

**SAFETY FIRST**



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# **MISSOURI PACIFIC RAILROAD COMPANY**

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**NORTHERN DISTRICT  
EASTERN, KANSAS CITY TERMINAL  
AND OMAHA DIVISIONS**

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## **TIMETABLE No. 1**

**Effective 12:01 a. m. Tuesday, May 1, 1962**

**CENTRAL STANDARD TIME**

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**FOR THE GOVERNMENT OF EMPLOYEES CONCERNED**  
The Railroad Company Reserves the Right to Vary Therefrom  
as Circumstances May Require.

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**J. H. LLOYD, Vice President-Operation.**

**M. L. SMITH, Assistant Vice President-Operation.**

**J. A. AUSTIN, General Superintendent Transportation.**

**J. M. TOLER, Asst. General Supt. Transportation.**

**G. M. HOLZMANN, General Manager.**

**D. T. BARKSDALE, Assistant General Manager.**

## DIVISION OFFICERS

### St. Louis Terminal Division

H. JONES..... Superintendent..... St. Louis, Mo.  
 W. CRIMM..... Asst. Superintendent..... Dupo, Ill.  
 A. W. REES..... Trainmaster..... Dupo, Ill.  
 L. H. MILLER..... Asst. Superintendent..... St. Louis, Mo.  
 D. L. HALFERTY..... Trainmaster..... St. Louis, Mo.  
 H. J. HERRMANN..... Trainmaster..... St. Louis, Mo.  
 J. R. STEIGER..... Road Foreman of Engines..... St. Louis, Mo.

### Eastern Division

V. G. DYER..... Superintendent..... Jefferson City, Mo.  
 G. T. GRAHAM..... Asst. Superintendent..... Nevada, Mo.  
 V. M. DRISKILL..... Trainmaster..... Jefferson City, Mo.  
 C. H. BELL..... Trainmaster..... Jefferson City, Mo.  
 B. J. STEWART..... Trainmaster..... Nevada, Mo.  
 W. R. GALLAGHER..... Division  
 Trainmaster..... Jefferson City, Mo.  
 B. F. SCHNEIDER..... Road Foreman of  
 Engines..... St. Louis, Mo.  
 V. E. KRIG..... Road Foreman of  
 Engines..... Kansas City, Mo.

### Kansas City Terminal Division

L. V. HOBBS..... Superintendent..... Kansas City, Mo.  
 G. H. NEEDHAM..... Asst. Supt..... Kansas City, Mo.  
 R. F. HICKERSON..... Trainmaster..... Kansas City, Mo.  
 J. D. BOLING..... Trainmaster..... Kansas City, Mo.  
 R. M. McKIDDY..... Asst. Trainmaster..... Kansas City, Mo.  
 H. H. WALKER..... Road Foreman of  
 Engines..... Kansas City, Mo.

### Omaha Division

C. L. CHRISTY..... Superintendent..... Atchison, Kan.  
 W. A. CATLETT..... Asst. Superintendent..... Atchison, Kan.  
 G. R. JOHNSON..... Trainmaster..... Omaha, Neb.  
 J. B. MULLINGS..... Asst. Trainmaster..... Atchison, Kan.  
 R. B. MERRIMAN..... Division  
 Trainmaster..... Kansas City, Mo.  
 F. E. WHEELER..... Road Foreman of  
 Engines..... Falls City, Neb.

Northern District

## EXPLANATION OF CHARACTERS

- Ⓐ—Automatic Interlocking.
- Ⓑ—Radio Base Station.
- D—Diesel Fuel Oil.
- e—Eastward.
- Ⓒ—Gate — Normal position against conflicting route.
- G—Gate — Normal position against Mo. Pac.
- Ⓜ—Manual Interlocking.
- Ⓢ—Stop Sign.
- T—Turntable or Wye.
- w—Westward.
- W—Water.
- ⓧ—Railroad Crossing at Grade.
- Ⓨ—Yard Limit (Mile Pole limits shown on schedule pages)
- \*—Mail Crane.
- ‡—Track Scales.

Register Stations are shown in full-faced type.

## EXPLANATION OF STOPS:

- s—Regular stop.
  - f—Stop on signal for passengers, mail, baggage and express.
  - a—Stop on signal to receive or discharge revenue passengers.
  - b—Stop on signal to receive revenue passengers.
  - c—Stop on signal to discharge revenue passengers.
  - m—Stop on signal to receive or discharge revenue passengers and first class mail.
  - k—Stop on signal to receive or discharge revenue passengers to and from Pueblo and beyond.
- Nos. 17 and 16 stop Lee's Summit and Knobnoster Saturday and Sunday for passengers.  
 No. 17 stop California on Sunday for passengers.  
 No. 19 stop California on Sunday discharge mail.  
 No. 12 stop California on Sunday for passengers.  
 No. 15 stop Lee's Summit Sunday to receive and discharge mail.

## TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5	12	0
8	7	30
10	6	0
12	5	0
15	4	0
18	3	20
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
49	1	14
50	1	12
55	1	5
59	1	2
60	1	0
65	0	55
70	0	51
75	0	48
79	0	46

Northern District



4 ST. LOUIS SUBDIV.—EASTERN DIVISION

TRAINS WESTWARD				Miles from St. Louis — Seventh Street	TIMETABLE No. 1 MAY 1, 1962
FIRST CLASS					
11 Passenger Daily	15 Passenger Daily	17 Passenger Daily	19 Passenger Daily		
b 4 20PM	b 2 50PM	b 9 10AM	b 12 10AM	13.48	KIRKWOOD.....®
				2.17	HI.....
				16.55	BARRETTTS.....
				18.75	PA.....
				18.96	VALLEY PARK.....
				22.84	BY.....
				24.08	JB.....
				27.91	EUREKA.....*
				32.28	DO.....
	b 3 10			34.84	PACIFIC..... T@W*§
				37.08	GS.....
				46.57	HD.....
4 53	a 3 25	s 9 47	s 12 50	51.75	WASHINGTON...®*
4 56	3 28	9 50	12 53	57.72	WG.....
			a 1 02	67.31	NEW HAVEN.....®*
				67.46	NH CROSSOVER.....
			a 1 09	75.19	BERGER.....*
	a 3 50		a 1 15	81.08	HERMANN.....®*
				81.22	HN CROSSOVER.....
				88.19	KK JCT.....
5 24	a 4 00	10 22	f 1 25	88.59	GASCONADE.....®*
				92.90	MORRISON.....*
	a 4 12		a 1 40	100.26	CHAMOIS.....®T*
			a 1 54	113.10	BONNOT'S MILL...*
				118.79	LL JCT.....
				117.32	OSAGE.....*
				124.33	JC.....
s 6 00PM	s 4 40PM	s 11 00AM	s 2 10AM	125.33	Jefferson City...®DWT§

PASS. (Fr. St. L.-U. S.)... 121.60 — FRT. (Fr. St. L.-23rd St.)... 120.86

ABS — Between Kirkwood and Jefferson City. Rule 99 (J) effective.

Signal indication, both opposing and following movements between Kirkwood and WG, KK Jct. and Gasconade, LL Jct. and Jefferson City.

Signal indication, with Current of Traffic between WG and KK Jct., Gasconade and LL Jct.

Two main tracks between Kirkwood and KK Jct., Gasconade and LL Jct., Osage and Jefferson City.

ST. LOUIS SUBDIV.—EASTERN DIVISION 5

Siding Capacity in Cars	TIMETABLE No. 1 MAY 1, 1962	TRAINS EASTWARD			
		FIRST CLASS			
		18 Passenger Daily	12 Passenger Daily	16 Passenger Daily	14 Passenger Daily
Yd.	KIRKWOOD.....	c 6 33AM	c 11 45AM	c 5 10PM	c 9 15PM
	HI.....				
	BARRETTTS.....				
	PA.....				
	VALLEY PARK.....				
	BY.....				
	JB.....				
	EUREKA.....				
	DO.....				
	PACIFIC.....				
	GS.....				
	HD.....				
	WASHINGTON...®*	s 5 40	11 05	s 4 28	s 8 25
	WG.....	5 21	11 02	4 24	8 19
	NEW HAVEN.....	a 5 12			
	NH CROSSOVER.....				
	BERGER.....				
	HERMANN.....	a 4 56			m 7 57
	HN CROSSOVER.....				
	KK JCT.....				
	GASCONADE.....	a 4 46	10 32	3 54	7 46
	MORRISON.....	a 4 40			
100	CHAMOIS.....	s 4 32			a 7 35
	BONNOT'S MILL...*				
	LL JCT.....				
	OSAGE.....	a 4 15	10 08	3 28	7 18
	JC.....				
Yd.	Jefferson City.....	4 05AM	10 00AM	3 20PM	7 10PM

PASS. (To St. L.-U. S.)... 121.60 — FRT. (To St. L.-23rd St.)... 120.86

Trains must secure clearance before leaving Jefferson City.

Trains No. 11, 12, 16, and 17 register by ticket at Jefferson City.

