

TABLE OF TRAIN SPEEDS

Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour
			1	19	45.6
			1	20	45.0
			1	21	44.4
			1	22	43.9
			1	23	43.4
0	45	80.0	1	24	42.9
0	48	75.0	1	25	42.4
0	50	72.0	1	26	41.9
0	52	69.2	1	27	41.4
0	54	66.6	1	28	40.9
0	56	64.2	1	29	40.4
0	58	62.0	1	30	40.0
1	0	60.0	1	31	39.6
1	1	59.0	1	32	39.1
1	2	58.0	1	33	38.7
1	3	57.1	1	34	38.2
1	4	56.2	1	35	37.9
1	5	55.3	1	40	36.0
1	6	54.5	1	45	34.3
1	7	53.7	1	50	32.7
1	8	52.9	1	55	31.3
1	10	51.4	2	0	30.0
1	11	50.7	2	5	28.8
1	12	50.0	2	10	27.7
1	13	49.3	2	15	26.7
1	14	48.6	2	20	25.7
1	15	48.0	2	25	24.8
1	16	47.4	3	0	20.0
1	17	46.7	4	0	15.0
1	18	46.1	6	0	10.0

SAFETY IS AUTHORIZED



ON THIS DIVISION

Chicago, Rock Island & Pacific Railroad



TIME TABLE

MISSOURI-KANSAS DIVISION

No. 3

EFFECTIVE AT 12:01 A.M.

CENTRAL STANDARD TIME

SUNDAY, DEC. 29, 1974

J. E. HARE, JR.
Superintendent

F. J. GARNER
Asst. Gen. Mgr.

W. C. DEVRIES
Asst. Gen. Mgr.

W. C. HOENIG
Vice Pres. & Gen. Mgr.

W. J. PASTA
Sr. Asst. Gen. Mgr.

This Time Table for the exclusive use
and guidance of employees

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS				Footage Capacity Of		Station Number	SUBDIVISION 18 STATIONS TIME TABLE NO. 3 DEC. 29, 1974	M.P. from St. Louis	Signs	SECOND CLASS			
			Sidings	Other Tracks	73					74			
											Freight	Daily	P.M. 9.00	A.M. 4.30
						09001	*..... CARRIE AVE.	2.6	RFWT CB				
							4.6 EASTON AVE. JCT.	7.2	.....			
							3.1 R.I. JUNCTION	10.3	Yd	2.47			
							0.1 UX StLB&T Crossing	10.4	.....			
						09013	*TO.... LACKLAND	12.8	YdB	2.37			
							5.2 VIGUS	18.0	Yd	2.22			
							5.6 HINE	23.6	.....			
						09027	P CHESTERFIELD	26.8	.....	2.12			
							3.2 AIR PARK	30.0	.....			
						09033	P CENTAUR	33.4	.....	2.04			
							3.4 ST. ALBANS.	39.9	.....			
						09046	..... LABADIE.	46.0	.....	1.42			
							6.1 VILLA RIDGE	51.2	.....			
							5.2 HILLS	55.2	.....			
						09060	*TO.... UNION	59.5	BCWYd	1.17			
							4.3 JEFFRIESBURG	64.9	.....			
							5.4 BEAUFORT	71.6	.....			
						09072	..... LESLIE.	74.0	.....	12.53			
						09081	P GERALD	80.7	.....	12.43			
							6.7 ROSEBUD	84.7	.....			
						09085	..... OWENSVILLE	91.5	WCBYd	12.25			
							4.0 CANAAN	95.6	.....			
						09100	P BLAND	100.1	.....	12.11 A.M. 7.3			
						09105	*TO ... BELLE	105.2	W	12.04			
							5.8 SUMMERFIELD	111.0	.....			
							3.4 GASCONDY	114.4	.....			
						09118	TO FREEBURG	118.2	.....	P.M. 11.43			
						09125	P ARGYLE	125.1	.....	11.26			
							6.9 KOELTZTOWN	129.3	.....			
						09134	*P META	134.6	.....	11.12			
							4.2 HOECKER	140.5	.....			
						09145	..... HENLEY	144.7	.....	10.58			
						09149	..... EUGENE	149.5	.....			
							4.8 ETTERVILLE	153.7	.....			
						09160	*TO(N).. ELDON	159.9	CRW YdB	10.35 P.M.			
							6.2 157.3						

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD
MAXIMUM SPEED: 40 MPH**

Flagman must precede trains or engines over highway on industrial track MP 28 Pole 30

See page 3 for Speed Restrictions and Special Instructions

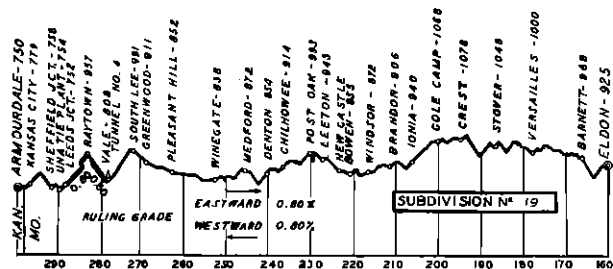
WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS				Footage Capacity Of		Station Number	SUBDIVISION 19 STATIONS TIME TABLE NO. 3 DEC. 29, 1974	M.P. from St. Louis	Signs	SECOND CLASS			
73				Sidings	Other Tracks					74	Freight		
Freight Daily											A.M.	P.M.	Daily
				Yard	09160	*TO(N).. ELDON	159.9	YdB CRW				
				.....	.....	.....	..... BARNETT	166.2	.....			
				.....	.....	.....	..... MARVIN	171.9	.....			
		2.02		3600	3000	09177	P VERSAILLES	177.0	.....	10.02			
		2.12		2433	1367	09186	..... STOVER	185.9	.....	9.51			
				.....	.....	.....	..... MORGAN	190.0	.....			
				.....	.....	.....	..... CREST	194.3	.....			
		2.29		.....	960	09199	*P COLE CAMP	198.8	.....	9.34			
		2.37		.....	2120	09205	P IONIA	205.4	.....	9.25			
				.....	.....	.....	..... BRANDON	211.0	.....			
		2.52		3660	2400	09216	*TO WINDSOR	216.3	W	9.10			
				.....	.....	.....	..... BOWEN	220.8	.....			
		3.05		.....	640	09227	..... LEETON	227.0	.....	8.55			
				.....	E640	09230	..... POST OAK	229.6	.....			
		3.17		3380	920	09235	P CHILHOWEE	235.4	.....	8.42			
				.....	.....	.....	..... DENTON	240.5	.....			
				.....	W320	09245	..... MEDFORD	245.4	.....			
				.....	.....	.....	..... HADSELL	253.0	.....			
				.....	.....	.....	..... WINGATE	257.5	.....			
				.....	.....	.....	A MoPac Crossing	262.5	.....			
		3.55		3310	2680	09263	*P PLEASANT HILL	262.9	W	8.05			
				.....	1040	09268	..... GREENWOOD	268.7	.....			
		4.08		.....	2400	09272	..... SOUTH LEE	272.0	.....	7.52			
				.....	.....	.....	..... VALE	277.5	.....			
		4.25		4560	1400	09281	TO RAYTOWN	282.7	.....	7.35			
		4.35		.....	.....	09287	..... LEEDS JCT., MO.	288.3	RYd	7.25			
		6.00 A.M.		.....	Yard	09055	*TO(N).. KANSAS CITY, KS.	298.0	RWFT CB	7.00 P.M.			

SAFETY IS EVERYBODY'S BUSINESS



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

MAXIMUM SPEED: 40 MPH

Westward Second Class Trains only will register at Leeds Jct.

See Page 3 for Speed Restrictions and Special Instructions

SPEED RESTRICTIONS

SUBDIVISION 18	MPH
MP 10 Pole 16 StLB&Co. crossing	10
MP 13 Pole 0 to MP 18 Pole 7	35
MP 34 Pole 17 to MP 41 Pole 0	35
MP 41 Pole 0 to MP 41 Pole 20	30
MP 41 Pole 20 to MP 86 Pole 27	35
MP 106 Pole 30 to MP 122 Pole 16	35
MP 128 Pole 9 to MP 135 Pole 12	30
MP 135 Pole 12 to MP 139 Pole 0	35
MP 143 Pole 5 to MP 143 Pole 9 (Bridge 1433)	20
MP 143 Pole 9 to MP 144 Pole 22	35
MP 147 Pole 26 to MP 148 Pole 21	35
MP 148 Pole 21 to MP 149 Pole 0	25
MP 149 Pole 0 to MP 151 Pole 5	35

SUBDIVISION 19	MPH
MP 262 Pole 20 MoPac crossing	20
Sheffield-connection between KCT and SLSF	10
MP 5 Pole 25 to D-11 Pole 10 (except as shown below) ..	20
MP D-9 Pole 22 (engine only)	10

SPECIAL INSTRUCTIONS

SUBDIVISION 18
Westward trains will obtain clearance at Lackland instead of Carrie Ave.

Train and engine movements between Rock Island Jct and Carrie Ave will be governed by TRRA rules and timetable.

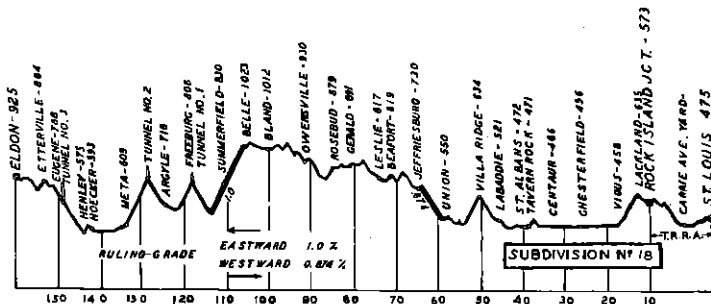
Schedule time and train order restrictions apply at crossover switch just east of station at Lackland, MP 12 Pole 23 for Westward Trains.

Schedule time and train order restrictions apply at crossover switch just west of station at Belle, MP 105 Pole 19 for Eastward Trains.

Movements over Baur Blvd. crossing on Industrial Lead, MP 13, must be protected by flagman on the ground at the crossing.

Permaner Spur, MP 59 Pole 31, Union, must not be switched with more than one diesel electric unit.

Train orders may be duplicated mechanically in line with Rule 209 at Eldon.



Railroad crossings at grade are protected by interlocking except as follows:

M.P. Location	Crossing	Remarks	Operated By	Normal Position Gates AGAINST	Light Arrangement For	
					Stop	Proceed
10.4	StLB&T	Gate	Trainmen	StLB&T	...	.....

Industrial or spur tracks are located at:

Mile Post	Name	Footage Capacity
23.5	St. Louis County Water Works	W600
24.2	City of St. Louis Water Works	W2000
28.6	Helwig Bros	W160
29.6	St. Louis Air Park	E3200
44.5	Union Electric	E240
97.3	Ellis	600

SUBDIVISION 19

Eastward Trains will obtain clearance at Kansas City, Kan. (Armourdale Yd).

Between Leeds Jct and Kansas City Belt Jct trains will be governed by SLSF-KCT Timetable.

Between Kansas City Belt Jct and Kansas Ave, Kansas City, Kan. on tracks of KCT Railway used, trains and engines will be governed by Kansas City Terminal Ry rules.

Train orders may be duplicated mechanically in line with Rule 209 at Eldon and Kansas City, Kans.

Industrial or spur tracks are located at:

Mile Post	Name	Footage Capacity
202.6	Hunt Spur	E280
283.4	Universal Trailer Co.	E240

Six (6) axle diesel-electric units must not be used on Subdivisions 18 and 19.

Westward

Main Line

Eastward

				Footage Capacity Of		Station Numbers	SUBDIVISION 15 STATIONS TIME TABLE NO. 3 DEC. 29, 1974		M.P. From Chicago	Signs				
				Sidings	Other Tracks									
				.....	Yard	07292	ELDON, IOWA	.....*TO(N)	290.7	RY CB				
				.....	Yard	07292	0.8 ELDON YARD	..... P	296.6	FW				
				6185	.....	07308	11.9 BELKNAP	..... P	308.5	.....			
				.....	.....	.....	0.0 N & W Crossing	..... M/A	308.5	.....			
				.....	280	07311	3.1 DRAKESVILLE	..... P	311.6	.....			
				6174	W320	07317	5.2 PARIS	..... P	316.8	.....			
				5953	.....	07324	7.6 SHARON	..... P	324.4	.....			
				.....	.....	.....	6.7 BN Crossing	..... M/AP	331.1	.....			
				6218	4280	07335	3.6 CENTERVILLE	..... TO(N)	334.7	WY				
				5641	1766	07352	12.9 SEYMOUR	..... P	351.7	.....			
				.....	.....	.....	0.3 CMS&P Crossing	..... AP	352.1	.....			
				15600	1400	07365	13.0 ALLERTON	..... *TO(N)	365.0	WY				
				.....	W545	07372	7.2 CLIO	..... P	372.2	.....			
				.....	W1000	07378	6.6 LINEVILLE, IOWA	..... P	378.8	.....			
				6069	720	07383	4.3 MERCER, MO.	..... P	383.1	.....			
				5059	2000	07393	9.3 PRINCETON	..... P	392.4	.....			
				7031	.....	07400	5.9 MILL GROVE	..... P	399.8	.....			
				.....	W440	07404	4.5 SPICKARDS	..... P	404.3	.....			
				.....	E280	07410	6.0 TINDALL	..... P	410.3	.....			
				.....	.....	.....	3.4 COBB	.....	413.7	.....			
				.....	Yard	08416	2.2 TRENTON	..... *TO(N)	415.9	RFWT CB				
							113.9							

Automatic Block System and CTC Rules 400-406

Two Main Tracks

ALL TRAINS TO SUBDIVISION 16 AT ALLERTON MUST SECURE CLEARANCE.

RULE 99(k) AUTHORIZED.

MAXIMUM SPEED: 60 MPH

DISPATCHERS PHONES LOCATED:

MP 300-8	MP 359-36	MP 395-38
MP 302-20	MP 367-11	MP 404-13
MP 307-11	MP 372-16	MP 410-7
MP 326-17	MP 375-5	MP 413-28
MP 343-26	MP 378-2	MP 413-32
MP 345-25	MP 386-1	
MP 358-3	MP 389-0	

See Page 5 for Speed Restrictions and Special Instructions

SPEED RESTRICTIONS

SUBDIVISION 15	MPH
MP 290 Pole 31 to MP 291 Pole 29 (eng. only)	20
MP 291 Pole 29 to MP 299 Pole 39	40
MP 299 Pole 39 to MP 351 Pole 34	50
MP 351 Pole 34 to MP 352 Pole 3	30
MP 352 Pole 4 CMStP&P Crossing	25
MP 356 Pole 8 to MP 356 Pole 18	50
MP 358 Pole 38 to MP 359 Pole 6	50
MP 364 Pole 0 to MP 365 Pole 35 (except as shown below)	40
MP 364 Pole 30 through No. 20 turnout, junction switch to Subdivision 16	25
MP 364 Pole 35 through No. 20 turnouts, both ends crossover	25
MP 369 Pole 19 to MP 369 Pole 30	50
MP 371 Pole 28 to MP 372 Pole 17	45
MP 375 Pole 17 to MP 375 Pole 33	50
MP 379 Pole 33 to MP 380 Pole 21	50
MP 399 Pole 20 to MP 404 Pole 10 (except as shown below)	50
MP 399 Pole 20 to MP 399 Pole 26	45
MP 401 Pole 25 to MP 401 Pole 32	45
MP 413 Pole 25 to MP 413 Pole 31	50
MP 415 Pole 12 to MP 416 Pole 0 (Both Tracks)	40
Do not exceed 20 MPH through siding at Allerton.	

SUBDIVISION 17

MP 414 Pole 4 to MP 416 Pole 18 (Both Tracks)	40	
MP 418 Pole 15 to MP 418 Pole 34	50	
MP 419 Pole 20 to MP 419 Pole 33	45	
MP 427 Pole 30 to MP 427 Pole 35	50	
MP 434 Pole 37 to MP 434 Pole 38 (N&W Crossing)	40	
Excelsior Springs, across Dunbar Avenue, (Engine only)		15
Lawson Jct. to Moseby Jct. (South Track)	50	
MP 471 Pole 28 to MP 472 Pole 16 (North Track)	50	
Moseby Jct., West Crossover	25	
Moseby Jct., East Crossover	40	
Moseby Jct. to Birmingham (Both Tracks)	50	
Birmingham to Airline Jct. (Both Tracks)	35	
Do not exceed 40 MPH through siding at Coburn.		

