7					
11.05	9.05	f 2.02					RB.....ROSEBUD.....	TO	84.7					
11.19	9.19	s 2.08					OW.....OWENSVILLE.....	TO	91.5	Yd				
11.26	9.26						CANAAN.....		95.5					
11.34	9.34						ND.....BLAND.....	TO	100.1					
11.42	9.42	P.M. 1.45					X.....BELLE.....	TO	105.2	WYYd				
11.54	9.54	f 1.55					SUMMERFIELD.....		110.8					
12.01	10.01	f 2.02					GASCONDY.....		114.3					
12.10	10.10	s 2.08					FR.....FREEBURG.....	TO	118.2					
12.24	10.24	s 2.20					KN.....ARGYLE.....	TO	125.1					
12.43	10.43	s 2.38					MA.....META.....	TO	134.6					
12.58	10.58	2.50					HOECKER.....		142.8					
1.03	11.03	s 2.53					HENLEY.....		144.7	W				
1.13	11.13	s 3.01					G.....EUGENE.....	TO	149.5					
1.23	11.23	f 3.09					ETTERVILLE.....		153.6					
1.38	11.38	3.20					DO.....ELDON.....	TO	159.9	RFWT * Yd				
27.9	27.9	34.5					AVERAGE SPEED PER HOUR....							
5.38	5.38	1.35					SCHEDULE TIME.....							

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

Steam engines must not be used on tracks serving California Spray Chemical Co., and M. F. A. at M.P. 15, Maryland Heights.
Steam engines 2500 to 2713, inclusive, 4000 to 4061, inclusive, with tank capacity exceeding 14,000 gallons and engines heavier than 4061 must not be operated over Subdivision No. 34.

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.

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. 5				302			
Mixed	Daily Except Sunday	A.M.	P.M.							Mixed	Daily Except Sunday	A.M.	P.M.	
		7.10		26	20	427	COBURN	427.1						
s		7.28		25		431	JAMESPORT	431.5			s	7.18		
				24		441	Wabash Crossing	439.8						
s		8.05		32		449	GALLATIN	441.2			s	7.00		
f		8.31		14		458	ALTAMONT	448.7	W		f	6.45		
				38	26	466	WEATHERBY	458.0			f	6.25		
s		9.20		19		470	MAYSVILLE	466.6			s	6.08		
f		9.35		15		478	ABITY	469.9			f	5.57		
				Yard		498	CLARKSDALE	478.2			f	5.42		
		10.45 A.M.				498	ST. JOSEPH YD.	497.7	RFWYd			5.01 P.M.		
						498	CB&Q Crossing	497.8						
						498	ST. JOSEPH, U. D.	498.0	RYd					
							AVERAGE SPEED PER HOUR					29.2		
		19.7					SCHEDULE TIME					2.25		
		3.35												

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

St. Joseph, Mo., steam engines 1700 to 2100 series, inclusive, must not move, Steam engines larger than 2100 series must not be operated between Altamont and St. Joseph.

TIME TABLE RULE 14 IN EFFECT.

Westward

St. Joseph-Atchison Branch

Eastward

SECOND CLASS				First Class	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 30-A STATIONS		M. P. from Chicago	Signs	SECOND CLASS			
1043 677 161 671								151				Time Table No. 5		150 1042 678 160 672	
Mixed	MoPas	ATSF	MoPas	ATSF Passenger							ATSF Passenger	Mixed	MoPas	ATSF	MoPas
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday							Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily
P.M. 12.40				P.M. 4.10			58030	ATCHISON YD.	519.4	FWTYd		A.M. 11.30			
s 12.45	A.M. 7.55	A.M. 6.25	A.M. 1.15	s 4.12	54		58030	XN Atchison U. D., Kan.	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.	518.3		7.25	11.00	4.55	6.10	7.55
								CB&Q Crossing	513.9						
s 1-03	8-19	6-37	1-32	f 4-19	56	25	58025	FO DAVIES	513.9	Yd					
1-17	8-31	6-49	1-52	4-26	46		59009	RUSHVILLE	513.7	Yd	f 7-17	10-53	4-46	6-00	7-43
1-26	8-40	6-59	2-15	4-35	52		59004	KENMOOR	507.3		f 7-07	10-45	4-26	5-49	7-26
	A.M.	1-50	A.M.	4-37			59003	DONOVAN	501.8	RYd	6-59	10-38	4-10	5-40	7-15
								SO. ST. JOSEPH	500.8	Yd	s 6-55				
								CB&Q Crossing	499.1						
1-34		7-25		4-55				TERMINAL JCT	499.0	Yd	6-50	10-32		5-30	
		A.M.		P.M.				AT&SF Crossing	499.7		A.M.				
								CB&Q Crossing	498.7						
1-40						Yard	498	ST. JOSEPH YD.	498.3	RFWY Yd		10-30			
							498	CB&Q Crossing	498.2			A.M.			
							498	ST. JOSEPH U. D.	498.0	RYd					
21.1	22.7	19.8	17.0	26.4				AVERAGE SPEED PER HOUR			24.7	21.1	22.7	26.4	22.7
1.00	0.45	1.00	1.00	0.45				SCHEDULE TIME			0.48	1.00	0.45	0.45	0.45