**6 SEDALIA SUBDIV.—EASTERN DIVISION**

TRAINS WESTWARD				Miles from St. Louis —Seventh Street	TIMETABLE No. 1 MAY 1, 1962
FIRST CLASS					
11 Passenger Daily	15 Passenger Daily	17 Passenger Daily	19 Passenger Daily		
6 01PM	4 50PM	11 05AM	2 30AM	125.33	JEFFERSON CITY. @DWT*
6 04	4 53	11 08	2 33	127.95	SR JCT. ....
6 14	5 05	11 20	2 48	140.26	CENTERTOWN.....*
<b>6 24</b> <sup>14</sup>	5 09	11 24	2 53	144.72	MCGIRK.....*
6 30	s 5 15	a 11 30	a 3 07	150.38	CALIFORNIA.....@*
6 36	5 20	11 36	3 14	156.63	CLARKSBURG.....*
6 42	s 5 27	11 42	a 3 20	162.87	TIPTON.....@*
6 47	5 32	11 47	3 25	168.13	SYRACUSE.....*
6 54	5 39	11 54	3 32	175.75	OTTERVILLE.....*
6 59	<b>5 50</b> <sup>14</sup>	11 59AM	3 38	181.11	SMITHTON.....*
7 05	5 56	12 05PM	3 44	187.79	SA TOWER... @MKT@
s 7 10	s 6 10	s 12 10	s 4 00	188.94	SEDALIA.....@WT@
7 16	6 16	12 16	4 07	195.74	DRESDEN.....*
7 21	6 21	12 21	4 12	200.91	LAMONTE.....*
7 27	6 28	f 12 28	4 19	208.13	KNOBOSTER.....*
s 7 37	6 38	s 12 40	s 4 40	218.40	WARRENSBURG.....@*
7 42	6 44	12 46	4 46	224.45	CENTERVIEW.....*
7 49	6 52	a 12 54	s 4 54	232.83	HOLDEN.....*
7 53	6 57	12 58	4 59	237.56	KINGSVILLE.....*
7 58	7 02	<b>1 10</b> <sup>16</sup>	5 04	243.08	STRASBURG.....*
k 8 04	s 7 15	a 1 19	s 5 20	249.27	PLEASANT HILL. @WT*
.....	.....	.....	.....	252.34	AVON.....
.....	f 7 27	a 1 33	a 5 34	259.87	LEE'S SUMMIT.....*
.....	.....	.....	.....	265.10	LB SIDING.....
8 22	7 40	1 45	5 45	270.83	ELM PARK.....
a 8 27	s 7 45	a 1 55	s 6 00	273.27	INDEPENDENCE.. @D*
.....	.....	.....	.....	276.84	ROCK CREEK JCT. @
9 00PM	8 25PM	2 20PM	6 45AM	283.03	KANSAS CITY.....

PASSENGER.....157.23 — FREIGHT.....153.21

ABS Between Jefferson City and Rock Creek Jct. Rule 99 (J) effective.

Signal indication, both opposing and following movements between Jefferson City and SR Jct., Strasburg and Elm Park.

Signal indication, with Current of Traffic between Elm Park and Rock Creek Jct.

Two main tracks between Jefferson City and SR Jct., Elm Park and Rock Creek Jct.

Rock Creek Jct. is train order office for Eastward Sedalia Subdiv. Trains originating Neff Yard must secure clearance. Trains originating Kansas City must secure clearance at Telegraph Office Union Sta. Trains must secure clearance at Sedalia when operator on duty.

Trains must secure clearance at Jefferson City.

Trains No. 11, 12, 16 and 17 register by ticket at Jefferson City.

Yard Limits: MP 187-0 to MP 190-30; MP 271-24 to MP 274-5; Kansas City Term. Div. — see map in Special Instructions.

Trains are governed by Kansas City Term. Ry Rules between Rock Creek Jct. and Kansas City. See special instructions.

**SEDALIA SUBDIV.—EASTERN DIVISION 7**

Siding Capacity in Cars	TIMETABLE No. 1 MAY 1, 1962	TRAINS EASTWARD			
		FIRST CLASS			
		12 Passenger Daily	16 Passenger Daily	14 Passenger Daily	18 Passenger Daily
Yd.	JEFFERSON CITY.....	s 9 55AM	s 3 15PM	s 7 00PM	s 3 55AM
.....	SR JCT. ....	9 50	3 10	6 41	3 30
70	CENTERTOWN.....	9 38	2 57	6 28	3 16
70	MCGIRK.....	9 34	2 53	<b>6 24</b> <sup>11</sup>	3 12
75	CALIFORNIA.....	a 9 29	a 2 48	s 6 19	a <b>3 07</b> <sup>19</sup>
42	CLARKSBURG.....	9 22	2 41	6 13	3 01
70	TIPTON.....	9 17	2 35	6 07	s 2 50
46	SYRACUSE.....	9 12	2 30	6 02	2 40
50	OTTERVILLE.....	9 05	2 23	5 55	2 33
66	SMITHTON.....	9 00	2 18	<b>5 50</b> <sup>16</sup>	2 28
.....	SA TOWER—@MKT@	8 54	2 12	5 42	2 22
Yd.	SEDALIA.....	s 8 52	s 2 10	s 5 40	s 2 20
100	DRESDEN.....	8 42	1 56	5 31	1 42
54	LAMONTE.....	8 37	1 51	5 26	1 37
60	KNOBOSTER.....	8 31	f 1 45	5 19	1 30
46	WARRENSBURG.....	a 8 22	s 1 36	s 5 10	s 1 07
100	CENTERVIEW.....	8 15	1 28	5 03	1 00
65	HOLDEN.....	8 08	1 20	4 55	s 12 52
54	KINGSVILLE.....	8 04	1 15	4 51	12 44
70	STRASBURG.....	7 59	<b>1 10</b> <sup>17</sup>	4 46	12 39
140	PLEASANT HILL.....	k 7 53	a 1 02	m 4 40	s 12 32
80	AVON.....	.....	.....	.....	.....
84	LEE'S SUMMIT.....	.....	a 12 50	.....	s 12 12AM
60	LB SIDING.....	.....	.....	.....	.....
.....	ELM PARK.....	7 32	12 37	4 17	11 56PM
.....	INDEPENDENCE.....	a 7 30	a 12 35	a 4 15	s 11 53
.....	ROCK CREEK JCT.....	.....	.....	.....	.....
.....	KANSAS CITY.....	7 15AM	12 20PM	4 00PM	11 35PM