SPECIAL INSTRUCTIONS

SUBDIVISION 15

Southward trains Subdivision 16 for movement to Subdivision 15 be governed by signal indications at Allerton and need not obtain clearance.

Engines must not be turned on wye Centerville.

Old main track Centerville must not be switched with more than one diesel unit.

SUBDIVISION 17

Trains from Subdivision 17-A arriving Coburn must secure permission from Train Dispatcher before entering Coburn siding.

CMStP&P trains 25 MPH through turnout at Polo.

At Liberty, eastward and westward movements from the siding are governed by signals located at clearance points. These signals will not display a proceed indication until the switches have been lined, nor until the block is clear. They will display a proceed indication only when the switches are lined to correspond with the setting of the levers at Drawbridge. The operator at Drawbridge will notify the trainman or the engineer how these switches are to be lined.

Dragging equipment indicator MP 300.6 Both Tracks.

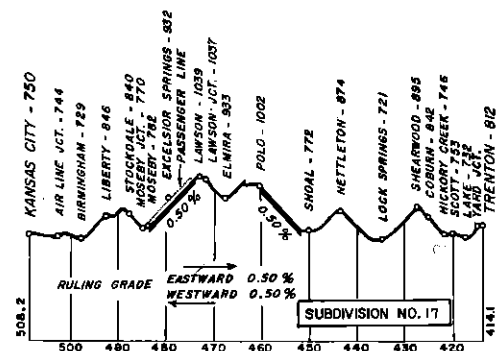
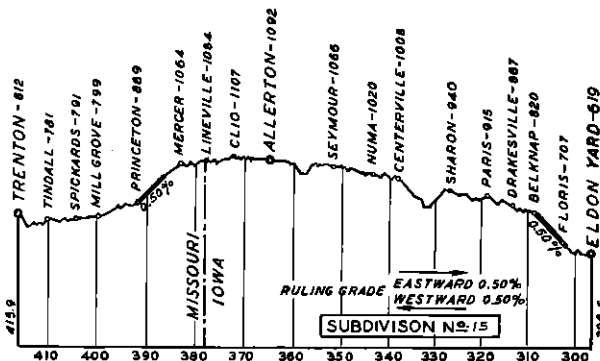
Trains between Polo and Air Line Jct. will be governed by Milwaukee rules and timetable.

Trains between Air Line Jct. and KCS Jct. will be governed by KCS Rules.

Trains between KCS Jct. (Kansas City, Mo.) and Kansas Ave. or Terminal Jct. (Kansas City, Kans.) on tracks of the KCT Ry used, trains and engines be governed by Kansas City Terminal Ry rules.

Industrial and spur tracks located at MP 473.0 Mud Spur 11 car capacity.

Westward indicator located on siding Coburn at MP 425 pole 4 when displaying lunar light indicates that switch and signal at west end of siding Coburn are lined for movement to the main track AT THAT TIME. If indicator displays a red light, switch and signal at west end of siding Coburn are not lined for movement to the main track. Trains and engines may pass this indicator without stopping if displaying red light to continue to signal at west end of siding. This indicator IS NOT an automatic block signal.



Westward

Main Line

Eastward

				Footage Capacity Of		Station Number	SUBDIVISION 17 STATIONS		CRI&P Mile Posts From Chicago	Milw. Mile Posts From Davenport	Signs		
				Sidings	Other Tracks		TIME TABLE NO. 3						
						DEC. 29, 1974							
				.....	Yard	08416	TRENTON.	3.4	414.0	.....	BCFR TW		
				.....	.....	.....	LAKE	4.2	417.4	.....	.....
				.....	480	08424	HICKORY CREEK.	3.4	421.6	.....	.....
				14617	.....	.....	COBURN	9.8	425.0	.....	.....
				6058	1440	08010	LOCK SPRINGS	0.1	434.8	.....	.....
				.....	.....	.....	N&W Crossing	8.6	434.9	.....	.....
				6207	480	08019	NETTLETON.	17.0	443.5	.....	.....
				6051	1480	08036	POLO.	7.2	460.5	.....	.....
				2176	.....	08043	ELMIRA	4.0	467.7	.....	.....
				.....	.....	.....	LAWSON JCT.	1.3	471.7	.....	.....
				4966	440	08047	LAWSON	6.6	.....	274.8	.....	
				3969	.....	08055	EXCELSIOR SPRINGS.	5.3	.....	281.4	.....	
				.....	.....	.....	MOSEBY	0.1	483.6	.....	.....
				.....	300	08058	MOSEBY JCT.	3.3	.....	286.8	.....	
				.....	.....	08061	STOCKDALE.	4.9	.....	290.1	.....	
				4985	.....	08066	LIBERTY	5.5	.....	295.0	.....	
				.....	.....	08072	N&W Crossing	2.5	.....	300.5	.....	
				.....	.....	.....	BIRMINGHAM.	1.5	.....	302.5	.....	
				.....	.....	.....	DRAWBRIDGE	0.3	.....	304.3	.....	
				.....	.....	.....	FREIGHT LINE JCT.	0.4	.....	.....	.....
				.....	.....	.....	WEST WYE TOWER.	0.6	.....	304.8	.....	
				.....	.....	.....	AIRLINE JCT.	0.5	.....	.....	.....
				.....	.....	.....	ICG & MoPac Crossings	8.2	.....	.....	.....
				.....	.....	.....	KCS JCT. Mo. . . . .	.....	.....	.....	.....
				.....	Yard	09055	KANSAS CITY, KAN.	96.0	.....	.....	BCF RTW		

Automatic Block System and CTC Rules 400-406

Two Main Tracks
Trenton
Takes To
Trenton

Two Main Tracks

Two Main Tracks

Two Main Tracks

EASTWARD ROCK ISLAND TRAINS MUST SECURE CLEARANCE AT DRAWBRIDGE
RULE 99(k) AUTHORIZED
MAXIMUM SPEED: 60 MPH
DISPATCHERS PHONES LOCATED:

- MP 440-0
- MP 449-22
- MP 450-33
- MP 454-13

See Page 5 for Speed Restrictions and Special Instructions

Southward

Main Line

Northward

Footage Capacity Of				Station Number	SUBDIVISION 16 STATIONS TIME TABLE NO. 3 DEC. 29, 1974	M.P. from West Wye Sw. Allerton	Signs
Sidings	Other Tracks						
.....	.....	.....	.....	50172	SHORT LINE JCT. *TO(N) (CRI&P Crossing) M	.....	RFWT YYdBC
5700	720	.....	.....	50011	8.9 CARLISLE . TO	64.7	W
.....	N200	.....	.....	50060	5.1 HARTFORD. P	59.6	.....
7138	800	.....	.....	50053	6.8 BEECH P	52.8	.....
4083	600	.....	.....	50040	13.3 MELCHER. TO(N)	39.5	.....
6339	560	.....	.....	50030	9.6 WILLIAMSON. P	29.9	.....
.....	52198	.....	.....	50023	6.5 CHARITON. TO	23.4	.....
6160	800	.....	.....	50010	12.2 MILLERTON. P	11.2	.....
.....	920	.....	.....	50005	6.7 CORYDON. P	4.5	.....
15600	1400	.....	.....	07365	4.9 ALLERTON *TO(N)	.....	WY
					74.0		

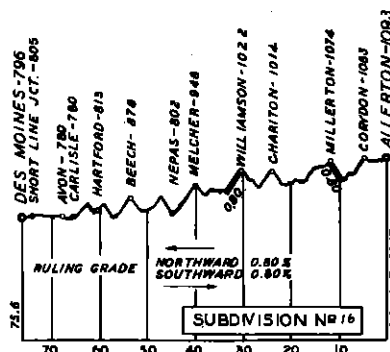
Automatic Block System

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
RULE 99(k) AUTHORIZED.
MAXIMUM SPEED: 50 MPH

SPEED RESTRICTIONS:	MPH
Allerton-through No. 20 turnouts, both ends crossover MP 364 Pole 35	25
Allerton-junction switch to Subdivision 16 MP 364 Pole 30	25
Allerton to MP 0 Pole 20	30
MP 42 Pole 38 to MP 43 Pole 9	40
MP 43 Pole 9 to MP 43 Pole 13	20

SPECIAL INSTRUCTIONS:

Southward trains Subdivision 16 for movement to Subdivision 15 at Allerton be governed by signal indications and need not obtain clearance.
 Dispatchers Phone MP 57.1 and MP 17.9
 Between Short Line Jct and Carlisle, trains and engines will be governed by DES MOINES DIVISION TIMETABLE.



Westward

Jamesport Branch

Eastward

Footage Capacity Of				Station Number	SUBDIVISION 17A STATIONS TIME TABLE NO. 3 DEC. 29, 1974	M.P. From Chicago	Signs
Sidings	Other Tracks						
14617	.....	.....	.....	08427	COBURN P	427.1	.....
.....	Yard	.....	.....	08431	4.9 JAMESPORT P	432.0	.....

SPECIAL INSTRUCTIONS

Eastward Trains arriving Coburn must secure permission from Train Dispatcher before entering Coburn siding.

TRAINS AND ENGINES WILL OPERATE PER RULE 93
RULE 10(i)(2) AUTHORIZED
MAXIMUM SPEED: 20 MPH

WESTWARD

ATCHISON BRANCH

EASTWARD

SECOND CLASS				Footage Capacity Of		Station Number	SUBDIVISION 17B STATIONS TIME TABLE NO. 3 DEC. 29, 1974	M.P. From Chicago	Signs	SECOND CLASS			
		161	ATSF Freight	Sidings	Other Tracks					160	ATSF Freight	Daily Except Sunday	
		A.M. 4.01		.....	Yard	08030	TO(N) . . . ATCHISON, KAN.	519.4	RFWBC		P.M. 6.15		
		4.04		.....	.....	08029	..... WINTHROP, MO.	518.3	.....		6.12		
				.....	.....		A BN Crossing	513.9	.....			
				.....	600	08025	..... RUSHVILLE	513.7	.....			
				.....	.....		UX BN Crossing	499.1	.....			
		5.01 A.M.		.....	.....		..... TERMINAL JCT.	499.0	Yd		5.30 P.M.		
				.....	.....		UX BN Crossing	498.8	.....			
				.....	.....		UX AT&SF Crossing	498.7	.....			
				.....	.....		UX BN Crossing	498.7	.....			
				.....	Yard	08498	*TO(N) . . ST. JOSEPH	498.3	RFWY YdBC				

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD
MAXIMUM SPEED: 20 MPH

SPEED RESTRICTIONS:

St. Joseph-Illionis Ave.	MPH
Atchison, Missouri River Bridge	10
	10

SPECIAL INSTRUCTIONS:

Between Winthrop and Atchison U.D. trains will be governed by rules of the Atchison and Eastern Bridge Co.
 Between Atchison U.D. and Atchison Yard trains will be governed by timetable and rules of the AT&SF Ry.
 Atchison AT&SF Freight Station is the initial station for trains leaving Atchison.

Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates AGAINST	Light Arrangement for	
					Stop	Proceed
498.7	BN	Stop Sign	.....	.....	.....	.....
498.7	AT&SF	Stop Sign	.....	.....	.....	.....
498.8	BN	Stop Sign	.....	.....	.....	.....
499.1	BN	Stop Sign	.....	.....	.....	.....

WESTWARD

ST. JOSEPH BRANCH

EASTWARD

				Footage Capacity Of		Station Number	SUBDIVISION 17C STATIONS TIME TABLE NO. 3 DEC. 29, 1974	M.P. From Chicago	Signs				
				Sidings	Other Tracks								
				Yard	09055	*TO(N) . . KANSAS CITY, KS.	313.6	BCFWT				
				Yard	08498	*TO(N) . . ST. JOSEPH, MO.	497.7	RFWY YdBC				

Between Kansas City, Kansas, and North Kansas City, Missouri, on tracks of KCT Railway used, trains and engines will be governed by Kansas City Terminal rules. Between North Kansas City, Missouri and St. Joseph, Missouri, trains and engines will be governed by BN, Chicago Region, Ottumwa Division Timetable and BN Rules.

WESTWARD

HORTON BRANCH

EASTWARD

SECOND CLASS				Footage Capacity Of		Station Number	SUBDIVISION 20A STATIONS TIME TABLE NO. 3 DEC. 29, 1974	M.P. from St. Joseph	Signs	SECOND CLASS			
	531	217	Sidings	Other Tracks	530					218			
	Freight	UnPac Local			Freight					UnPac Local			
	Tue. Thur. Sat.	Daily Except Sunday							Mon. Wed. Fri.	Daily Except Sunday			
	A.M. 9.00	P.M. 5.00		Yard	08498	*TO(N) . . ST. JOSEPH, MO.		RFWY YdBC	P.M. 5.00	P.M. 11.10			
			.....	.....		UX BN Crossing	0.1					
			.....	.....		UX UTRR Crossing	0.2					
			4572	.....	10499	..... ELWOOD, KS.	0.5	1.1	.....			
			.....	Yard	10503	..... WATHENA	4.5	5.0	Yd			
	9.45	5.40 P.M.	910	1080	10512	TO TROY	8.5	19.5	WRYd	4.05	10.20 P.M.		
			.....	1160	10518	..... BENDENA	5.7	19.2	.....			
	10.10		.....	1000	10523	..... DENTON	4.9	24.1	.....	3.35		
	11.00 A.M.		.....	5383	10539	TO HORTON	16.7	40.8	W	2.50		
	12.01 P.M.		.....	1920	10558	TO HOLTON	19.3	60.1	W	1.35		
	12.23 P.M.		.....	1280	10567	..... MAYETTA	9.3	69.4	.....	12.55		
			.....	1280	10574	..... HOYT	6.4	75.8	.....			
			.....	.....		A UP Crossing	13.4	89.2	.....			
	1.20		.....	.....		..... S.J. JCT.	0.1	89.3	Yd	P.M. 12.01		
	1.25 P.M.		.....	Yard	11588	*TO(N) . . TOPEKA YARD	1.2	90.5	YdWY FRBC	A.M. 11.56		
							90.5			A.M.			

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD, EXCEPT NO. 218 IS SUPERIOR TO NO. 217. MAXIMUM SPEED: 30 MPH

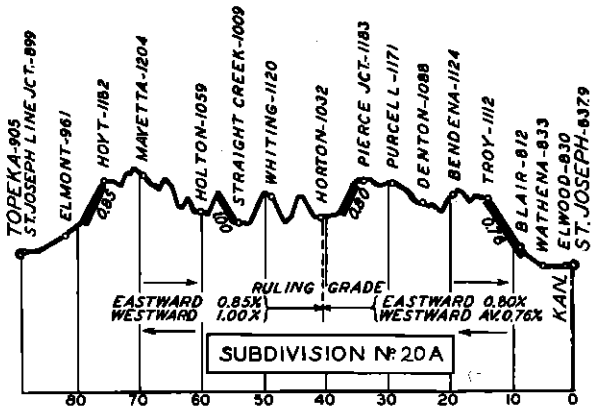
SPEED RESTRICTIONS:

MP 0 Pole 4 BN Crossing	10
Missouri River Bridge at St. Joseph	6
MP 2 Pole 7 to MP 4 Pole 4	15
MP 59 Pole 17 Bridge 594	20
MP 67 Pole 0 to MP 89 Pole 0	20
MP 89 Pole 8 UP Crossing	10

SPECIAL INSTRUCTIONS:
 Conductors Eastward UP trains at Troy will furnish enginemen train register check Form CT-107-B.
 UP RR Jct is located at MP 13 Pole 5 (Troy). The junction switch will be left lined for CRI&P Main Track. Operators at Troy during hours on duty are authorized to handle switches for UP trains.