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

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

Westward

St. Joseph Line

Eastward

SECOND CLASS

995 217

Red Ball UnPao Local

Daily Except Sunday Daily

P.M. 7.00 P.M. 6.35

7.10 6.40

7.20 6.50

7.30 7.00

7.45 7.10 P.M.

7.58

8.10

8.20

8.31

9.00

9.21

10.00

10.23

10.40

10.55

11.20 P.M.

20.6 24.2

4.20 0.35

Capacity of Sidings

Capacity of Other Tracks

Station Numbers

Yard

498

498

499

503

507

512

518

523

528

532

539

547

558

567

574

580

Yard

588

SUBDIVISION 36A

STATIONS

Time Table No. 5

September 28, 1952

BY.....ST. JOSEPH YD.....TO

.....CBAQ Crossing.....UX

UN.....ST. JOSEPH, MO., U. D.....TO

.....CBAQ Crossing.....UX

.....UTRR Crossing.....UX

.....ELWOOD, KAN.....TO

WA.....WATHENA.....TO

.....BLAIR.....TO

RO.....TROY (T. T. Rule 16a).....TO

.....BENDENA.....TO

DN.....DENTON.....TO

.....PURCELL.....TO

.....PIERCE JCT.....TO

HN.....HORTON.....TO

.....WHITING.....TO

H.....HOLTON.....TO

MA.....MAYETTA.....TO

HO.....HOYT.....TO

.....ELMONT.....TO

.....UP Crossing.....UX

.....ST. JOSEPH LINE JCT.....TO

.....AVERAGE SPEED PER HOUR.....

.....SCHEDULE TIME.....

M. P. from St. Joseph

Signs

RFWY Yd

R

1.1 Yd

5.0 Yd

8.8

13.5 WRYd

19.2

24.1

29.1

33.6

40.8 FWTYd

49.0

60.1 W

69.4

75.8

82.0

89.2

89.3 Yd

SECOND CLASS

996 218

Red Ball UnPao Local

Daily Except Sunday Daily

A.M. 6.45 P.M. 11.00

6.20 10.37

6.10 10.30

5.55 10.20

5.42 10.10 P.M.

5.22

5.10

4.57

4.45

4.25

3.40

3.10

2.30

2.15

1.55

1.35 A.M.

17.3 16.9

5.10 0.50

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

Westward

Salina Branch

Eastward

SECOND CLASS

565

Mixed

Daily Except Sunday

A.M. 4.00

s 4.35

f 4.52

s 5.23

s 5.47

7.15 A.M.

15.2

3.15

Capacity of Sidings

Capacity of Other Tracks

Station Numbers

Yard

670

19005

19009

19015

19022

19027

19049

SUBDIVISION 36B

STATIONS

Time Table No. 5

September 28, 1952

RI.....HERINGTON.....TO

.....SHADY BROOK.....TO

WO.....WOODBINE.....TO

.....PEARL.....TO

.....AT&SF Crossing.....UX

Z.....ENTERPRISE.....TO

BE.....ABILENE.....TO

.....UP Crossing.....UX

SA.....SALINA.....TO

.....AVERAGE SPEED PER HOUR.....

.....SCHEDULE TIME.....