PASSENGER.....157.23 — FREIGHT.....153.21

8 RIVER SUBDIV. — EASTERN DIVISION

TRAINS WESTWARD		Miles from St. Louis — Seventh Street	Timetable No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS					SECOND CLASS	
75 Red Ball Freight Daily	71 Red Ball Freight Daily				72 Red Ball Freight Daily	74 Red Ball Freight Daily
10 00PM	5 30AM	125.33	JEFFERSON CITY. @DWT\$	Yd.	2 30PM	8 10PM
10 05	5 40	127.95	SR JCT. .... 2.62		2 10	8 06
10 10	5 45	129.31	AA JCT. .... 1.36		2 03	8 03
10 15	5 52	130.97	BB JCT. .... 1.66		2 00	8 00
10 30	6 10	143.87	SANDY HOOK. .... 12.90	190	1 40	7 44
10 46	6 27	156.78	WOOLDRIDGE. .... 12.91	189	1 22	7 16
10 56	6 39	164.66	MERNA. .... 7.88	125	1 10	7 06
11 12	6 48	170.85	BOONVILLE. .... @T	125	1 00	6 58
11 20	6 58	177.20	CC JCT. .... 6.35		12 50	6 49
11 24	7 03	180.21	FF JCT. .... 3.01		12 45	6 45
11 33	7 16	186.91	BLACKWATER. .... 6.70	115	12 33	6 35
11 45	7 29	195.02	NAPTON. .... 8.11	125	12 20	6 23
11 54PM	7 45	202.17	MS SIDING. .... T	130	12 10	6 13
12 03AM	7 54	209.66	STANHOPE. .... 7.49	125	12 01PM	6 03
12 10	8 01	215.23	MALTA BEND. .... @	203	11 53AM	5 55
12 20	8 13	224.67	WAVERLY. .... 9.34		11 39	5 43
12 30	8 30	230.65	HODGE. .... 6.08	190	11 30	5 33
12 52	8 59	247.62	MYRICK. .... 16.97	200	11 05	5 08
1 04	9 15	258.00	NAPOLEON. .... 10.38	125	10 50	4 52
1 14	9 25	265.15	BUCKNER. .... 7.15		10 41	4 42
1 19	9 36	268.67	LAKE CITY. .... 3.52	135	10 36	4 37
1 27	9 46	274.27	JJ JCT. .... 5.60		10 28	4 28
1 30	9 50	276.23	ETON-AT&F Jct. .... @ @		10 25	4 25
		283.84	CONGO. .... 7.61			
		284.59	ROCK CREEK JCT. .... 0.75			
		285.99	KC SW JCT. .... 1.40			
2 30AM	11 00AM	286.76	NEFF YARD. .... @D @WT\$	Yd.	10 00AM	4 00PM
			158.81			

ABS — Between Jefferson City and Neff Yard. Rule 99 (J) effective.  
 Signal indication, both opposing and following movements between Jefferson City and AA Jct.  
 Signal indication, with Current of Traffic between AA Jct. and BB Jct., CC Jct. and FF Jct., JJ Jct. and Neff Yard.  
 Two main tracks: between Jefferson City and SR Jct., AA Jct. and BB Jct., CC Jct. and FF Jct., JJ Jct. and Neff Yard.  
 Yard Limits — Kansas City Term. Div. — See map in Special Instructions.  
 Eastward trains must secure clearance at Neff Yard. "Cy." Off.  
 Westward trains must secure clearance at Jefferson City.  
 Trains operate on AT-SF Ry. between Eton and Congo — see Special Instructions.