Topeka interlocking extends from S.J. Jct westward over Kaw River bridge to MP 90.5 on two main tracks.
 For eastward trains at S.J. Jct the top light on the home interlocking signal governs route to Kansas City and lower light governs route to St. Joseph line (Horton Branch).
 Switch leading to UP transfer track north of Kaw River Bridge, Topeka is hand operated switch and must not be used without first securing permission from control operator.
 City track Horton must not be switched with more than one diesel unit.
 Six (6) axle diesel-electric units must not be used on Subdivision 20A.
 Train orders may be duplicated mechanically in line with Rule 209 at Topeka Yard.

ACCIDENTS DON'T ALWAYS HAPPEN JUST TO THE OTHER GUY!



WESTWARD

MAIN LINE

EASTWARD

				Footage Capacity Of		Station Number	SUBDIVISION 20 STATIONS TIME TABLE NO. 3 DEC. 29, 1974	M.P. from St. Joseph	Signs					
				Sidings	Other Tracks									
				.....	Yard	09055	*TO(N) . . KANSAS CITY, KS.....	.....	FWCTB					
				.....	.....		..... S.J.JCT.	89.3	.....				
				7450E	Yard	11588	*TO(N) TOPEKA YARD	.....	90.5	RFW YYdCB				
				7220	.....	11600	P . . . VALENCIA	.....	101.5	.....			
					680	11604	P . . . WILLARD	.....	105.3	.....			
					4868	11609	P . . . MAPLE HILL	.....	110.4	.....			
					1480	11617	P . . . PAXICO	.....	118.2	.....			
					6852	11621	*TO McFARLAND	.....	122.0	Y				
					1160	11625	P ALMA	.....	126.3	.....			
				W4540	.....	11632	P VOLLAND	.....	133.8	.....			
					600	11640	P ALTA VISTA	.....	141.8	.....			
					1240	11646	P DWIGHT	.....	147.7	.....			
					4280	11655	*TO WHITE CITY	.....	156.7	.....			
					880	11662	P . . . LATIMER	.....	163.8	.....			
					.....		M . . . MoPac Crossing	.....	171.3	.....			
					Yard	11670	*TO(N) HERINGTON	.....	171.4	RFTW YYd BC				

M.P. 89 to M.P. 171.45, Signal Indications, Rules 450-453 in Effect

Two Main Tracks, Automatic Block System

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD ON TWO MAIN TRACKS WHEN EITHER IS USED AS SINGLE TRACK
RULE 99(k) AUTHORIZED.
MAXIMUM SPEED: 60 MPH**

SPEED RESTRICTIONS:

	MPH
Through Topeka Interlocking.....	10
MP 90 Pole 24 to MP 93 Pole 5.....	50
MP 94 Pole 37 to MP 95 Pole 9 Westward Track.....	50
MP 97 Pole 0 to MP 97 Pole 7.....	40
MP 100 Pole 19 to MP 100 Pole 29.....	50
MP 110 Pole 25 to MP 110 Pole 38.....	50
MP 115 Pole 30 to MP 115 Pole 39.....	50
MP 119 Pole 24 to MP 119 Pole 30.....	50
MP 121 Pole 17 to MP 123 Pole 30.....	45
MP 125 Pole 30 to MP 125 Pole 37.....	50
MP 136 Pole 25 to MP 127 Pole 5 Westward Track.....	50
MP 126 Pole 25 to MP 142 Pole 18 Eastward Track.....	45
MP 137 Pole 35 to MP 143 Pole 16 Westward Track.....	40
MP 169 Pole 24 to MP 171 Pole 20 (Except as shown below).....	40
MP 171 Pole 12 Mo. Pac. Crossing-all tracks.....	15
On Westward movement, all trains and engines (engines only) over Walnut Street Crossing, Herington.....	12

SPECIAL INSTRUCTIONS:

Topeka Yard is the initial station for Westward trains on Subdivision 20.
Eastward trains will obtain UP clearance at Topeka Yard.
Between Kansas City, Kan. (Armourdale Yard) or Terminal Jct on UP Tracks at Kansas City, Kans. and S.J. Jct, trains and engines will be governed by Timetable and Rules of U.P. Railroad.
Topeka interlocking extends from S.J. Jct westward over Kaw River bridge to MP 90.5 on two main tracks.
For eastward trains at S.J. Jct the top light on the home interlocking signal governs route to Kansas City; lower light governs route to St. Joseph line (Hor-

ton Branch).

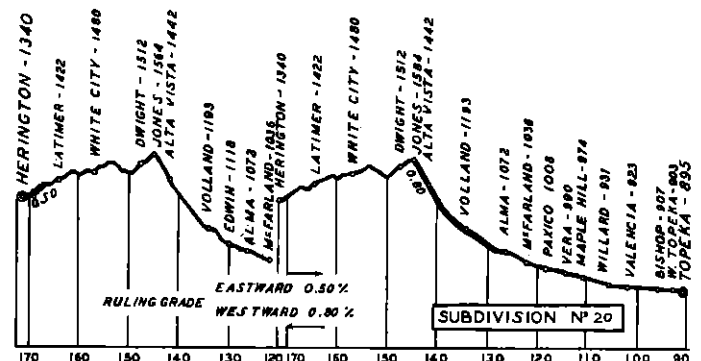
Switch leading to UP transfer track north of Kaw River Bridge, Topeka, is hand operated switch and must not be used without first securing permission from Control Operator.

Trains operating from Subdivision 20 to Subdivision 20-B at McFarland will receive clearance at either Topeka Yard or Herington. Trains to or from Subdivision 20-B except No. 73 will not require clearance at McFarland when operator not on duty.

Watch for fallen rock near MP 100 Pole 35 Eastward Track only.

Old Katy Track at White City must not be switched with more than one diesel unit. Six (6) axle units prohibited.

Train orders may be duplicated mechanically in line with Rule 209 at Kansas City, Kans. Topeka Yard and Herington.



WESTWARD

MAIN LINE

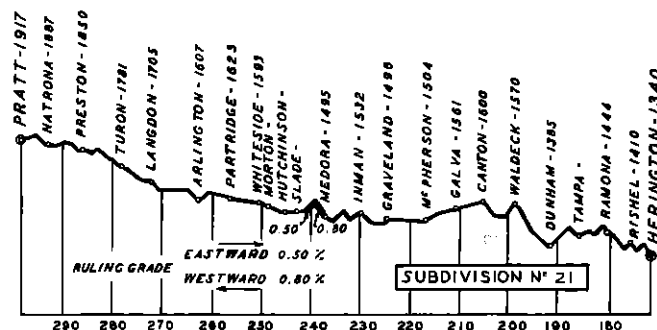
EASTWARD

SECOND CLASS				Footage Capacity Of		Station Number	SUBDIVISION 21 STATIONS TIME TABLE NO. 3 DEC. 29, 1974	M.P. from St. Joseph	Signs	SECOND CLASS					
13		1		Sidings	Other Tracks					2	18	Freight Daily	Freight Daily		
Freight Daily	Freight Daily	Freight Daily	Freight Daily												
	P.M. 2.50	A.M. 5.01		.....	Yard	11670	*TO(N)	HERINGTON.....	171.4	RYdF WTYCB	P.M. 7.15	A.M. 1.30		
				.....	.....		A	AT&SF Crossing 6.1	177.5	.....				
	3.01	5.10		9072	640	13678	P	RAMONA 2.0	179.5	.....	7.04	1.19		
	3.08	5.17		.....	1840	13684	P	TAMPA 6.2	185.7	.....	6.57	1.12		
	3.15	5.24		.....	1480	13690	P	DURHAM 6.1	191.8	.....	6.50	1.05		
	3.22	5.31		9510	.....	13697	P	WALDECK 6.6	198.4	.....	6.43	12.58		
				.....	600	13703	P	CANTON 6.1	204.5	.....				
				.....	1600	13709	P	GALVA 6.2	210.7	.....				
				.....	.....		A	AT&SF Crossing 4.0	214.7	.....				
	3.42	5.51		7430	Yard	13716	*TO	McPHERSON 2.0	216.7	WB	6.23	12.38			
				.....	.....		A	MoPac Crossing 2.0	219.3	.....				
				.....	1080	13723	P	GROVELAND 5.0	224.3	.....				
	3.56	6.05		9060	1840	13728	TO	INMAN 5.1	229.4	W	6.09	12.24			
				.....	.....		A	SL-SF Crossing 6.7	236.1	.....				
				.....	2080	13734	P	MEDORA 0.0	236.1	.....				
				.....	2840	13741	P	SLADE 6.3	242.4	.....				
				.....	.....		MP	AT&SF Crossing 1.2	243.6	.....				
				.....	.....		A	MoPac Crossing 1.3	244.9	.....				
	4.16	6.25		.....	Yard	13744	*TO	HUTCHINSON 0.5	245.4	Yd FWCB	5.49	A.M. 12.04		
				.....	.....		UX	MoPac Crossing 0.6	246.0	.....				
				.....	.....		UX	AT&SF Crossing 0.6	246.6	.....				
	4.23	6.33		17780	Yard	13749	P	WHITESIDE 3.9	250.5	YdY	5.42	P.M. 11.57			
	4.35	6.45		.....	1200	13761	P	ARLINGTON 11.9	262.4	W	5.30	11.45		
	4.40	6.50		9040	.....	13766	P	JANET 4.5	266.9	.....	5.25	11.40		
	4.46	6.55		.....	920	13770		LANGDON 4.2	271.1	.....	5.20	11.35		
	4.53	7.02		.....	1080	13776	P	TURON 6.4	277.5	.....	5.13	11.28		
				.....	.....		A	MoPac Crossing 0.3	277.8	.....				
	5.05	7.10		9360	1240	13784	P	PRESTON 7.6	285.4	.....	13 5.05	11.20		
				.....	.....		UX	MoPac Crossing 0.3	285.7	.....				
	5.20	7.30		.....	Yard	13797	*TO	PRATT 12.3	298.0	RYd WTCB	4.50	11.05	P.M.	
	P.M.	A.M.						126.6			P.M.				

AUTOMATIC BLOCK SYSTEM

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD
RULE 99(k) AUTHORIZED
MAXIMUM SPEED: 60 MPH

See Page 12 for Speed Restrictions and Special Instructions



SPEED RESTRICTIONS

SUBDIVISION 21	MPH
MP 214 Pole 24 (AT&SF Crossing)	40
MP 219 Pole 10 to MP 219 Pole 16	50
MP 219 Pole 12 (MoPac Crossing Engine Only)	20
MP 243 Pole 22 to MP 247 Pole 12	30

SPECIAL INSTRUCTIONS

SUBDIVISION 21

Westward movements trains and engines reduce speed to 12 MPH (engines only) over Walnut Street Crossing, Herington.

East switch siding Whiteside located at MP 248 Pole 16.

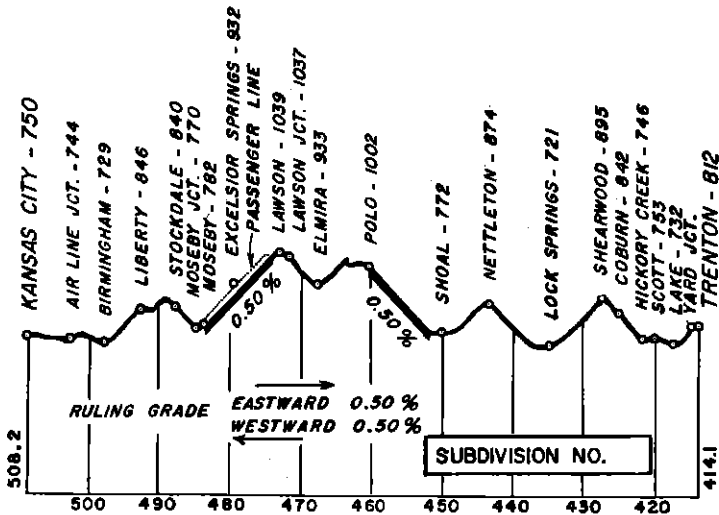
Train orders may be duplicated mechanically in line with Rule 209 at Herington and Pratt.

Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated by	Normal Position Gates Against	Light Arrangement for	
					Stop	Proceed
216.7	AT&SF	Gate	Trainmen	CRI&P	Red	...
246.0	MoPac	Gate	Trainmen	MoPac	Red	...
246.6	AT&SF	Gate	Trainmen	AT&SF	Red	...
285.7	MoPac	Gate	Trainmen	MoPac	Red	...

Industrial or spur tracks are located at:

MP	Name	Footage Capacity
222.4	NRCA Spur	E960
228.0	American Cyanamid Spur	E200
240.2	Kilowatt	E1440



SPEED RESTRICTIONS

SUBDIVISION 22	MPH
MP 328 Pole 25 (Main St Crossing)	50
Kansas Ave., Liberal (Engine only)	15

SPECIAL INSTRUCTIONS

SUBDIVISION 22

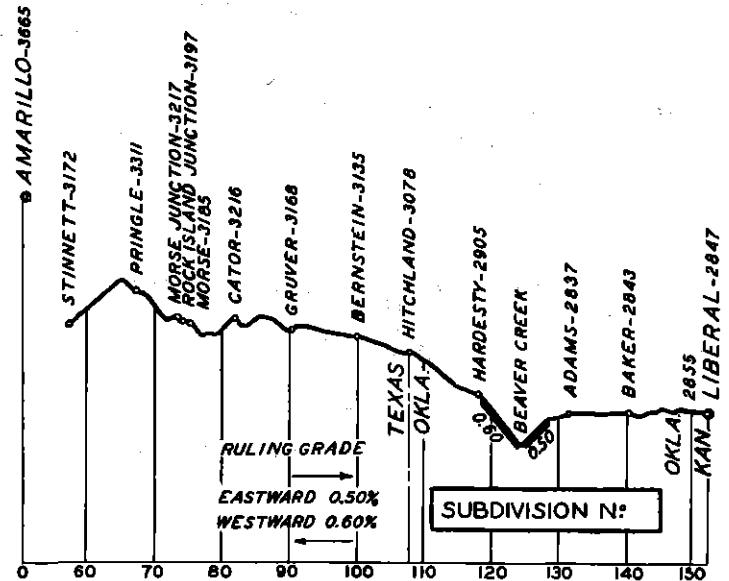
Industrial or spur tracks are located at:

MP	Name	Footage Capacity
335.3	Northern Natural Gas Co.	E160
401.3	Collano Elevator	800
402.1	Hobart	1480
419.9	Shamrock	840

Bridge 4184 is equipped with fire protection appliance which controls eastward Signal 4198 and westward Signal 4169. If Signal 4169 or 4198 is found displaying stop, then proceed at low speed indication, bridge must be inspected before passing over it.

All trains engines using other than main track at Liberal will not occupy Kansas Avenue crossing until the gates are down.

Train orders may be duplicated mechanically in line with Rule 209 at Pratt and Liberal.



WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS				Footage Capacity Of		Station Number	SUBDIVISION 22 STATIONS TIME TABLE NO. 3 DEC. 29, 1974	M.P. from St. Joseph	Signs	SECOND CLASS													
13		1		Sidings	Other Tracks					2	18	Freight Daily	Freight Daily										
Freight Daily	Freight Daily	Freight Daily	Freight Daily																				
		P.M. 5.20	A.M. 7.30	.....	Yard	13797	*TO																
				1600	13806	P																
		5.38	7.50	9050	800	13813	P							4.33	10.48								
		5.42	7.54	.....	E1080	13817	P							4.29	10.44								
				880	13823	P																
		5.52	8.04	.....	3640	13827	*TO							4.18	10.33								
		5.58	8.10	9090	1360	13832	P							4.12	10.27								
				1400	13837	P																
		6.13	8.25	4120	5680	13846	*TO							3.57	10.12								
				1080	13854	P																
		6.29	8.41	9090	1480	13861	P							3.41	9.56								
		6.36	8.48	.....	1360	13869	P							3.34	9.49								
		6.47	8.59	9080	3080	13879	P							3.23	9.38								
		6.58	9.10	.....	3560	13890	*TO							3.12	9.27								
		7.04	9.16	9065	E400	13896	P							3.06	9.21								
				3800	13905	TO																
		7.20	9.32	9070	1880	13912	P							2.50	9.05								
				E680	13925	P																
		7.35 P.M.	9.55 A.M.	.....	Yard	14933	*TO(N)							2.30 P.M.	8.45 P.M.								