M. P. from St. Joseph

Signs

171.4 RFWTYd

176.2

180.3

186.7

192.8

193.1

198.4 RW

220.3

220.8 RWTYd

SECOND CLASS

566

Mixed

Daily Except Sunday

A.M. 11.50

s 11.20

f 10.55

s 10.35

s 10.15

8.15 A.M.

13.8

3.35

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 565 IS SUPERIOR TO No. 566. TIME TABLE RULE No. 14 IN EFFECT.

Steam Engines Larger than 2100 series must not be operated on Subdivisions 36A and 36-B.

SPEED RESTRICTIONS

LOCATION	LOCATION	Passenger Trains	Freight Trains
ALL SUBDIVISIONS			
Authorized speed through switch leads of turnouts as follows:			
No. 15.....	25		
No. 10.....	15		
Less than No. 10.....	10		
Location No. 15 Turnouts: Sub Division 36 MP 133-32. Crossover. Sub Division 36 MP 144-31. Crossover. Sub Division 37 MP 179-22. East end siding.			
MAXIMUM ENGINE SPEED			
345 to 377, Inclusive.....	25		
500 to 528, Inclusive.....	30		
529 to 599; 700 to 707, Inclusive.....	40		
716 to 749; 752 to 835; 1000 to 1016; 1300 to 1311, Inclusive.....	50		
145 to 160; 425 to 474, Inclusive.....	65		
38 to 127; 402 to 411; 430 to 441 and 1200 series.....	70		
400 and 401; 485 to 599; 601 to 677; 750 and 751, Inclusive.....	79		
9006, 9012, 9014.....	40		
Other Motor Cars.....	60		
Mikado engines.....	50		
Consolidated engines.....	45		
4000 Series engines.....	70		
5000 Series engines.....	60		
5100 Series engines.....	70		
Road freight or passenger diesels, other than road switchers, backing up.....	40		
When this being done except in switching movements or when shoving cars a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.			
Trains and engines making movement against current of traffic on two main tracks over facing point switches.....	30		
Trains hauling dead engines with main rods removed and side rods in place.....	20		
With all rods down.....	10		
Steam engines with drivers blocked up.....	30		
Steam switch engines without engine trucks.....	20		
Steam engines running backwards.....	25		
Engines running forward light or with only one car.....	Freight Train Speed		
Steam engines to be moved dead in train will be placed in train ONLY when instructed by Chief Dispatcher who will advise all concerned regarding maximum speed permitted by train handling.			
Diesel switch engines, Series 345 to 377, must not be operated on main tracks in ABS territory, or to foreign line connections or through interlocking plants unless coupled with one or more cars.			
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.			
Motor cars without cars approaching interlocking signals and within interlocking limits.....	10		
Train handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer.....	25		
Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.			
NOTE: These instructions will not apply to wrecking derricks with boom trailing when trained behind engine in wreck train service. In such case speed restrictions will be as follows:			
SUBDIVISION 30.....			20
SUBDIVISION 34.....			25
SUBDIVISION 35.....			25
SUBDIVISION 36.....			40
SUBDIVISION 37.....			25
SUBDIVISION 30A.....			20
SUBDIVISION 36A.....			20
SUBDIVISION 36B.....			20
NOTE: Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.			
NOTE: Air rail loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car.			
NOTE: Where speeds on any Subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.			
SUBDIVISION 30 (except as shown below).....	35	35	
MP 427-14 to MP 428-18.....	30	20	
MP 439-8 Wabash Crossing.....	20	20	
MP 479-28 to MP 496-27.....	30	30	
MP 496-27 to MP 497.....	6	6	
Bridge 4575—steam engines and trains handling derricks and pile drivers.....	15	15	
Bridges 4614, 4645 and 4763—steam engines and trains handling derricks and pile drivers.....	5	5	
Bridges 4371, 4379—steam engines and trains handling derricks and pile drivers.....	20	20	
SUBDIVISION 34 (except as shown below).....	50	40	
MP 10-16 St. L. B. & T. Co. Crossing Eastward.....	10	10	
Westward.....	15	15	
MP 13-0 to MP 106-28 (except as shown below).....	40	35	
MP 17-22 to MP 17-29.....	30	25	
MP 19-14 to MP 19-33.....	30	25	
MP 41-0 to MP 41-16.....	15	15	
MP 53-0 to MP 55-4.....	25	20	
MP 85-38 to MP 86-34.....	25	20	
MP 106-28 to MP 121-30 (except as shown below).....	35	30	
Bridge 1146.....	20	20	
MP 121-30 to MP 128-34 (except as shown below).....	40	35	
MP 128-21 Tunnel #2.....	20	20	
MP 128-34 to MP 140-6.....	35	30	
MP 140-6 to MP 160-28 (except as shown below).....	40	35	
Bridge 1433.....	20	20	
MP 149-0 Tunnel #3.....	20	20	
MP 160-28 to MP 151-6.....	25	25	
MP 157-0 to MP 159-28.....	15	15	
Bridges 1146-1433—steam engines 2300 series or larger.....	15	15	
Bridges 1146-1433—steam engines 2300 series or larger double headed with other steam engines.....	10	10	
SUBDIVISION 35 (except as shown below).....	50	40	
MP 159-28 to MP 160-24.....	15	15	
MP 162-0 to MP 164-25.....	40	35	
MP 172-18 to MP 175-0.....	40	35	
MP 177-0 to MP 177-18.....	40	35	
MP 189-7 to MP 201-28.....	40	35	
MP 216-8 to MP 216-32.....	40	35	
MP 262-20 Mo. Pac. Crossing.....	20	20	
MP 279-18 to MP 279-30.....	20	15	
Sheffield—connection between K. C. Terminal and SL-SF.....	10	10	