PLEASANT HILL SUBDIV. EASTERN DIVISION 9

TRAINS SOUTHWARD			Miles from St. Louis (via Pleasant Hill)	Timetable No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS						SECOND CLASS	
501 Local Freight Daily	201 Red Ball Freight Daily	509 Local Freight Daily				202 Red Ball Freight Daily	502 Local Freight Daily
6 30PM	10 10 <sup>202</sup> AM		249.27	Pleasant Hill. .... @ @WT	Yd.	10 10 <sup>201</sup> AM	4 00AM
			249.19	@ C.R.I. & P. .... @			
6 40	10 20		253.74	ORE. .... 0.63	85	9 57	3 46
6 47	10 28		253.83	Harrisonville. .... 4.55	50	9 49	3 30
			259.24	@S.L.S.F. .... 5.09			
6 57	10 36		259.38	@S.L.S.F. .... 0.41			
7 05	10 44		265.47	LONE TREE. .... 0.14	85	9 39	3 15
7 13	10 52		271.76	ARCHIE. .... 6.29	57	9 29	3 00
7 32	11 05		277.61	ADRIAN. .... 5.85	85	9 21	2 50
7 49	11 21		287.12	BUTLER. .... 9.51	98	9 07	2 20
7 52	11 24	9 30AM	298.99	RICH HILL. .... 11.87	111	8 51	12 56
7 55	11 27	9 35	300.70	Rich Hill JCT. T. .... 1.71		8 48	12 53
8 01	11 33	9 45	302.47	PANAMA. .... 1.77	101	8 45	12 50
8 09PM	11 41	10 00	307.42	HORTON. .... 4.95	57	8 38	12 43
			313.78	WALE. .... 6.36	58	8 28	12 35
12 01 <sup>502</sup> AM	11 50	10 15AM	317.10	@M.K.T. .... 3.32			
12 10	11 55AM		317.49	NEVADA @DWT. .... @	Yd.	8 20	12 01 <sup>501</sup> AM
12 28	12 09PM		319.37	NASSAU JCT. T. .... 1.88		8 15	3 35PM
12 45	12 23		330.87	SHELDON. .... 11.50	85	7 58	3 13
			342.26	LAMAR. .... 11.39	85	7 42	2 55
			343.00	MP Tower. @SLSF@			
1 01	12 37		353.53	JASPER. .... 0.74	85	7 25	2 38
1 20	12 50PM		364.03	WR JCT. .... 10.50		7 10AM	2 20
2 00			364.14	Carthage. .... @WT\$	Yd.		2 15
3 00			374.96	WEBB CITY DT. .... 10.82	60		1 45
5 00AM			381.59	JOPLIN. .... 6.63	Yd.		1 30PM

ABS — Between Pleasant Hill and @M. K. T. Rule 99 (J) effective.  
 No. 201 is superior to Nos. 202 and 502.  
 Nos. 501 and 509 are superior to No. 502.  
 Trains must secure clearance Nevada and Carthage when opr. on duty.  
 No. 509 will not require clearance Rich Hill Jct.  
 No. 502 will not require clearance Joplin when operator off duty.  
 Train order signal Pleasant Hill applies to Sedalia and Pleasant Hill subdiv. trains.  
 Clearance addressed to Nos. 201 and 501 at Neff Yard "Cy". Office will fulfill the requirements of last paragraph of Rule 83 (a) at Pleasant Hill when train order signal indicates proceed.  
 Yard Limits: Jct. Sedalia Subdiv. to MP 249-34; MP 315-30 to 320-0; MP 361-10 to 366-15; MP 373-25 to 376-10; MP 378-0 to end of track.

10 CARTHAGE SUBDIV.—EASTERN DIVISION

TRAINS SOUTHWARD				Miles from St. Louis (via Diaz)	TIMETABLE No. 1 MAY 1, 1962	STATIONS
SECOND CLASS						
201 Red Ball Freight Daily	507 Local Freight Daily Ex. Sun.	505 Local Freight Mon., Wed., Fri.	503 Local Freight Daily Ex. Sun.			
12 50PM			1 30AM	527.79	WR JCT	
				0.11		
				527.68	CARTHAGE	@DWT§
				0.81		
				526.87	@S. L. S. F.	@
				0.87		
12 58			1 38	526.00	AA SIDING	
1 23			2 05	19.14	STOTT'S CITY	
				506.86	@S. L. S. F.	@
				17.26		
1 51			2 33	489.60	AURORA	
				1.37		
2 15		6 00AM	3 00AM	488.23	CRANE	@WDT
				9.75		
2 34		6 20		468.08	GALENA	
				7.33		
2 49		6 37		460.75	REEDS SPRING	
				9.81		
3 04		6 52		450.94	GG SIDING	
				3.60		
3 10		7 05		447.34	BRANSON	
				1.59		
3 14		8 05		445.75	HOLLISTER, MO.	
				13.05		
3 35		9 12		432.70	CRICKET, ARK.	
				17.16		
4 05		9 45		415.54	BERGMAN	
				12.35		
4 25		10 15		403.01	PYATT	
				10.64		
4 41		10 50		392.37	YELLVILLE	
				5.85		
4 51		11 01		386.52	FLIPPIN	
				4.93		
5 15		11 15AM		381.59	COTTER	@W
				24.16		
5 48				357.43	NORFORK	
				15.99		
6 10				341.44	CALICO ROCK	
				1.92		
6 13				339.52	DD-CRESWELL	
				9.85		
6 27				329.67	MOUNT OLIVE	
				4.67		
6 34				325.00	SYLAMORE	
				12.58		
6 51	9 30AM			312.42	GUION	@
				7.49		
7 02	10 00			304.93	BILTMORE	
				11.87		
7 18	10 30			293.06	EARNHARTS	
				6.63		
				286.43	BATESVILLE	@DT§
				1.33		
7 33	11 20			285.10	KD SIDING	
				14.71		
7 57	11 59AM			270.39	NEWARK	
				4.81		
8 05	12 10PM			265.58	PAROQUET	
				6.78		
8 18PM	12 35PM			258.80	DIAZ	T
				268.99		

Yard Limits: MP 283-15 to 288-17; MP 311-20 to 312-25; MP 380-20 to 382-19; MP 477-5 to 479-20; MP 524-20 to WR Jct.