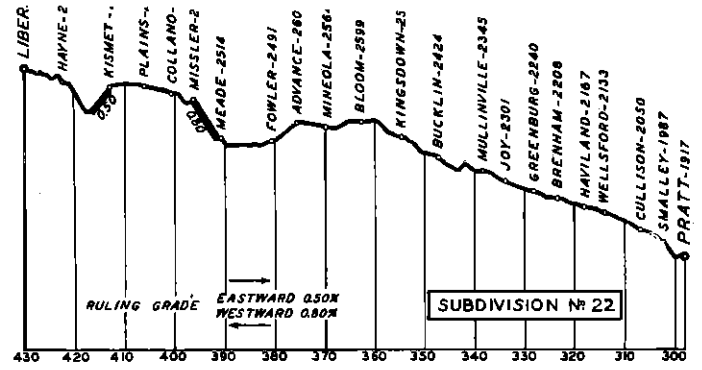
AUTOMATIC BLOCK SYSTEM

PRATT	298.0	RYd WTBC	P.M. 4.50	P.M. 11.05
CULLISON	307.1	.....	
WELLSFORD	314.9	.....	4.33	10.48
HAVILAND	318.6	.....	4.29	10.44
BRENHAM	324.0	.....	
GREENSBURG	328.6	W	4.18	10.33
JOY	333.7	.....	4.12	10.27
MULLINVILLE	338.9	.....	
BUCKLIN	347.9	WYC	3.57	10.12
KINGSDOWN	355.0	.....	
BLOOM	363.4	.....	3.41	9.56
MINEOLA	370.0	.....	3.34	9.49
FOWLER	380.4	.....	3.23	9.38
MEADE	391.0	W	3.12	9.27
MISSLER	396.9	.....	3.06	9.21
PLAINS	406.4	.....	
KISMET	412.9	.....	2.50	9.05
HAYNE	422.8	.....	
LIBERAL	430.6	RYdF CWYB	2.30 P.M.	8.45 P.M.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
 RULE 99(k) AUTHORIZED.
 MAXIMUM SPEED: 60 MPH

See Page 12 for Speed Restrictions and Special Instructions

THE ABC's of SAFETY:
A-LWAYS
B-E
C-AREFUL



WESTWARD

MAIN LINE

EASTWARD

**SUBDIVISION 23
STATIONS
TIME TABLE NO. 3
DEC. 29, 1974**

SECOND CLASS				Footage Capacity Of		Station Number	Signs	M.P. from St. Joseph	SECOND CLASS					
13		1		Sidings	Other Tracks				2	18	Freight Daily	Freight Daily		
Freight Daily	Freight Daily	Freight Daily	Freight Daily											
	P.M. 7.35	A.M. 11.55		.....	Yard	14933	*TO(N)	LIBERAL, KS.	434.2	RYdF WYCB	P.M. 2.30	P.M. 8.45		
	7.50	12.10 P.M.		9080	1480	14943	P	TYRONE, OKLA.	443.5	.....	2.16	8.32		
	8.01	12.21		.....	3960	14953	TO	HOOKER 9.3	454.3	W	2.05	8.21		
	8.11	12.31		9060	.....	14963	P	OPTIMA 10.8	464.0	.....	1.55	8.11		
	8.21	12.41		.....	5600	14972	*TO	GUYMON 9.7	473.6	.....	1.45	8.01		
	8.32	12.52		9070	1080	14983	P	GOODWELL 9.6	484.6	W	1.34	7.50		
	8.42	1.02		3600	5840	14993	TO	TEXHOMA, OKLA. 11.0	494.3	WY	1.24	7.40		
	8.53	1.13		9095	.....	14003	P	STEVENS, TEX. 9.7	504.5	.....	1.13	7.29		
	9.03	1.23		.....	3520	14013	*TO	STRATFORD 10.2	514.2	W	1.03	7.19		
				.....	.....		A	P&SF Crossing 0.5	514.7	.....			
	9.16	1.36		9075	1000	14025	P	CONLEN 10.9	525.6	.....	12.50	7.06		
	9.27	1.47		.....	760	14035	P	CHAMBERLIN 10.5	536.1	.....	12.39	6.55		
	9.40 P.M.	2.00 P.M.		.....	Yard	14044	*TO(N)	DALHART 9.3	545.4	YdCB WYR	12.25 P.M.	6.40 P.M.		

AUTOMATIC BLOCK SYSTEM

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD
RULE 99(k) AUTHORIZED
MAXIMUM SPEED: 60 MPH**

SPEED RESTRICTIONS: MPH

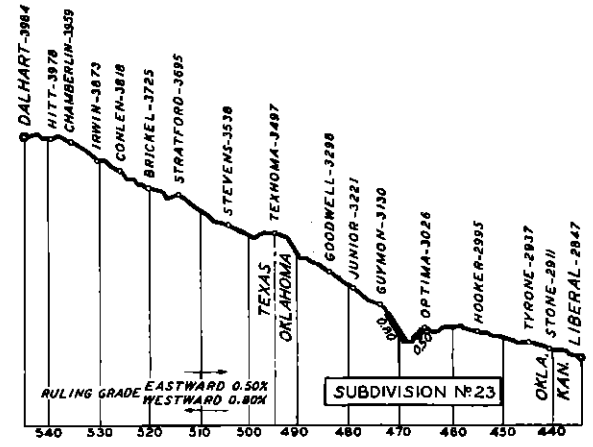
Kansas Ave. Liberal (Engine only)	15
MP 473 Pole 10 to MP 474 Pole 3	50
MP 514 Pole 2 to MP 514 Pole 7	35

SPECIAL INSTRUCTIONS:
All trains and engines using other than main track at Liberal will not occupy Kansas Ave. crossing until the gates are down.
Dispatchers phone east end bridge 4679
Six (6) axle diesel-electric units prohibited on Swift Packing and Guymon Industrial Park industrial tracks.
Train orders may be duplicated mechanically in line with Rule 209 at Liberal.

Industrial or spur tracks are located at:

MP	Name	Footage Capacity
457.13	Panoma Spur	3680
470.6	Swift Packing	E1000
471.5	Guymon Industrial Park	W1400
475.9	Monsanto	E240

**BE SAFE TODAY . . . OR
TOMORROW MAY NEVER COME**



WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS				Footage Capacity Of		Station Number	SUBDIVISION 24 STATIONS TIME TABLE NO. 3 DEC. 29, 1974	M.P. from St. Joseph	Signs	SECOND CLASS					
13		1		Sidings	Other Tracks					2	18	Freight	Freight		
Freight	Freight	Freight	Freight												
					Yard	14044	*TO(N)		YdRWY BC	P.M. 12.25	P.M. 6.40				
							M								
		10.00	2.20	9270		14059	P			P.M. 12.08	6.22				
		10.18	2.38	9070	1000	14077	P			A.M. 11.50	6.04				
		10.31	2.51		6000	14089				11.37	5.51				
		10.39	2.59	9075		14096	P			11.29	5.43				
		10.57	3.17		W480	14114	P			11.11	5.25				
		11.03	3.23	9120		14120	P			11.05	5.19				
		11.25 P.M.	3.45 P.M.		Yard	16137	*TO		RYdFWY BC	10.40 A.M.	5.00 P.M.				

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD
 RULE 99(k) AUTHORIZED.
 MAXIMUM SPEED: 60 MPH**

SPECIAL INSTRUCTIONS:

Dwarf automatic block color light signals in service Tucumcari numbered as follows:

Westward	6379	6381	16273
Eastward	6380	6382	16268 16270 16272

Signals 6380 and 6381

No. 2 track Tucumcari is designated as siding.

Hot Box Detector at MP 630 Pole 0, between Mater and Tucumcari has been equipped with a white marker light continuously lighted. On westbound trains with operative radios on engine and caboose, head end crew will advise rear end crew at the time engine passes the Hot Box Detector either that white light is burning, or that white light is not burning. In the event the white light is not burning at the time the engine and/or caboose passes this location, train must stop and crew will inspect the entire train except as follows:

If the white light is not burning, action must be taken to stop the train and

head end crew will contact Tucumcari Car Dept. and determine whether hot box detector readout is operational. If advised that detector readout is operational and no defects are indicated, train may proceed, otherwise train must be stopped and crew will inspect entire train.

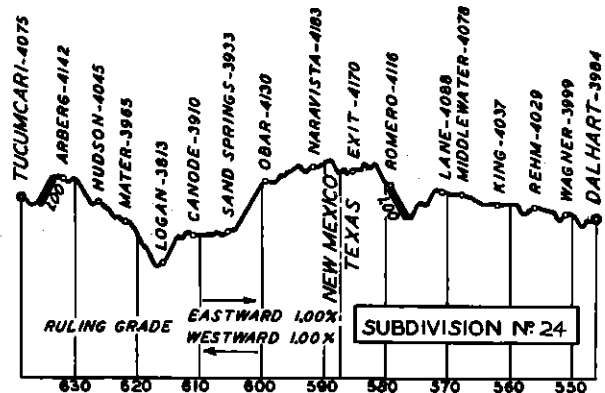
This Hot Box Detector is also equipped with a rotating blue color beacon. Rear Trainmen must observe this detector as rear of train passes. If beacon is illuminated rotating or flashing, train must be stopped and inspected for defect.

When rear of train passes the Hot Box Detector, rear end crew will, when possible, advise the head end crew by radio of the indication received.

The above does not apply to Eastbound trains.

Bridge 6165 is equipped with fire protection appliance which controls eastward signal 6186 and westward signal 6159. If signal 6159 or 6186 is found displaying stop, then proceed at low speed indication, bridge must be inspected before passing over it.

EMPHASIS . . . SAFETY



WESTWARD

SALINA BRANCH

EASTWARD

				Footage Capacity Of		Station Number	SUBDIVISION 21A STATIONS TIME TABLE NO. 3 DEC. 29, 1974	M.P. from St. Joseph	Signs				
				Sidings	Other Tracks					M.P. from St. Joseph	Signs		
				Yard	11670	*TO(N)... HERINGTON	171.4	RWTY YdFCB				
				1280	11009	..... WOODBINE..... 8.9	180.3	.....			
				680	11015	..... PEARL	186.7	.....			
				UX AT&SF Crossing	192.8	.....			
				2400	11022	..... ENTERPRISE..... 0.2	193.1	.....			
				1280	11027	TO(N)... ABILENE..... 5.3	198.4	R				
				UX UP Crossing	220.3	.....			
				Yard	11049	*..... SALINA..... 0.5 49.4	220.8	WYd				

**TRAINS AND ENGINES WILL OPERATE PER RULE 93.
RULE 10(i)(2) AUTHORIZED.
MAXIMUM SPEED: 25 MPH**

SPEED RESTRICTIONS:

Abilene — connection to AT&SF Ry 10
MP 192 Pole 24 (AT&SF Crossing)..... 10
Between Abilene and West Abilene..... Restricted speed
Between East Salina and Salina..... Restricted speed

MPH

Trains and Engines must secure clearance at Herington.
Eastward trains will obtain UP clearance at Union Station, Salina.
Westward trains will obtain UP clearance at Abilene.
Eastward Trains and Engines must obtain clearance at Abilene.
Between West Abilene and East Salina trains will be governed by timetable and rules of the UP Railroad.
Between CRI&P Jct and West Abilene and between East Salina and AB Jct trains will be governed by timetable and rules of the AT&SF Railway.
Six (6) axle diesel-electric units prohibited.

SPECIAL INSTRUCTIONS:

Railroad Crossings at grade are protected by interlocking except
MP 192.8 AT&SF Crossing protected by gate operated by trainmen, normal position gate against CRI&P.

No. 3 track terminal elevator, Salina, cannot be used past the shed with loaded jumbo hoppers.

WESTWARD

DODGE CITY BRANCH

EASTWARD

				Footage Capacity Of		Station Number	SUBDIVISION 22A STATIONS TIME TABLE NO. 3 DEC. 29, 1974	M.P. from St. Joseph	Signs				
				Sidings	Other Tracks					M.P. from St. Joseph	Signs		
				4120	5680	13846	*TO.... BUCKLIN	347.9	WYC				
				.....	1920	13009	..... FORD	356.4	.....			
				.....	800	13018	..... WILROADS	365.7	.....			
				.....	960	13026	..... SOUTH DODGE..... 7.7	373.4	.....			
				.....	Yard	13027	TO(N) .. DODGE CITY..... 1.0 26.5	374.4	WY				

**TRAINS AND ENGINES WILL OPERATE PER RULE 93.
RULE 10(i)(2) AUTHORIZED.
MAXIMUM SPEED: 20 MPH**

SPEED RESTRICTIONS:

MP 373 Pole 0 to MP 374 Pole 12 6

MPH

SPECIAL INSTRUCTIONS:

Six (6) axle diesel-electric units prohibited.
AT&SF trains use Subdivision 22-A main track between Dodge City and AT&SF Jct switch MP 373 Pole 7. All trains and engines approaching Junction or using any part of this joint track will move at restricted speed.

SPECIAL INSTRUCTIONS:

Industrial or spur tracks between stations located at:
MP 370.3 Renco Spur Footage capacity W240.

WESTWARD

LIBERAL-AMARILLO LINE

EASTWARD

SECOND CLASS				Footage Capacity Of		Station Number	SUBDIVISION 35-A STATIONS TIME TABLE NO. 3 DEC. 29, 1974	M.P. from Amarillo	Signs	SECOND CLASS			
				Sidings	Other Tracks								
				.....	Yard	14933	RA LIBERAL, KS. . . . *TO(N)	153.2	RYdF WYBC				
				.....	S1760	15140	..... BAKER, OK.	140.3	.....			
				.....	1320	15132	..... ADAMS	131.8	.....			
				2600	1840	15118	..... HARDESTY, OK.	118.3	.....			
				.....	3440	15108	..... HITCHLAND, TEX.	107.9	.....			
				2600	800	15100	..... BERNSTEIN	100.1	.....			
				2600	5920	15091	GU GRUVER	90.7	WYd				
				2600	3440	15075	..... MORSE	75.4	YdWC				
				.....	.....	.....	..... ROCK ISLAND JCT.	74.4	Yd				
				.....	.....	.....	..... MORSE JCT.	73.8	YdW				
				.....	1200	15067	..... PRINGLE	67.3	.....			
				.....	Yard	15057	..... STINNETT	57.0	WFYd				
				.....	.....	.....	..... P&SF Crossing	1.9	.....			
				.....	.....	.....	..... DUMAS JCT.	1.9	.....			
				.....	Yard	34762	VN AMARILLO *TO(N)	.....	RYdF WY				

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
MAXIMUM SPEED: 30 MPH**

SPEED RESTRICTIONS

MPH

MP 1 Pole 31 P&SF Crossing	20
MP 57 Pole 0 to MP 67 Pole 10	25
Bridge 706	20
Bridge 834	20
MP 140 Pole 11 Crossing	15
MP 152 Pole 10 Grade Crossing	10
Pantex Spur	15

Rule 99(d) authorized between Liberal and Morse Jct.
Trains and engines will operate per Rule 93 between Morse Jct. and Stinnett.
Rule 10(i)(2) authorized between Morse Jct. and Stinnett.
Train orders may be duplicated mechanically in line with Rule 209 at Liberal.

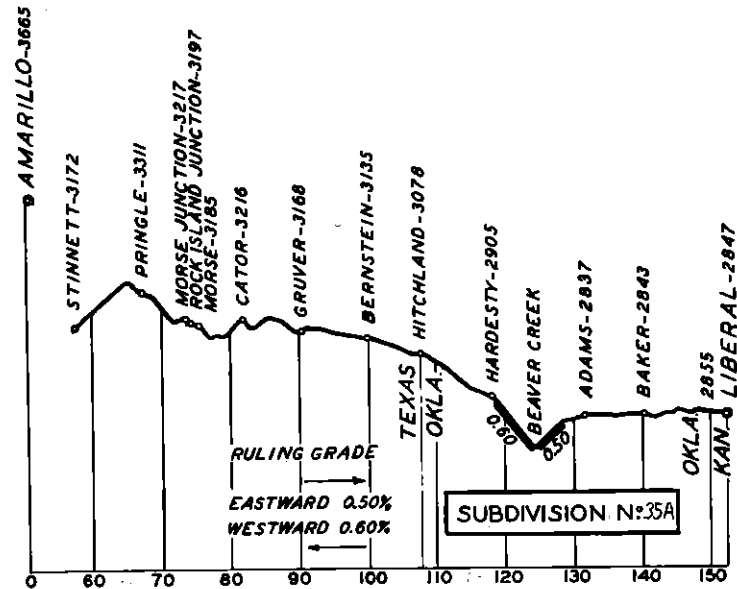
SPECIAL INSTRUCTIONS

Trains operating between Amarillo and Liberal will operate via ATSF Railroad between Dumas Jct. and Etter Jct., thence CRI&P between Etter Jct. and Morse Jct. on Subdivision 35-B.