SPEED RESTRICTIONS—Continued

LOCATION	Passenger Trains	Freight Trains	LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 36 (except as shown below)			SUBDIVISION 30A (except as shown below)		
Through Topeka Interlocking	70	50	South St. Joseph—Illinois Ave.	45	35
MP 96-35 to MP 97-9	10	10	MP 513-36 CB&Q Crossing	10	10
MP 100-20 to MP 100-28	45	40	MP 516-22 to 516-29	20	20
MP 110-25 to MP 110-31	60		MP 517-2 to 517-9	35	20
MP 115-29 to MP 115-39	65		Atchison—Missouri River Bridge	35	20
MP 119-22 to MP 119-27	60			15	15
MP 121-20 to MP 123-31	65		SUBDIVISION 36A (except as shown below)		
MP 136-26 to MP 142-13 Eastward Track	60	45	MP 0-4 CB&Q Crossing	40	40
MP 137-35 to MP 143-16 Westward Track	55	45	MP 7-0 to St. Joseph line Jct.	10	10
MP 169-25 to MP 171-16 (except as shown below)	50	40	Missouri River Bridge at St. Joseph	30	30
MP 171-12 Mo. Pac. Crossing—All Tracks	40	40	Horton to Mayetta—Steam engines	6	6
Kansas City, Mo. Rock Island Kaw River Bridge	15	15	MP 89-2 UP R. R. Crossing	15	15
	5	5	Bridge 594—steam engines and trains handling derricks and pile drivers	15	15
SUBDIVISION 37 (except as shown below)			SUBDIVISION 36B (except as shown below)		
MP 125-0 to MP 125-8	45	45	Trains handling steam derrick 95020 must have two or more empty cars immediately ahead and behind derrick over bridges	30	25
MP 131-11 to MP 131-21	45	40	Abilene—connection to AT&SF Ry.	10	10
MP 132-21 to MP 132-28	45	40	MP 192-24—AT&SF Crossing	10	10
MP 133-32 to MP 134-7	45	40	Between Abilene and West Abilene	Restricted	Speed
MP 142-18 to MP 142-25	40	35	Between East Salina and Salina	Restricted	Speed
MP 145-0 to MP 145-21	40	35			
MP 161-7 to MP 161-25	45	40			
MP 163-7 to MP 163-25	45	40			
MP 168-21 to MP 170-7	45	40			
MP 171-18 to MP 172-18	45	40			
MP 178-25 to MP 179-18	20	20			
MP 194-4 to MP 194-25	45	40			
MP 201-32 to MP 202-11	45	40			
5000 and 5100 series steam engines	45	45			
Bridge 1702-5100 series steam engines	30	30			
Bridge 1887—steam engines and trains handling derricks and pile drivers	20	20			
Clay Center, West end house track		5			

SPECIAL INSTRUCTIONS

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.