CARTHAGE SUBDIV.—EASTERN DIV. 11

TIMETABLE No. 1 MAY 1, 1962	Sliding Capacity in Cars	TRAINS NORTHWARD			
		SECOND CLASS			
		202 Red Ball Freight Daily	506 Local Freight Tu., Thu., Sat.	508 Local Freight Daily Ex. Sun.	504 Local Freight Daily Ex. Sat.
WR JCT		7 10AM			10 45PM
0.11					
CARTHAGE	@ Yd.				
0.81					
@S. L. S. F.					
0.87					
AA SIDING	103	7 00			10 30
19.14					
STOTT'S CITY	100	6 35			10 01
@S. L. S. F.					
17.26					
AURORA	60	6 10			7 30
10.40					
CRANE	@ Yd.	5 52	9 55AM		7 00PM
9.75					
GALENA	45	5 37	9 35		
7.33					
REEDS SPRING	45	5 25	9 25		
9.81					
GG SIDING	50	5 10	9 10		
3.60					
BRANSON	56	5 04	8 40		
1.59					
HOLLISTER, MO.	27	5 01	8 20		
13.05					
CRICKET, ARK.	50	4 41	7 59		
17.16					
BERGMAN	65	4 15	7 30		
12.35					
PYATT	51	3 55	6 50		
10.64					
YELLVILLE	57	3 37	6 30		
5.85					
FLIPPIN	49	3 28	6 15		
4.93					
COTTER	@ Yd.	3 20	6 00AM		
24.16					
NORFORK	56	2 47			
15.99					
CALICO ROCK					
1.92					
DD-CRESWELL	56	2 23			
9.85					
MOUNT OLIVE	63	2 09			
4.67					
SYLAMORE		2 02			
12.58					
GUION	@	1 44		8 00AM	
7.49					
BILTMORE	55	1 34		7 40	
11.87					
EARNHARTS	56	1 18		7 20	
6.63					
BATESVILLE	@ Yd.				
1.33					
KD SIDING	50	1 07		7 00	
14.71					
NEWARK				6 30	
4.81					
PAROQUET	93	12 40		6 22	
6.78					
DIAZ		12 30AM		6 10AM	
268.99					

No. 201 is Superior to Nos. 202, 504, 506 and 508.

Train Register for WR Jct. located at passenger station Carthage; for Diaz located at telegraph office Newport.

Trains originating Diaz secure clearance at Newport.

Trains must receive clearance at Cotter.

No. 201, No. 202 and extra trains secure clearance at Crane.

Trains must secure clearance Carthage when operator on duty.

Clearance received by No. 201 at Nevada and No. 202 at Crane will fulfill requirements of last paragraph of Rule 83 (a) at WR Jct.

No. 504 will not require clearance Crane when operator off duty.

No. 503 will not require clearance WR Jct.

12 ATCHISON SUBDIV.—OMAHA DIVISION

TRAINS WESTWARD		Miles from St. Louis	Timetable No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS EASTWARD	
FIRST CLASS					FIRST CLASS	
901 C. G. W. Passenger Daily Ex. Sat.	17 Passenger Daily				16 Passenger Daily	904 C. G. W. Passenger Daily Ex. Sun.
STATIONS						
11 30PM	2 40PM	283.03	Kansas City, Mo. . . . .	WD	11 59AM	1 45PM
			3.25			
		286.28	Kan. City Term. Ry. Conn. Kan. . . . .			
			0.18			
		286.46	HIGH LINE CONN. . . . .			
			0.21			
		286.67	U. P. CONN. . . . .			
			0.18			
		286.85	MINNESOTA AVE. . . . .			
			0.13			
		286.98	NEFF YD. JCT. . . . .			
			0.25			
		287.23	AMP IND. . . . .	⊙		
			0.72			
		287.95	EDGEWATER JCT. . . . .	⊙		
			5.28			
		292.78	NEARMAN . . . . .	125		
			6.04	el16		
		298.82	WOLCOTT . . . . .	174		
			6.82			
		305.64	U. P. JCT. . . . .			
			0.01			
		305.65	COCHRANE . . . . .	118		
			3.15			
		308.80	E. LEAVENWORTH . . . . .	67		
			0.48			
		309.28	C. G. W. CONN. . . . .		12 56PM	
			0.26			
		309.54	BB TOWER . . . . .	⊙		
			0.02			
		309.56	CG. W. . . . .	⊙		
			0.02			
		309.58	CB & Q . . . . .	⊙		
			0.09			
		309.67	Leavenworth . . . . .	WD	11 18	
			2.63	80		
		312.30	FT. LEAVENWORTH . . . . .	113		
			1.90			
		314.20	WADE . . . . .	102		
			5.88			
		320.08	OAK MILLS . . . . .	150		
			10.62			
		330.70	ATCHISON . . . . .	⊙DTW	10 54	
			10	110		
		330.80	A.T.&SF JCT. . . . .	Yd		
			1.53			
		332.33	NK JCT. . . . .			
			6.79			
	3 52	338.12	SHANNON . . . . .	125	10 40	
			3.23			
		341.35	LANCASTER . . . . .			
			5.36			
	4 00	346.71	HURON . . . . .	125	10 32	
			5.03			
		351.74	EVEREST . . . . .			
			6.52			
	4 11	358.26	WILLIS . . . . .	125	10 21	
			11.51			
		369.77	UP. . . . .	⊙		
			0.53			
	4 24	370.30	HIAWATHA . . . . .	97	10 09	
			8.83			
	4 33	379.13	RESERVE, KAN. . . . .	96	10 00	
			5.23			
	4 40PM	384.36	Falls City Yard, Neb. W	⊙	9 54AM	
				Yd.		
			101.78			