Trains operating between Dumas Jct. and Etter Jct., will be governed by ATSF Time Table and Operating Rules.

Trains leaving Amarillo must obtain CRI&P and ATSF clearance at Amarillo. Trains leaving Etter Jct. enroute Amarillo must obtain ATSF clearance at Etter.

At Amarillo, CRI&P trains will move onto ATSF track via East Tower connection.



WESTWARD

MORSE-WILCO BRANCH

EASTWARD

				Footage Capacity Of		Station Number	SUBDIVISION 35-B STATIONS TIME TABLE NO. 3 DEC. 29, 1974	M.P. from Morse Jct.	Signs				
			Sidings	Other Tracks									
			.....	.....	.....	.....	MORSE JCT.	0.0	YdY				
			2600	1360	15210	.....	CAPPS	9.6	.....			
			2600	1760	15220	SF	SUNRAY	20.0	W				
			.....	8240	15223	.....	SHEERIN JCT.	23.4	Y				
			.....	2160	15227	.....	BRYDEN	27.2	.....			
			.....	720	15230	BR	ETTER	29.6	YBW				
			.....	.....	.....	.....	P&SF Crossing	29.9	P				
			.....	2160	15241	.....	EXUM	40.9	.....			
			.....	880	15246	.....	WILCO	46.3	.....			

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
TRAINS AND ENGINES OPERATE PER RULE 93 BETWEEN WILCO AND MP 29.
MAXIMUM SPEED: 20 MPH**

SPEED RESTRICTIONS

MPH

MP 29 Pole 31 P&SF Crossing 15

SPECIAL INSTRUCTIONS — Continued

Rule 10(i)(2) authorized between Wilco and MP 29.
Rule 99(d) authorized between Morse Jct. and Etter Jct.
Six (6) axle diesel-electric units prohibited.

SPECIAL INSTRUCTIONS

Trains and engines will not exceed 10 MPH between Sheerin Jct. and Sheerin, or when switching Sheerin yard or industry tracks.
Railroad crossings at grade are protected by interlocking except P&SF Crossing MP 29.9 protected by gate operated by trainmen.
Normal position gate against CRI&P Light arrangement for Stop, Red; Proceed, Yellow.
Industrial or spur tracks between stations located at:

Trains operating between Amarillo and Liberal will operate via ATSF Railroad between Dumas Jct. and Etter Jct., thence CRI&P between Etter Jct. and Morse Jct.

Trains operating between Dumas Jct. and Etter Jct., will be governed by ATSF Time Table and Operating Rules.

Trains leaving Amarillo must obtain CRI&P and ATSF clearance at Amarillo. Trains leaving Etter Jct. enroute Amarillo must obtain ATSF clearance at Etter.

Location	Name	Car Capacity
MP 23 Pole 0	Sheerin Spur	Yard

At Amarillo, CRI&P trains will move onto ATSF track via East Tower connection.

At Etter, CRI&P trains will move onto ATSF track via connection. At Etter, a train register in register box near the junction switch on east leg of wye. Trains will register or check register at this location only when instructed by the Santa Fe train dispatcher.

ATSF dispatcher phones located at Etter Depot and Pole Phone at Etter Jct., MP 29.9.

**TODAY . . . IS
YESTERDAY'S SAFETY AWARD**

UNIFORM CODE OF OPERATING RULES

Rule K In case of danger of, loss of, or damage to railroad property by fire, theft, or other causes, employes must unite to protect it. They must exercise care in the use of railroad property and, when leaving the service, must return property entrusted to their care.

Property of the railroad, including freight and articles of value, found in or on cars or on right of way, must be reported immediately to a Special Agent, Station Agent or Officer of the railroad, and not disposed of or removed from company premises or right of way without proper authority.

Employes are forbidden to make charge for services performed in line of duty, or to permit discrimination.

Unless specifically authorized, employes must not use the credit of the railroad and must neither receive nor pay out money on the railroad's account.

Rule L (Addition)—Enginemen and trainmen whose vision requires the use of glasses, must have with them such glasses when examined or re-examined, and must wear such glasses when on duty at all times. Enginemen and trainmen requiring glasses for distant vision, must have with them while on duty two pairs of the required glasses. Where glasses are required for both distant vision and reading, two pairs of distant glasses and one pair of reading glasses or two pairs of bifocal glasses must be carried. Such employes must have each pair of glasses with them when reporting to the examiner and will be examined with each pair.

Employees whose duties require them to work on or about moving equipment of any type, or machinery having moving parts or around open fires or sparks must keep their hair at a length which will avoid the danger of its becoming ignited, entangled or enmeshed in said equipment or machinery.

Hair must be of a suitable length that will not interfere with the employee's normal vision.

Hair of a length not meeting the above requirements, must be completely confined at all times when on duty with a suitable net, or other headgear that will provide for the safety of employees.

Rule Q (Addition)—The carrying or possession of firearms or other weapons while on duty, or while on company property, is prohibited; except where authorized by the Chief Special Agent or the Division Superintendent.

Rule 10(g) (Addition)—Temporary Speed Restriction signs will be displayed to the right of the restricted track in the direction of approach.

Rule 10(j), Rule 10(k), and Train Order Form X Example (3) effective only where authorized by Special Instructions.

Rule 12(m)—Trainmen and Enginemen must not use foreign line radio frequencies while on Rock Island Lines property.

Rule 14 (Addition to Note)—Radio communication may be

used in lieu of engine whistle signal 14(a); that part of 14(b) Release brakes; that part of 14(b) acknowledgement of "calling-on" indication; 14(k); 14(n); 14(o). When so used, a complete understanding of the conditions must be reached.

Rule 17 (Addition)—That part of Rule 17 of the Uniform Code of Operating Rules, Paragraph four, reading:

"and (Headlight) must be extinguished when train has stopped entirely clear of main track" is amended to read:

"and must be extinguished when train has stopped entirely clear of main track until head end of train to be met has passed and then may be used to inspect passing train but must be extinguished before rear of train passes."

Rule 17-A (Addition)—On engines equipped with dual alternating flashing lights, the rules governing the use of white oscillating headlight will apply.

Rule D-81 Revised—Where two main tracks are in service, trains and engines must keep to the right unless otherwise provided. Where three or more tracks are in service, their use will be indicated by special instructions.

Within yard limits, trains and engines may move against the current of traffic upon authority of the train dispatcher. Train dispatchers will not grant such authority until it is known that the track to be used is clear of opposing trains and engines and the movement protected. (Where specified, train dispatcher will include control operators and/or train directors.)

Trains and engines granted authority to run against the current of traffic under this rule will not exceed LOW SPEED and will notify train dispatcher when movement has been completed. When such authority is given under this rule, it will supersede the superiority of trains.

Rule 83(a), paragraph 2, Item (4)—(Addition) Radio, telephone or other equally effective communicating media may be used in connection with Item 4 (by proper identification) when such communication is directly between the two crews involved.

Rule S-88 Meeting Points Extra Train — Unless otherwise provided by train order Form S-C, at meeting points prescribed by Form S-A Train Order between Extra Trains, the train order must specify which train will hold the main track.

Rule D-93—Within yard limits, when moving against the current of traffic, all trains and engines must move at LOW SPEED.

Rule 98 (Addition)—Trains or engines moving against the current of traffic on two or more tracks must approach railroad crossing at grade, drawbridges and junctions prepared to stop.

Rule 100. Leaving Trains, Engines, or Cars.—When an engine leaves a portion of its train on a main track between

Rule 100 Continued

stations, two torpedoes must be placed not less than 20 car lengths in advance of the head end of rear portion to serve as a warning. When conditions require, a trainman must protect the returning portion. When for any reason an engine leaves its train or part of its train on the main track, a sufficient number of hand brakes must be set, when necessary, to keep the train from moving.

The automatic air brake must not be depended upon to hold an engine, cars or train, when standing on a grade, whether engine is attached or detached from cars or train. When required, a sufficient number of hand brakes must be applied to hold train, cars, or engine, before air brakes are released. When ready to start, hand brakes must not be released until it is known that the air brake system is properly charged.

Crews cutting off engines or setting out cars from a train must leave the angle cock open on the standing portion of the train and also on cars set out. At terminals where inbound train air brake test is made, be governed by Special Instructions.

Rule 103(a) (7) Revised—Before coupling to or moving cars on team or house tracks or tracks serving industries, see that running boards, oil tank couplings, elevator spouts and similar connections are removed and clear; plug doors and swinging doors on cars are closed and secured; and persons in, on or about cars are warned and requested to vacate cars while being switched.

Rule 103(a) (13)—Before making a movement of engines or cars through gates, doorways and similar openings, stop must be made and it must be ascertained that gates, doors or openings are completely open and secured. Where overhead or side clearances are doubtful, adequate protection must be provided.

Rule 103(a)(14). Bulkhead flat cars with center "A" frame dividers when loaded on one side only must not be coupled to or moved until loading or unloading is completed. This also applies to other types of cars when it is known that an unbalanced condition exists that is sufficient to cause derailment.

Rule 103(a)(15). Enginemen handling long and/or heavy cuts of cars without air must know that such cuts can be handled safely and stopped within required distance.

When, in judgment of engineer, such cuts cannot be handled safely, sufficient number of cars must have air coupled and charged to control movement.

Note to Rule 104(5)—Automatic switches as defined Page 12 and Rule 104(5) must not be trailed through when lined against movement. Exceptions: tail track No. 2 Armourdale Yard.

Rule 104(11)—When a train or engine is clear of main track to meet or to be passed by a train, employees must not unlock any main track switch. They must not take a position

in the vicinity of any main track switch while the expected train is closely approaching. They must not go beyond the clearance point for the purpose of attending the switch to be used and must remain at least 150 feet from the switch while the expected train is approaching or passing the switch. If the expected train is not closely approaching, a member of the crew will inspect facing point switches over which the expected train will pass to determine if the switches are lined for the route to be used, that the switch points fit properly and that the lever is secure.

Rule 104(15)—At main track switches in ABS Territory, train and yard men will operate switch and wait 5 minutes at the switch before giving signal for train or engine movement to main track, except:

- (a) Where switch is equipped with an electric lock.
- (b) Where block signals governing movement to main track indicate proceed, or block indicator indicates block clear.
- (c) At meeting points where switch is operated before the train met has passed its next signal.
- (d) When entering the main track between signals to hostile engine or switch train standing between such signals.
- (e) When entering main track under Rule 402.

The 5 minute wait does not relieve employees from protecting the movement, when required.

Rule 104(a) (Addition)—When there is a signal protecting trailing movement to a main track through a spring switch and such signal indicates "Stop" or "Stop, Then Proceed at Low Speed," and, there is no conflicting movement closely approaching the switch, member of crew will operate key release marked "Clear" if so equipped and, signal should clear after expiration of time. If signal does not clear, train or engine may then proceed as prescribed by Rule 350 or Rule 351.

Rule 105 Revised. Unless otherwise specified by train order, general order, or special instructions in timetable, trains and engines using a siding, or any track other than main track, must proceed at Restricted Speed but not exceeding 10 MPH.

Sidings of an assigned direction must not be used in a reverse direction unless authorized by the train dispatcher, or in an emergency under flag protection. Cars must not be left on sidings when possible to avoid it.

When a siding is obstructed, the train dispatcher must be notified at once. When there is a possibility of fouling main track, trains must not take slack on sidings or other tracks adjacent to main track, nor make reverse movement, without proper protection, when necessary.

Rule 110 Revised—That part of Rule 110 reading: "A member of head end crew of trains standing at meeting or passing points will go to opposite side of main track or siding for purpose of train inspection of passing trains, when prac-

Rule 110 (continued)

“practicable” is changed to read: “A member of head end crew of trains standing at meeting or passing points will go to opposite side of main track or siding for purpose of train inspection of passing trains, when practicable. If the expected train is closely approaching on main track, when time permits, the train entering siding will stop when rear of train is clear of main track to permit member of head end crew to go to opposite side of main track for the purpose of inspecting the passing train.”

Rule 110(a) High-Wide Load—A load which is contained on more than one car, or; on one car, or; equipment on its own wheels which measures in excess of 11'0" wide or 15'6" above top of rail, or; contained on a car longer than 54'6" so that the lading exceeds the width of the car.

High-wide loads which exceed published clearance for the route to be moved must not be moved until clearance instructions have been issued by the Office of the General Superintendent of Transportation. The Chief Train Dispatcher will supervise the movement of high-wide loads and excessive weight shipments.

Conductors are responsible to see that waybills are checked for high-wide loads and excessive weight shipments for which they do not have instructions. They must notify the train dispatcher immediately, when such conditions exist. Yard Conductors, in making up trains, must notify the Yardmaster of any of these cars being lined up for movement in trains. Yardmasters must notify the train dispatchers.

Conductors of trains handling high-wide or excessive weight shipments or when picking up on line these type shipments, repaired cars or equipment, or any equipment with known defects must make notation on train list of the condition and call attention of same to connecting crews or yardmaster, agent, yard forces or operator prior to or upon arrival at final terminal.

High-wide loads or excessive weight shipments must not be switched except in placing them in and taking them out of trains. In switching movements, they must not be cut off while in motion, but must be shoved to a stop; sufficient hand brakes must be set or cars properly secured to avoid rolling. They must not be stored on nor moved over yard tracks where clearance is insufficient. Employees must not ride on top, ends, or on sides of such cars. These cars must be given careful handling through turnouts, yards, sidings and interchange tracks and crews must keep a sharp lookout for close clearances. Where overhead or side clearance is doubtful, movement must be stopped and adequate protection provided.

Chief Train Dispatchers, in issuing movement instructions, will notify train and engine crews and yard forces to handle such cars in line with this Rule, listing items by numbers as shown below:

1. At no place shall the width of a load on adjacent tracks exceed the width of a large box car (11 ft. 0 inches wide).
2. On single track; trains handling this shipment, if

holding main track when meeting or passing trains on adjacent tracks, must move at restricted speed until wide load has passed train clear of the main track. Trains clear of the main track when meeting or being passed by train handling wide load must be stopped. Train handling this shipment, if on other than main track when being met or passed by train on adjacent track, must be stopped and other train must move at restricted speed until entire train has passed wide shipment. On two or more tracks; trains handling this shipment, unless otherwise instructed, must be stopped when meeting, passing or being passed on adjacent tracks, other train proceed at restricted speed until entire train has passed wide load.

3. Shipment must come to a complete stop and be very carefully hand-signalled at the lowest possible speed at (location).
4. Use westward track only over Bridge 1822 Mississippi River at Davenport.
5. Do not pass any trains or equipment on Bridge 1822, Davenport.
6. Use westward track only over Bridge 1826 1/2, Perry Street, Davenport.
7. Use westward track only over Bridge 3611 at Des Moines.
8. Use eastward track only over Bridge 3611 at Des Moines.
9. Speed must not exceed _____ mph at (or between) _____.
10. Other special handling instructions issued by General Superintendent Transportation.

When movement instructions include any of the items 1 through 10, Train Dispatchers must issue train orders to trains affected which must indicate which of the items shown above are to be applied.

Example:

“Extra 300 West has (car number) in train measuring _____ in width and _____ in height. Be governed by Rule 110(a) Items One, Two and Nine, 10 mph at Bridge _____.”

Crews of trains receiving notice of high-wide loads in other trains must inspect their trains for open or swinging doors or anything projecting beyond normal clearance. When a train which is handling a high-wide load is notified by train order of another train handling a high-wide load on the same subdivision, the Conductor must notify the Train Dispatcher so that a meeting or passing point can be arranged.