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.

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, unless otherwise instructed by officer at location of highwater. 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 and Motor Cars	3 Inches
Light Weight passenger Cars	7 Inches
Conventional passenger cars	12 Inches

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. When no operator on duty St. Joseph yard office, trains will receive Clearance at St. Joseph Union Depot.

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.

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

4b. Conductors Eastward U. P. trains, Troy will furnish enginemen train register check Form CT-107-B.

4c. 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 engine house. 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. Kansas City, Mo.—Union Depot Telegraph Office.

SPECIAL INSTRUCTIONS—Continued

35	200 ft. E. of 9th Street	Signal Bridge No. 20
35	18th St. KC Mo.	Viaduct
35	Prospect Ave.	Viaduct
35	Vine St.	Viaduct
35	The Paseo	Viaduct
35	Forest Ave.	Viaduct
35	Harrison St.	Viaduct
35	McGee St.	Viaduct
35	Grand Ave.	Viaduct
35	Main St.	Viaduct
35	Broadway Ave.	Viaduct
35	Pennsylvania Ave.	Viaduct
35	10th St.	Viaduct
35	U. P. Ry. Br.	Thru Truss Kansas River
35	Near Berger St.	Viaduct KCT
35	10th St. K. C. Ks.	Viaduct
36	89.2	Thru Truss Kaw River
36	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	46.6	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 are located at:

Sub-div.	Mile Post	Name	Car Capacity
34	MP 24.2	City St. Louis Water Works.....	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	Ellis.....	3
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.

Snow plows while in road operation will not exceed 5 MPH when meeting, passing or being passed by a passenger train.

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, 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, or oil burner, knock fire, if 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.

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.....	VAIentline 7500
Providence Hospital.....	Kansas City, Kans., 18th and Barnett.....	DRexel 3140
University Kansas Hospital... (For Colored)	Kansas City, Kans., 39th and Rainbow Blvd.....	VAIentline 4814
Stormont Hospital.....	Topeka, 334 Greenwood Ave...	2-7296
Horton Hospital.....	Horton, East Front St.....	25

Emergency Hospitals.

Name	Place	Telephone
Atchison.....	Atchison, 2nd and N. St.....	34
Dickinson Co. Mem. Hosp....	Abilene, Tenth & Campbell St.	984 North East
Clay Center Hospital.....	Clay Center, 1508 Sixth St.....	232

J. B. BUFFALO, Ass't Sup't, Kansas City, Kan.
Kansas City Terminal.

B. A. FREDRICKSON, Trainmaster, Kansas City, Kan.
Kansas City Terminal.

S. A. WILLIAMS, Ass't 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, Eldon, 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, Kan.

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,
H. L. REYBURN,
M. H. TATE,**

} Train Dispatchers, Kansas City, Kan.

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.	5:00 p.m.
MKT Crossing.....	*-** 8:00 a.m.	11:59 p.m.
Herlington.....	Continuous	

	From	To
SUBDIVISION 34		
Lackland.....	Continuous	
Chesterfield.....	6:30 a.m.	3:30 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 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.....	8:00 a.m.	5:00 p.m.
	*-** 8:00 a.m.	5:00 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.
Ionla.....	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.
Leeton.....	*Same Hours	
	8:00 a.m.	5:00 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.....	11:00 a.m.	7:00 p.m.
	*-** 12:01 a.m.	8:01 a.m.
Riley.....	8:30 a.m.	5:30 p.m.
Clay Center.....	8:00 a.m.	5:00 p.m.
	** 8:00 a.m.	5:00 p.m.
Morganville.....	8:30 a.m.	5:30 p.m.
Clifton.....	8:00 a.m.	5:00 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.	6:30 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.
	*-** 7:30 p.m.	3:30 a.m.
	** 7:30 p.m.	3:30 a.m.
Denton.....	7:00 a.m.	4:00 p.m.
Horton.....	8:00 a.m.	5:00 p.m.
	** 8:00 a.m.	5:00 p.m.
Holton.....	8:00 a.m.	5:00 p.m.
Mayetta.....	8:00 a.m.	5:00 p.m.
Hoyt.....	7:00 a.m.	4:00 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.
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.