ABS — Kansas City Term. Ry. Conn. to Falls City Yard. Rule 99 (j) effective.

Signal indication, both opposing and following movements between Kansas City Term. Ry. Conn. and Shannon.

Trains originating Kansas City must secure clearance at Teleg Office Union Sta. Hiawatha is register station for No. 16 and No. 17 only; and register by ticket. Trains are governed by Kansas City Term. Ry. Rules between Kansas City Term Ry. Conn. and Kansas City See Special Instructions.

Yard Limits: Kansas City Term. — see map in Special Instructions MP 369-15 to 371-0; MP 383-0 to 386-10.

ATCHISON SUBDIV.—OMAHA DIVISION 13

TRAINS WESTWARD		Miles from St. Louis	Timetable No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS EASTWARD		
SECOND CLASS					SECOND CLASS		
171 Red Ball Freight Daily	173 Red Ball Freight Daily				170 Red Ball Freight Daily	172 Red Ball Freight Daily	
STATIONS							
6 30PM	4 00AM	280.08	NEFF YARD . . . . .	⊙DTW	yd.	5 15PM	4 00AM
			2.05				
		282.08	OKCS . . . . .	⊙			
			1.02				
		283.10	BROADWAY, MO. . . . .				
			1.47				
		284.57	KAW PT., KAN. . . . .				
			0.15				
		284.72	KAW RIV. JCT. . . . .				
			0.02				
		284.74	UP . . . . .	⊙			
			0.13				
		284.87	UP . . . . .	⊙			
			1.01				
		287.50	EDGEWATER JCT. . . . .	⊙			
			5.28				
		292.78	NEARMAN . . . . .		125		
			6.04	el16			
		298.82	WOLCOTT . . . . .	174			
			6.82				
		305.64	UP JCT. . . . .				
			0.01				
		305.65	COCHRANE . . . . .		118		
			3.15				
		308.80	E. LEAVENWORTH . . . . .		67		
			0.48				
		309.28	CGW CONN. . . . .				
			0.26				
		309.54	BB TOWER . . . . .	⊙			
			0.02				
		309.56	CGW . . . . .	⊙			
			0.02				
		309.58	CB&Q . . . . .	⊙			
			0.09				
		309.67	Leavenworth . . . . .	WD	80		
			2.63				
		312.30	FT. LEAVENWORTH . . . . .				
			1.90				
		314.20	WADE . . . . .		102		
			5.88				
		320.08	OAK MILLS . . . . .		150		
			10.62				
		330.70	ATCHISON . . . . .	⊙DW	110		
			0.10	Yd.			
		330.80	AT&SF JCT. . . . .				
			1.53				
		332.33	NK JCT. . . . .				
			5.79				
9 15	6 05	338.12	SHANNON . . . . .		125	1 00	11 15PM
			3.23				
		341.35	LANCASTER . . . . .				
			5.36				
9 30	6 20	346.71	HURON . . . . .		125	12 45	11 04
			5.03				
		351.74	EVEREST . . . . .				
			6.52				
9 45	6 38	358.26	WILLIS . . . . .		125	12 27	10 48
			11.51				
		369.77	UP . . . . .	⊙			
			0.53				
10 00	6 58	370.30	HIAWATHA . . . . .	⊙	97	12 05PM	10 33
			8.83				
10 21 <sup>172</sup>	7 15	379.13	RESERVE, KAN. . . . .		96	11 45AM	10 21 <sup>171</sup>
			5.23				
10 50PM	7 30AM	384.36	Falls City Yard, Neb. W	⊙	Yd.	11 35AM	10 00PM
			101.78				

ABS — Edgewater Jet. to Falls City Yard. Rule 99 (j) effective. Signal indication, both opposing and following movements between Edgewater Jct. and Shannon.

Yard Limits: Kansas City Term.—See map in special instructions; MP 369-15 to 371-0; MP 383-0 to 386-10.

Falls City Yard: Train Register located in telegraph office for first-class trains and in yard office for other trains.

Atchison: Westward second-class trains must secure clearance and will not require running orders Shannon to Falls City.

Trains originating Neff Yard secure clearance "CY" office.