CMStP&P Trains between Nahant and Culver may handle loads measuring up to 11 ft 6 ins in width or 15 ft 6 ins above top of rail with special permission from train dispatcher. A load in excess of these dimensions must be handled in accordance with instructions previously stated in this rule.

Rule 111(c)—Mirrors of any type must not be used in making inspection as required by Rule 111.

Rule 209. Writing and Recopying.—Operators receiving train orders must write or typewrite them in manifold during

RULES CHANGES (Continued)

Rule 209 Continued

transmission. Train dispatcher's signature (initials) must be placed directly under the last word of the order. They must retain a copy of each train order.

Train order operators using printed form train orders are required to copy only that portion of the order transmitted by the train dispatcher.

If the requisite number of copies cannot be made at one writing, operators must make others from the original copy and repeat to the train dispatcher from the new copies each time additional copies are made. The name of the original receiving operator will be shown with the initials of the operator who recopies the order.

The train dispatcher will place notation in train order book of the repetition, but the original date of issue and time complete will not be changed.

When authorized by special instructions, train order forms Q, T and X may be duplicated mechanically.

When an error is made in transmitting a train order and before it has been repeated, all copies must be immediately destroyed, the order marked "Void" in train order book, and if reissued, given another number. If an order in which an error has been made has been repeated, that order must be annulled by train order Form L.

Rule 218. Issued at Meeting or Waiting Point.—When a train order is sent to a train at its meeting or waiting point (except initial station), the fact must be stated in the order in the words:

"Order to (train) at (station)."

The train must be brought to a stop by the operator, using flagman's signals, before the train dispatcher OK's the clearance.

When time at that station in wait order expires before arrival of train restricted, or the train being advanced to the meeting or waiting point has arrived, is clear of main track and train dispatcher so notified; train dispatcher may OK clearance and order may be delivered without stopping train. If the train order has been fulfilled by the inferior train, it may be annulled.

A train that is advanced to a meeting or waiting point where the opposing train receives the order must approach such station at Restricted Speed, and, in addition, stop back a sufficient distance and send flagman ahead, when necessary.

Rule 219 Revised.—Operators must make the requisite number of copies of clearance at one writing and preserve a copy unless destroyed per Rule 216 or 216(b).

New indication Rule 282: Proceed, reducing to 40 MPH before reaching next signal.

Rule 343(a)—Effective only where authorized by Special Instruction or General Order.

At manual interlockings when unable to communicate with control operator should a signal for route to be used indicate STOP, the following will govern:

RULES CHANGES (Continued)

After STOP has been made, and no conflicting movement is closely approaching, movement may be made by moving train or engine at least one car length into the interlocking limits, stopping before fouling any conflicting route or track. After the interlocking limits have been occupied, a member of the crew must observe signals on conflicting route, or routes, and know that they indicate STOP. All switches and derails in the route to be used must be examined. After waiting ten (10) minutes with the interlocking limits occupied, train or engine may proceed at Low Speed to the next signal within interlocking or if there is no other signal, thru interlocking limits.

New Rule 346—Engines or cars must not be left standing between the absolute signals of an interlocking without permission.

Addition to Rule 508(5)—When Diesel engines equipped with 26-L brake equipment are set out or cut-off from a controlling consist, the MU-2-A valve must be properly positioned to "Lead or Dead" position before the unit is uncoupled from consist.

Rule 510(2) Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

Rule 606 Revised.—In every case of personal injury in any branch of the service, a full and complete report must be made at once on prescribed form by the injured party, when physically able to do so, answering every question as fully as possible. If not physically able to do so, such report to be made by the injured party's immediate supervisor.

Form X Train Orders, example 1, page 102, may be modified by adding "NSD." This supersedes present instructions reading, "May be modified by adding: 'Temporary speed restriction signs not displayed.'"

Train orders, except Form X Example 2, must not be issued in the form of a General Order.

Maximum speed may be increased as well as decreased by train order.

On Subdivisions where mile posts are located every two miles, the following examples of Form X Train Orders must be used:

Example 1. Do not exceed _____ MPH between the two resume speed signs governing in opposing directions located between MP _____ and MP _____.

Example 2. Do not exceed 20 MPH between the two resume speed signs governing in opposing directions located between MP _____ and MP _____.

30 MPH located between MP _____ and MP _____.

15 MPH located between MP _____ and MP _____.

Rubber stamp and printed train order Form CT 110E covering broken rails and/or open joints inaugurated reading: "Broken Rail at MP _____ Pole _____ between _____ and _____ Stop and inspect unless orally instructed by foreman in charge or a proceed signal with a green flag or light is received if safe to proceed do not exceed 10 MPH unless a higher speed is authorized by foreman in charge." Be governed by Rule 206(a), 209 and 210. A broken rail found in main tracks must be protected immediately by flagman or by reporting to dispatcher who will protect by train order and no trains allowed to pass over it until it has been determined that the rail is in such condition as will permit safe passage of trains. If it is decided trains may pass over the rail safely, all trains must be stopped before reaching the break, unless verbal communication is established with the trains involved and the foreman in charge of the work orally authorizes the train to proceed without stopping or a proceed signal is given with a green light or flag authorizing the train to proceed without stopping. Train must not exceed 10 MPH unless a higher speed is orally authorized by the foreman in charge of the work.

RULES AND INSTRUCTIONS FOR TRAIN DISPATCHERS AND OPERATORS

Rule 29. Checking Repetition.—Train Dispatchers and Operators must use particular care in repeating and checking the repetition of train orders as they are jointly responsible for the correct repetition.

Operators receiving an order must observe whether the others repeat correctly, and must call train dispatcher's attention to any errors in repetition.

Frequent checks or tests should be made by train dispatcher to know that the operators are checking repetition, by stopping the operator who is repeating and telling another to go ahead from there, and report violations.

Operators should not be excused from checking repetition when it can be avoided.

Checking the repetition of train orders could have prevented many accidents.

Rule 37. Writing as Transmitted and Re-copying.—Except when revising or re-copying Form X Train Orders authorized by Train Dispatchers, operators must not write or typewrite a train order or part of a train order in advance of its transmission, except in making additional copies per Rule 209.

Operators must not write or typewrite any train order, (except for Form X Train Orders only when authorized by Train Dispatcher) before it has been transmitted, then ask Train Dispatcher for a number and repeat it.

Operators are not permitted to deliver train orders that have been re-copied until they have been repeated from the new copies.

If an operator re-copies an order on account of an error in writing, train dispatcher must instruct him, and, operator will destroy the original copy before repeating the re-copy.

UNIFORM CODE OF SAFETY RULES

Rule 44. Except in unusual or emergency situations, when working on bridges not equipped with footwalk or handrail, employees must not walk, work or stand along side of moving or standing engines, cars, or other equipment.

Rule 137.—Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

SPEED RESTRICTIONS

ALL SUBDIVISIONS

Authorized speed through curved switch leads of turnouts as follows:

	MPH	Loaded 85 ft. and Longer Cars
No. 20	40	35 MPH
No. 15	25	20 MPH
Others	10	

MPH

TOFC Trailers loaded with swinging meat thru curved switch leads of No. 15 and No. 20 turnouts 15

LOCATION No. 15 TURNOUTS

- Subdivision 15 MP 306-37 East end siding Belknap
- MP 308-8 West end siding Belknap
- MP 316-27 East end siding Paris
- MP 317-34 West end siding Paris
- MP 334-33 East end siding Centerville
- MP 340-8 West end siding Centerville
- MP 350-35 East end siding Seymour
- MP 363-14 East end siding Allerton
- MP 367-35 West end siding Allerton
- MP 381-32 East end siding Mercer
- MP 383-5 West end siding Mercer
- MP 391-36 East end siding Princeton
- MP 392-38 West end siding Princeton
- MP 399-26 East end siding Mill Grove
- MP 401-6 West end siding Mill Grove

- Subdivision 16 MP 64-4 South end siding Carlisle
- MP 30-32 North end siding Williamson
- MP 29-19 South end siding Williamson

- Subdivision 17 MP 423-6 East end siding Coburn
- MP 426-6 West end siding Coburn
- MP 433-21 East end siding Lock Springs

SPEED RESTRICTIONS—Continued

MP 434-34 West end siding Lock Springs
 MP 443-17 East end siding Nettleton
 MP 444-29 West end siding Nettleton
 MP 458-34 East end siding Polo
 MP 460-4 Crossover Polo
 MP 471-25 Crossover Lawson Jct.
 MP 274-8 East end siding Lawson
 MP 287-16 Crossover Moseby Jct.

Subdivision 21 MP 178-27 East end siding Ramona
 MP 180-20 West end siding Ramona
 MP 197-29 East end siding Waldeck
 MP 199-24 West end siding Waldeck
 MP 218-37 West end siding McPherson
 MP 227-12 East end siding Inman
 MP 229-3 West end siding Inman
 MP 245-35 West end siding Hutchinsonson
 MP 266-38 East end siding Janet
 MP 268-32 West end siding Janet
 MP 283-30 East end siding Preston
 MP 285-28 West end siding Preston

Subdivision 22 MP 313-38 East end siding Wellsford
 MP 315-31 West end siding Wellsford
 MP 332-32 East end siding Joy
 MP 334-25 West end siding Joy
 MP 362-20 East end siding Bloom
 MP 364-14 West end siding Bloom
 MP 379-23 East end siding Fowler
 MP 381-8 West end siding Fowler
 MP 395-38 East end siding Missler
 MP 397-32 West end siding Missler
 MP 412-1 East end siding Kismet
 MP 413-35 West end siding Kismet

Subdivision 23 MP 442-22 East end siding Tyrone
 MP 444-17 West end siding Tyrone
 MP 463-6 East end siding Optima
 MP 465-0 West end siding Optima
 MP 483-25 East end siding Goodwell
 MP 485-19 West end siding Goodwell
 MP 503-19 East end siding Stevens
 MP 505-14 West end siding Stevens
 MP 524-25 East end siding Conlen
 MP 526-19 West end siding Conlen
 MP 543-25 East end siding Dalhart

Subdivision 24 MP 560-14 East end siding King
 MP 562-10 West end siding King
 MP 577-6 East end siding Romero
 MP 579-1 West end siding Romero
 MP 597-0 East end siding Obar
 MP 598-26 West end siding Obar
 MP 621-5 East end siding Mater
 MP 623-1 West end siding Mater

SPEED RESTRICTIONS—Continued

LOCATION NO. 20 TURNOUTS:

Subdivision 15 MP 364-30 Junction switch to Subdivision
 16 Allerton
 MP 364-35 Both ends crossover Allerton

Subdivision 17 MP 417-17 End of two main tracks Lake
 MP 460-9 End of two main tracks Polo
 MP 471-28 Crossover Lawson Jct.
 MP 287-15 Crossover Moseby Jct.
 MP 294-8 East end siding Liberty
 MP 295-8 West end siding Liberty
 MP 302-32 West end two main tracks
 Drawbridge
 MP 303-12 East end two main tracks
 Drawbridge
 MP 304-12 Crossover Freight Line Junction

MAXIMUM ENGINE SPEEDS MPH

610, 614-620, 630, 639, 641-646, 649,
 650-655, 657-665, 675-677 95
 190-199, 200-299, 415-424, 451-456,
 4582-4599 70
 300-396, 4700-4719, 4790-4799 65
 10, 12, 13, 117, 118, 123, 124, 403,
 406, 409, 430-441, 529-563, 765-
 780, 795-797, 811-840, 900-949,
 1200-1299, 1300, 1302-1353, 4100-
 4111, 4150-4168, 4200-4209, 4800-
 4804, 4900-4909 65

**All Trains
 MPH**

Trains and engines moving against current
 of traffic on two main tracks not
 signaled both directions, except Sub-
 division 1-A and 1-B 49

Trains and engines making movement
 against current of traffic on two main
 tracks over facing point spring switches
 not protected by signals or indicators .. 30 Eng. Only

Railroad crossing not protected by in-
 terlocking except where higher speed
 authorized in this rule..... 10 Eng. only

Single unit engines running forward light,
 or with only one car (except suburban
 service)..... 35

Road freight or passenger diesels, other
 than road switchers, backing up 25

When this is being done, except in switch-
 ing 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.

Short Wheel base ore hoppers..... 30

Trains handling steam derrick, pile drivers,
 spreader car with wings secured,
 locomotive crane, burro and caterpillar

SPEED RESTRICTIONS—Continued

crane, on own wheels, unless otherwise advised by officer.....	25
Pile Driver 95230, 95231, 95232 and Crane 95260:	
Main Line Subdivisions	35
These machines must not be handled over bridges on industrial and other back tracks unless otherwise authorized by officer and must not be handled in trains when pile leads and platforms are attached to boom in either a raised or lowered position unless accompanied by the operator in the cab of the machine.	
These 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 it can be done unless otherwise authorized.	
These instructions will not apply to relief derricks with boom trailing when trained behind engine in relief train service. In such case speed restrictions will be as follows:.....	
Subdivisions 18 and 19.....	25
Subdivisions 17-B, 20-A, 21-A, 22-A.....	20
All other Subdivisions	40
Spreader 95319 when being moved in train with wings in trailing position and coupled to loaded cars on both ends...	40
Trains handling welded rail of any length will not exceed 35 MPH or 5 MPH through turnouts. Buffer cars must be placed on both ends of welded rail and must be placed in train as instructed.	
Air dump cars under load (R.I. SERIES 97000).....	40
Trains and engines having six-axle locomotive in engine consist, where present curves are posted 45 or 50 MPH, except E-7, E-8 and E-9 passenger units	40
When gross tonnage of freight trains exceeds 80 tons per operative brake (Note: To determine tons per operative brake, divide the gross tonnage by the number of cars in the train).	45
Where speeds on any subdivision or part thereof are lower than the above. THE LOWER SPEED WILL GOVERN.	

SPECIAL INSTRUCTIONS

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 high water. When towed or

SPECIAL INSTRUCTIONS — Continued

operated under own power through water of lesser depth than shown below, a speed of 3 MPH must not be exceeded.

	Maximum height of water above rail
Diesel engines.....	3 inches
Lightweight passenger cars	7 inches
Conventional passenger cars	12 inches

1. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at the initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.

2. Scale test cars moving in trains will be handled next ahead of caboose. RI 95381 may be positioned at any location in the train.

All work Equipment cars converted from old passenger cars are to be moved only on rear end of freight trains, no more than five cars ahead of caboose. Where more than one of such cars are to be moved in the same train, all such cars must be trained together with rear car not more than five cars ahead of caboose.

3. Ditcher, or other type of spreaders handled in trains in through movements, must have wings in trailing position when practicable.

4. When snowplows are operated preceding or following other trains, absolute block must be maintained between such trains in territory involved. An absolute block may be established by flagmen, train orders, absolute signals, or by verbal communication when authorized by an officer.

When handling snowplows, a maximum speed of 30 MPH must not be exceeded except, when using Vanderbilt-type snowplows, the officer in charge is authorized to permit maximum speed of 40 MPH.

Flangers will be used only when necessary and must not be in lowered position when working or moving over switches, bridges, road or street crossings, motor car set-offs, or at any place marked by flanger signs.

Not more than two road switcher-type engines shall be coupled to wedge snowplows to avoid buckling.

5. Speedometers on road engines must be checked by observing time between mile posts twice on each trip. The location, speed and any variation must be shown on work report.

6. The following letters and symbols shown in "Station" and "Signs" columns indicate:

- B—General order boards and Books
- C—Standard clock
- F—Fuel station
- P—Telephone
- R—Train register station
- T—Turntable
- W—Water station
- Y—Wye

TO—Train order station per Rule 221

TO(N)—Train order station, no train order signal

SPECIAL INSTRUCTIONS—Continued

UX—Railroad crossing not protected by interlocking

Yd—Station where yard limit signs are maintained

*—Radio installation

M—Manual Interlocking

A—Automatic Interlocking

M/A—1. Communicate with Control Operator if interlocking signal indicates STOP.

2. If means of communication is not available or when instructed by control operator, be governed by Rule 344.

7. At stations where telephones are located, conductor or engineer will communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen approaching.

9. A train holding main track at meeting point must not pass beyond OVERLAP SIGN nor open a switch beyond the overlap sign until the opposing train has arrived and the siding switch has been set for entrance to the siding. Train taking siding must open siding switch before passing OVERLAP SIGN.

10. HIGHWAY CROSSING SIGNALS—Operation of highway crossing signals and automatic gates is such that when an engine or cars move toward crossing on main track, the crossing signal will operate, and after crossing has been occupied and cleared, if any movement by such engine or cars is again made toward the crossing without such movement having been started from the outside of the signal starting circuits, which vary in length 2000 feet to 3500 feet beyond the crossing, the signal or automatic gate will not operate.

Trains or engines standing in start circuits at crossing protected by automatic signal devices, to avoid unnecessary delay to highway traffic, member of crew must go immediately to the crossing and operate control to stop automatic crossing signal.

A controller is provided on side of case for this purpose. To raise gates, insert switch key in slot marked raise, turn and hold for five seconds before removing key. After gates have thus been raised, before movement is started over crossing switch key must be inserted in slot marked lower, turned and held until gates are down before removing key.

In territory where two or more main tracks are involved extreme care should be taken to see the correct controller is used.

11. Account snow and ice conditions, crews must know that switch points and flangeways are sufficiently free of snow and ice to insure safety.

Where visibility is restricted by blowing snow, crews must know that train has been inspected each 50 miles, or more often when deemed necessary. When there are no other employees on duty to assist with train inspection, a walking or pull-by inspection must be made. Reduce speed of train when passing maintenance gangs and open stations to permit a thorough train inspection.

12. All through girder bridges will not clear man on the side of a car.

13. Sanders must not be used while moving over rail-locks and draw-span of drawbridges.

SPECIAL INSTRUCTIONS—Continued

14. In CTC territory, where maximum speed is in excess of 20 MPH, trains or engines using a hand operated main track switch not equipped with electric lock must have a portion of its train occupying main track or leave main track switch open while using such track. Trains or engines must not clear main track at such switches.

15. Dead engines will be handled immediately behind the operating units.

When moving two or more road switcher type engines dead in same train, separate each engine by at least 1 car.

16. Engine consists of two or more units making a reverse movement from mechanical facility to their train or from train to mechanical facility, the controls will be handled from lead unit in the direction of travel when possible to do so. This must be done any time relatively long moves are made or for shorter distances when necessary for safe movement.

17. When employees are deadheading on freight trains, they must ride in the caboose or in a deadhead caboose when available. Where there are insufficient seats to accommodate all deadhead employees on cabooses, those that cannot be seated on cabooses will be permitted to ride the trailing units of the engine. Deadhead employees will not be permitted to ride in the lead unit of engine without proper authority.

18. Except when being moved in work train service, panel rail loaded in open top cars with lading extended above sides of car must be adequately secured to the car by either banding or chaining the panel rail to the car. When these loads are being moved on trains other than in work train service, they must be trained next behind engine. When practicable these loads should be moved on trains other than important symbol trains.

19. When flat spots on wheels of engines or cars are developed on trains between terminals and it is known that no other damage to wheel or running gear exists, they may be operated at speeds as follows:

(1) Less than two and one-half inches—Normal Speed.

(2) Two and one-half inches or more—Not to exceed 10 MPH to first inspection point.

If mechanical inspection reveals two and one-half inches or more flat spots, the equipment must not be operated beyond inspection point except on specific instructions of mechanical or operating officer present.

When flat spots are detected on engines or cars between terminals, conductor or engineer must notify Dispatcher at first available point of communication.

Engines or cars set out on line due to excessive flat spots must be reported to Dispatcher who must, when necessary, arrange to have track inspected.

20. TRAIN LOCATION LINE-UP RULES—Rules contained herein govern all types of track work and similar cars, all railroad machinery or work equipment used on or adjacent to railroad tracks, all of which will be referred to hereinafter as "track cars." Operators of these vehicles must have a standard watch and either be examined and qualified on "Rules and Regulations of Maintenance of Way and Structures" or be working under the immediate (on-the-job) supervision of personnel having a standard watch and examined and qualified on

Rules and Regulations for Maintenance of Way and Structures and will be referred to hereinafter as "track car operators."

Highway-Rail Automotive Vehicles must have head and tail lights burning when moving on the rail. When other track cars are operated between sunset and sunrise and during the day when visibility is restricted, a white light to the front and a red light to the rear must be displayed.

The prescribed form must be used for train location information. A copy of the current line-up must be obtained and read to other members of crew:

1. Before placing track car on main track.
2. Before operating track cars foul of main track.
3. Before working on or obstructing the main track.

The time of trains must be cleared not less than 10 minutes. If the line-up indicates a scheduled train is running late, the later time will be cleared.

When figuring time of a train between stations, the maximum speed will be used.

When unable to secure a line-up due to failure of communication or no communication is available, track cars may only occupy and move on, or foul of main track by providing flag protection as prescribed by Rule 99.

The Line-up shall list all trains on the road, ordered, or expected to be run in the territory involved within the specified time, with information as to whether scheduled trains, including sections, are late or on time. For scheduled trains running late and extra trains, line-up must show approximate leaving time at the initial station or the "OS" and in addition, approximate times at not less than two intermediate stations. To help identification of extra trains, engine numbers shall be given when possible.

Line-up will not contain information as to train and engine movements made exclusively within yard limits.

Track cars will be moved as the way is seen to be clear within yard limits. Dispatchers in issuing line-ups will use the words "Not Before" when quoting figures:

Example: Extra 303 East (Station) not before 7:30 A.M.; or No. 74 leave (Station) not before 2:01 P.M., etc.

Except in an emergency situation and when authorized by the Superintendent or his designated officer, only those trains shown on current train location line-up will be permitted to enter the limits of such line-up during the time the line-up is in effect. This provision will apply when necessary to operate a train against the current of traffic when such information is not shown on current line-up.

Except as provided herein, the Train Dispatcher will be responsible to know that trains not shown on line-ups are not permitted to run before expiration time of current line-up.

In emergency situations, when it becomes necessary to operate a train or engine during time line-up is in effect and such train or engine is not shown on current line-up an officer should ride the engine whenever possible and dispatcher must issue Train Order to the train or engine as follows:

"Track car operators have no notice of your train (or engine) on line-up. Run at restricted speed and sound whistle freely." On two or more tracks when an emergency requires operating a train or engine against current of traffic, dispat-

cher must issue Train Order to the train (or engine) as follows:

"Track car operators have no notice of your train (or engine) moving against current of traffic between (station) and (station). Run at restricted speed and sound whistle freely."

Dispatchers must take necessary action to prevent trains or engines running in advance of figures shown at the stations designated on line-up, when necessary, protecting the figures shown by Form "E" Train Order (Wait Order).

Train Dispatchers shall issue line-ups for all concerned at times specified by the Superintendent and will be written in train order book numbered consecutively beginning at midnight. Additional line-ups will be issued upon request. When line-ups previously issued are still in effect when Dispatchers are relieved, transfer must show numbers of line-ups in effect and relieving Dispatchers will be responsible for trains operating not shown on line-up or trains operating ahead of line-up figures. Line-up must be repeated by one or more of those copying it. Each person copying line-up must observe whether line-up is repeated correctly and, if not, will immediately call attention to any mistakes.

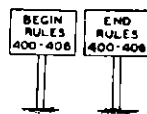
At designated intervals, copies of line-ups will be sent to a designated supervisory officer for checking.

Persons copying line-ups shall make as many copies as necessary. When an operator copies line-up a file copy shall be retained bearing signature of all persons to whom copies were issued, and when relayed by phone or other communication, notation will be made on file copy.

When necessary, foremen shall obtain extra copies of line-ups for use by employees under their supervision. Such employees shall acknowledge receipt and understanding of the line-up by signing the foreman's copy.

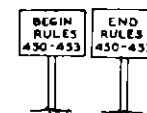
Rule 21

①



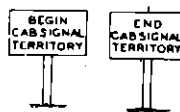
1. Indicates location where Centralized Traffic Control CTC Rules 400-406 begin and end.

②



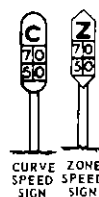
2. Indicates location where Rules governing a movement of trains and engines in the same direction by block signals begin and end.

③



3. Indicates location of beginning and end of cab signal territory.

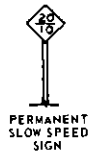
④



4. Curve speed sign indicates speed restriction for curve 4000 ft. from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign to be placed

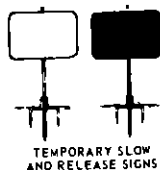
6600 ft. in advance of curve. Zone speed sign indicates maximum speed for zone ahead. Sign to be placed 4000 ft. in advance of zone where speed restriction becomes effective except on sub-divisions where maximum freight train speed is in excess of 60 MPH, signs to be placed 6600 ft. in advance of zone where speed restriction is effective. Where the movement is from a lower to a higher speed zone the zone speed sign will be placed at the point where speed may be increased. On both signs the higher figures govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures is shown it governs all trains and engines. See Rule 10(h).

5



5. Permanent Speed Restriction sign indicates permanent speed restriction begins 4000 feet or farther when necessary from sign. On subdivisions where maximum speed for freight trains is in excess of 60 MPH sign to be placed 6600 feet in advance of where permanent speed restriction begins. The higher figures on signs govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures is shown, it governs all trains and engines. Where the movement is from a lower to a higher speed, the sign will be placed at the point where speed may be increased, but the prescribed speed restriction must be maintained until entire train has passed this sign. See Rule 10(h).

6



6. Temporary speed restriction sign indicates temporary speed restriction located two miles or farther from sign except where maximum speed is 45 MPH or less, one mile or farther from sign. Resume speed sign indicates end of speed restriction. Note: The prescribed speed

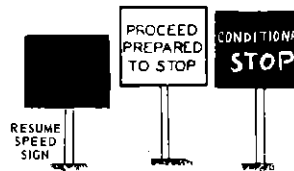
must be maintained until entire train has passed the resume speed sign. See Rule 10(g).

7



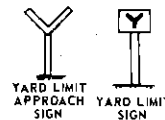
7. Indicates point where stop must be made before any part of train or engine passes such stop sign, sign used to protect railroad crossings not protected by interlocking or gates; junction points and other points where required by rule or law.

8



8. Yellow "PROCEED PREPARED TO STOP" sign indicates "CONDITIONAL STOP" sign will be displayed two (2) miles from "PROCEED PREPARED TO STOP" sign, (except when restricted track is less than two miles from terminal or junction point). "CONDITIONAL STOP" sign placed at point where train must be stopped unless authorized by foreman in charge of work to proceed beyond sign. Green "Resume Speed" sign will be displayed at point where restriction ends. See Rule 10(i)(1) and 10(i)(2).

9



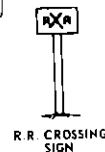
9. "Yard Limit Approach" sign indicates "Yard Limit" sign displayed approximately 1 mile ahead. "Yard Limit" sign indicates start of yard limits and is the point where train must be moving at restricted speed when required by rule.

10



10. R.R. Jct. sign indicates R.R. jct. located 1 mile ahead.

11



11. R.R. Crossing sign indicates R.R. Crossing located 1 mile ahead.

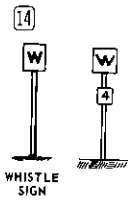
SPECIAL INSTRUCTIONS—Continued



12. Overlap sign indicates the point where signal section for the block ahead begins. After track has been occupied beyond this sign, signals in opposing direction will indicate stop. See Rule 9 Special Instructions.



13. End of block sign indicates the point where block signal section ends.



14. Whistle sign indicates point where Rule 14 (I) whistle signal must begin. Whistle signal must be repeated or prolonged until crossing is occupied by engine or car. Whistle sign will be located at distances from crossing as follows on subdivisions where maximum speed is:

40 MPH or less 1320 Ft.
 40-60 MPH 2000 Ft.
 60-80 MPH 2600 Ft.
 80-90 MPH 3000 Ft.

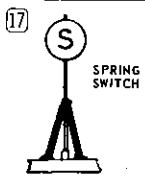
When standard crossing whistle sign bears a number plate below the "W" such sign will designate the number of crossings for which whistle signal Rule 14 (I) is to be sounded. Whistle signal Rule 14 (I) must be repeated or prolonged until all crossings protected by this sign have been occupied by engine or car.



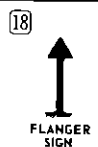
15. Station sign indicates station ahead 1 mile from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign will be located 2 miles from station. Distance to be measured from siding switch in direction of approach.



16. Combination whistle and station sign. To be placed when both signs are applicable as shown in signs 14 & 15.



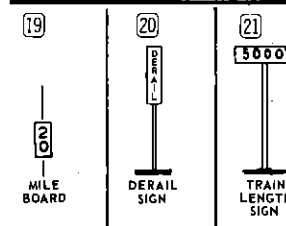
17. Indicates location of spring switches.



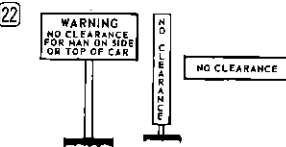
18. Flanger sign indicates location where flangers are to be raised over motor car set-offs, road crossings or other obstructions

SPECIAL INSTRUCTIONS—Continued

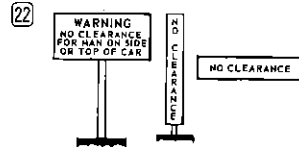
when operating snow plows, spreaders or other work equipment.



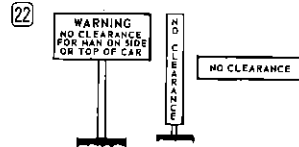
19. Mile board indicates mile post location.



20. Derail sign indicates location of derails.



21. Train length marker signs indicate distance from leaving switch of siding or yard (or other designated point) to determine length of train by feet.



22. No clearance sign indicates point where there is insufficient clearance for a man on side or top of car.

Roadway signs facing direction of approaching trains, except temporary speed restriction signs, will be respected regardless of which side of the track signs are located. These instructions will not apply to "PROCEED PREPARED TO STOP" and "CONDITIONAL STOP" signs when displayed beyond both rails of an adjoining main track.

Rule 22

Loads (gross weight of car and lading) with a maximum gross weight of 263,000 pounds can be moved unrestricted over all main and branch lines except those shown below:

Subdivision	Description of Line	Gross Weight
18-19	St. Louis to Kansas City	221,000*

* Cars with gross weights over 221,000 pounds but not exceeding 263,000 pounds may be handled between St. Louis and Kansas City with the following restrictions:

Br. No.	Town	Speed
1433	Hoecker	25 MPH
1627	Eldon, Mo.	25 MPH

Subdivision	Description of Line	Gross Weight
20-A	St. Joseph to Topeka	200,000
	St. Joseph to Horton	263,000
	Horton to Holton	200,000
	Holton to Topeka	263,000

Subdivision	Description of Line	Gross Weight
21-A	Herington to Salina	221,000**

** Cars with gross weights over 221,000 pounds but not exceeding 263,000 pounds may be handled between Herington to Salina with the following restrictions:

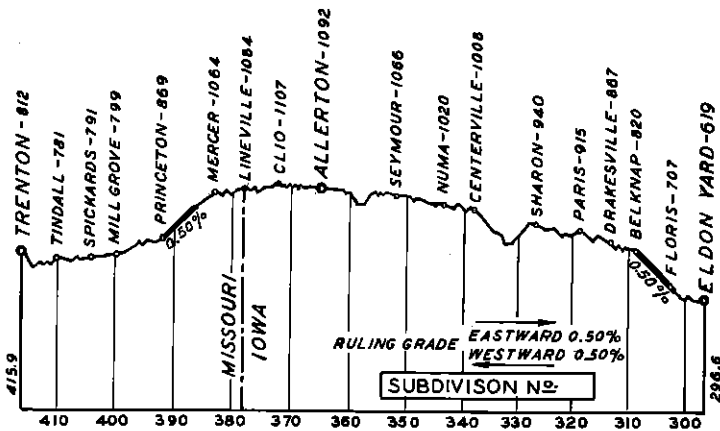
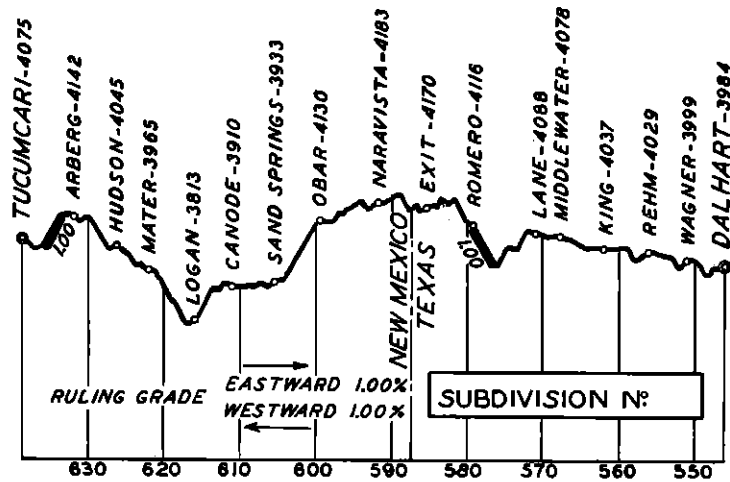
Br. No.	Town	Speed
1760	Herington	10 MPH
1792	Woodbine	10 MPH
1935	Enterprise	10 MPH

SPECIAL INSTRUCTIONS—Continued

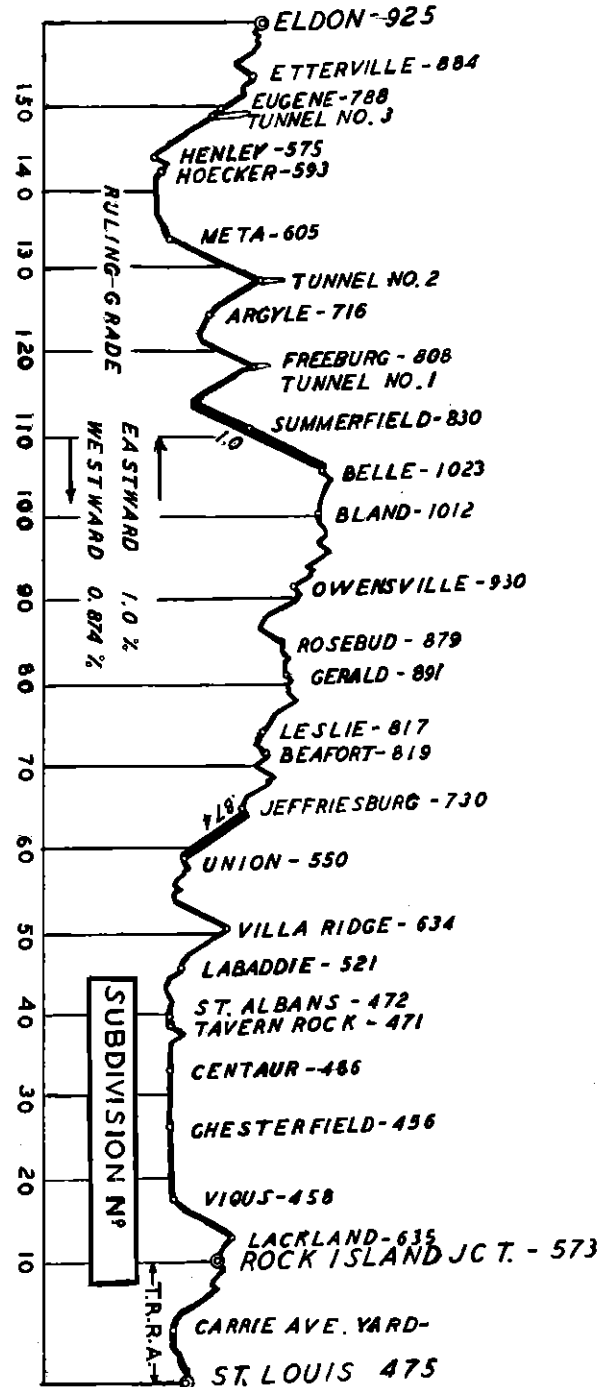
Rule 22 Continued

Loads (gross weight of car and lading) with a maximum gross weight exceeding that shown above must not be moved except on authority of Chief Train Dispatcher. The Chief Train Dispatcher, before authorizing movement must obtain authority from the General Superintendent of Transportation.

Covered hopper cars, loaded or empty, and other loaded open-top cars or open-top TOFC with lading extending above top of car or trailer must not be trained next ahead of caboose in trains.



SPECIAL INSTRUCTIONS—Continued



Rule 23

In the event of a derailment or accident involving a train, Conductor will take train list and waybills with him when leaving caboose to survey the damage, or if waybills are being carried on head end of train, Conductor must make arrangements to secure. After damage has been surveyed and assessed, he must, as soon as practicable, make a telephone report to the Train Dispatcher the information required below—Items 1 through 11. The Train Dispatcher will enter the information on the proper form in his office along with any other information deemed necessary and furnish to the Chief Dispatcher or Asst. Chief Dispatcher on duty.

- 1. Train or Engine Number _____
- 2. Location _____ Nearest Mile Post _____
Brief description of physical layout such as curves, cut, fill, ascending or descending grade. _____

- 3. Time of Derailment or Accident _____
- 4. Loads, empties and tons (in train) _____
- 5. Location in train of derailed cars _____
- 6. Estimate of Track, Bridge or Signal damage _____

- 7. Personal injuries _____
- 8. Cause of Derailment or Accident (if known) _____
- 9. Weather conditions _____
- 10. If Hazardous Material involved: _____
 - A. How close to residential or commercial establishments _____

 - B. Are any cars broken open or leaking (if yes, describe) _____

 - C. Is any car or equipment on fire _____

- 11. Details of cars involved as follows: (List each car involved in accident or derailment) _____

Car Initial & Number	Waybill Name of Commodity	Shipper	Origin	Consignee	Destn	Placarded	Position of Derailed car
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SPECIAL INSTRUCTIONS—Continued

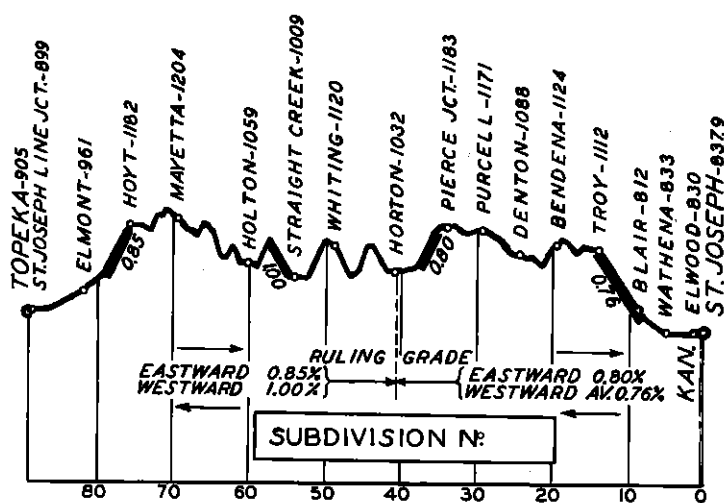
Rule 24. All shipments of Class A Explosives moving to, via, or originating on the CRI&P Railroad must not be moved from an interchange point with another railroad or from a local loading point until the car has been inspected by a mechanical department representative to determine that car meets certain restrictions with reference to structural and brake shoe requirements. Under no circumstances may cars be moved that are equipped with standard cast iron brake shoes. Other brake shoes which are permitted must meet current AAR wear limit requirements.

Cars containing Class A Explosives must be equipped with:

- (1) A continuous steel subfloor or,
- (2) Metal spark shields, located on each side of the center sill, extending continuously from the center sill to the side sill, and continuously from the end sill to a point not less than 1 foot beyond the tread of the inside wheel of the car truck and which does not have an accumulation of oil, grease, or debris, constituting a fire hazard.

A car which does not meet these requirements may move in trains only on instructions of Chief Dispatchers and under the following conditions:

1. The car transporting Class A Explosives and each car coupled to that car in a train must be inspected by a qualified employee while the train is stopped as follows:
 - (A) Where the train and engine crews are changed.
 - (B) Immediately before traversing a 1.75 percent or more descending grade of 10 miles or more in length.
 - (C) The first point practicable after traversing a 1.75 percent or more descending grade of 10 miles or more in length, but not more than two (2) miles after descending the grade.



SPECIAL INSTRUCTIONS—Continued

(D) The first point practicable after the automatic air brakes have been in continuous application on a moving train for a period of 30 minutes or more.

(E) The first point practicable after an emergency application of automatic air brakes.

2. Chief Dispatchers will notify Transportation Control Center at Kansas City of any cars moving under these restrictions.

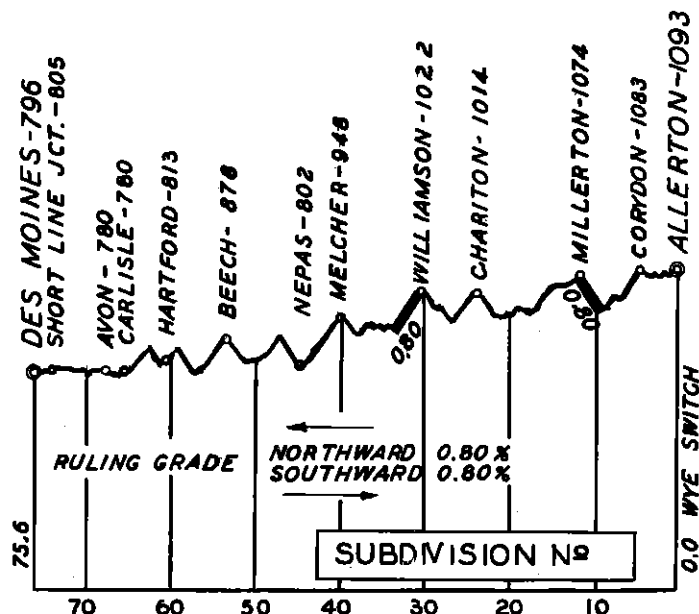
The inspection required in the foregoing paragraph must be conducted to determine that:

- (1) The air brakes are released.
- (2) There is no evidence of fire.
- (3) There is no evidence of overheating of brake shoes, wheel rims, wheel treads of journals.
- (4) The car suspension system and draft gear assembly are in a safe and suitable condition for service.

If there is evidence of sticking brakes, measures must be taken to assure that air brakes and hand brakes are fully released.

If there is evidence of overheating of any component of a car, or the suspension system or draft gear assembly of a car is found to be in an unsuitable condition for service, each defective car must be set out from the train, or the train may proceed at a speed of not more than 10 MPH to the nearest point where it can be set out.

Cars set out under these conditions may not be moved until they have been repaired, inspected and certified as safe by a Mechanical Department Officer. If car cannot be made safe and in a suitable condition for service, the Class A Explosives lading must be transferred to a car which meets requirements for Class A Explosives loading.



OFFICERS

T. J. Hull	Asst. Div. Supt.	Kansas City
H. L. Reyburn	Chief Dispatcher	El Reno
P. E. Mankins	Chief Dispatcher	Des Moines
D. L. Hale	Terminal Supt.	Armourdale
W. J. King	Terminal Supt.	St. Louis
R. T. Flowers	Asst. Term. Supt.	Armourdale
R. F. Rush	Term. Trainmaster	Armourdale
S. A. Williams	Term. Trainmaster	Armourdale
G. J. Huggins	Trainmaster-RFE	Eldon, Mo.
W. E. Hand	Trainmaster	Herington
W. K. O'Brien	Trainmaster-RFE	Liberal
M. M. Davis	Trainmaster-Agt.	St. Joseph
E. E. Lloyd	Trainmaster-Agt.	Trenton, Mo.
J. H. Meek	Asst. TM-Agt.	Liberal
J. H. Pendlay	RFE	Trenton, Mo.
S. R. Early	RFE	Kansas City
D. L. Gibson	Div. Engr.	Kansas City
R. D. Espeland	General RM	Kansas City
J. L. Bryant	General RM	Kansas City
D. L. Garber	Asst. Div. Engr.	Kansas City
J. T. Palmer	Roadmaster	Armourdale
L. J. Haase	Roadmaster	Allerton
U. M. Hilke	Roadmaster	Eldon, Mo.
K. H. Carl	Roadmaster	Trenton, Mo.
J. R. Mullins	Roadmaster	Herington
V. L. Craig	Roadmaster	Hutchinson
A. W. Wilson	Roadmaster	Dalhart
J. T. Baier	DMO-L	Kansas City
U. H. Flippin	Asst. DMO-L	Kansas City
C. R. Evans	DMO-C	Kansas City
M. C. Hurt	Asst. DMO-C	Kansas City
O. D. Hime	Asst. DMO-C	St. Louis
L. L. Willsey	Asst. DMO	Liberal
M. K. Ross	Asst. DMO	Herington
R. L. Wharry	Signal Supvr.	Kansas City
R. C. Edmondson	Asst. Signal Supvr.	Trenton, Mo.
L. A. Rutledge	Asst. Signal Supvr.	Liberal
J. R. Hutton	Bridge & Bldg. Supvr.	Kansas City
D. R. Brown	Safety Officer	Kansas City
W. W. Stephenson	Div. Special Agt.	Kansas City

TRAIN DISPATCHERS

El Reno, Oklahoma

R. B. Sarvis	Asst. Chief Dispatcher	D. K. Short	Dispatcher
J. L. Steward	Asst. Chief Dispatcher	R. M. Young	Dispatcher
W. R. Hedrick	Asst. Chief Dispatcher	J. R. Young	Dispatcher
F. S. Joslin	Asst. Chief Dispatcher	J. D. Marquis	Dispatcher
C. E. Walters	Asst. Chief Dispatcher	G. E. Wilbanks	Dispatcher
S. R. Knauss	Asst. Chief Dispatcher	D. L. Kirkpatrick	Dispatcher
L. E. Olson	Dispatcher	W. K. Leck	Dispatcher
W. D. Minnick	Dispatcher	D. L. Hedrick	Dispatcher
D. E. Cast	Dispatcher	J. J. Marquis	Dispatcher

Oral conversation between foreman in charge of work and engineer to be worded as follows when using "Proceed Prepared To Stop" and "Conditional Stop" signs.

FOREMAN'S CLEARANCE

RI _____
OCCUPATION NAME

in charge of work at MP _____ calling (Train No.) _____
(after train answers giving his identification): _____.

This is RI _____ in charge of
OCCUPATION
work between MP _____ and MP _____ Train Order No. _____ . We are in the clear and you may proceed past the red conditional stop sign and through the limits of order at _____ MPH.

Where Rule 10(i)(2) is authorized, Foreman will omit the words, "Train Order No. _____."

ENGINEER'S ACKNOWLEDGMENT OF CLEARANCE

This is engineer of RI Train _____ .

I may proceed past the red conditional stop sign and through the limits of Order No. _____ between MP _____ and MP _____ at _____ repeat _____ MPH.
SPEED SPEED

Where Rule 10(i)(2) is authorized, Engineer will omit the words, "of Order No. _____."

Oral conversation between foreman in charge of work and engineer to be used to authorize one additional restriction between "Conditional Stop" signs.

FOREMAN'S CLEARANCE

RI _____
OCCUPATION NAME

in charge of work at MP _____ , calling (Train No.) _____
(after train answers giving his identification): _____.

This is RI _____ in charge of work
OCCUPATION
between MP _____ and MP _____ Train Order No. _____ . We are in the clear and you may proceed past the red conditional stop sign and through the limits of order at _____ MPH except _____ MPH between MP _____ and MP _____ .

Where Rule 10(i)(2) is authorized, Foreman will omit the words, "Train Order No. _____."

ENGINEER'S ACKNOWLEDGMENT OF CLEARANCE

This is engineer of RI Train _____ . I may proceed

past the red conditional stop sign and through the limits of Order No. _____ between MP _____ and MP _____ at _____ MPH except _____ MPH between MP _____ and MP _____ ; repeat, at _____ MPH except _____ MPH between MP _____ and MP _____ .

Where Rule 10(i)(2) is authorized, Engineer will omit the words, "of Order No. _____."