TRAINS WESTWARD				Miles from St. Louis	TIMETABLE No. 1 MAY 1, 1962
SECOND CLASS			FIRST CLASS		
171 Red Ball Freight	173 Red Ball Freight	517 Local Freight	17 Passenger		
Daily	Daily	Daily Ex. Sun.	Daily	STATIONS	
11 20PM	7 45AM	6 00AM	4 40PM	384.36	FALLS CITY YARD... 0.39
				384.75	ⓄCB&Q
			s 4 42	384.85	FALLS CITY... 0.10
11 40	8 05	6 15	4 47	389.56	STRAUSSVILLE... 4.71
11 47PM	8 12	6 25	4 52	394.87	VERDON... 5.31
12 10AM	8 20	6 35	4 58	401.27	STELLA... 6.40
				401.27	12.89
12 40	8 37	7 15	s 5 11	414.16	AUBURN... 2.28
12 45	8 40	7 20	5 13	416.44	MX JCT... 7.13
				423.57	JULIAN... 5.21
1 07	9 08 <sup>16</sup>	7 40	5 26	428.78	PAUL... 4.74
1 20	9 15	7 50	5 30	433.52	KD SIDING... 2.29
				435.81	ⓄCB&Q... 0.21
1 25	9 22	8 25	s 5 35	436.02	NEBRASKA CITY... 1.70
1 30	9 36 <sup>170</sup>	8 30	5 39	437.72	WX SIDING... 4.04
1 38	9 50 <sup>518</sup>	8 51 <sup>16</sup>	5 43	441.76	WYOMING... 5.71
2 00	10 03	9 12 <sup>170</sup> 9 30 <sup>518</sup>	s 5 50	447.47	UNION... 7.36
				454.83	MURRAY... 7.55
2 20	10 18	9 55	5 59	462.38	PLATTSMOUTH... 2.84
2 30	10 28	10 10	a 6 06	465.22	ⓄCB&Q... 0.29
				465.51	ⓄCB&Q... 1.60
2 40	10 35	10 25	6 11	467.11	LA PLATTE... 4.24
				471.35	FORT CROOK... 1.83 (U.P. Conn.)
3 00	10 50AM	10 40AM	6 24	473.18	GILMORE JCT... 0.58
			6 55PM	481.35	OMAHA (UNION STA.)...
				477.66	N ST. (U.P. Conn.)... 0.36
				478.02	SOUTH OMAHA... 0.68
				478.70	ⓄC&NW... 2.99
				481.69	WS JCT... 5.01
				486.70	LOCUST ST... 0.58
6 15AM	2 00PM	1 30PM		487.28	OMAHA (GRACE ST.)...
PASSENGER..... 96.99 — FREIGHT..... 102.92					

TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS EASTWARD			
		FIRST CLASS	SECOND CLASS		
		16 Passenger	170 Red Ball Freight	518 Local Freight	172 Red Ball Freight
STATIONS		Daily	Daily	Daily Ex. Sun.	Daily
FALLS CITY YARD W	Yd.	9 54AM	11 20AM	1 00PM	9 50PM
ⓄCB&Q	Ⓞ				
FALLS CITY		s 9 53			
STRAUSSVILLE	79	9 47	11 00	12 40	9 34
VERDON	125	9 42	10 50	12 25	9 27
STELLA	78	9 36	10 40	12 15PM	9 19
AUBURN	Ⓞ125	s 9 23	10 20	11 45AM	9 03
MX JCT		9 19	10 15	11 15	9 00
JULIAN	78	9 13	10 05	11 05	8 51
PAUL	78	9 08 <sup>173</sup>	9 58	10 55	8 44
KD SIDING	78	9 03	9 48	10 40	8 38
ⓄCB&Q	Ⓞ				
NEBRASKA CITY	Ⓞ25	s 8 59	9 41	10 30	8 35
WX SIDING	78	8 55	9 36 <sup>173</sup>	9 58	8 32
WYOMING	78	8 51 <sup>517</sup>	9 23	9 50 <sup>173</sup>	8 27
UNION	Ⓞ103 w75	s 8 45	9 12 <sup>517</sup>	9 30 <sup>517</sup>	8 19
MURRAY	79	8 36	8 56	9 10	8 10
PLATTSMOUTH	77	a 8 28	8 45	8 55	8 00
ⓄCB&Q	Ⓞ				
ⓄCB&Q	Ⓞ				
LA PLATTE	78	8 22	8 35	8 45	7 53
FORT CROOK		a 8 18			
GILMORE JCT.	Ⓞ	8 15	8 20	8 30	7 45
OMAHA (UNION STA.)		8 00AM			
N STREET (U.P. Conn.)					
SOUTH OMAHA	Ⓞ Yd.				
ⓄC&NW	Ⓞ				
WS JCT					
LOCUST ST.	ⓄDTW				
OMAHA (GRACE ST.)	Ⓞ Yd.		6 00AM	7 00AM	6 30PM
Passenger..... 96.99 — Freight..... 102.92					

ABS — Falls City Yard to Gilmore Jct. Rule 99 (J) effective.

Two main tracks between Locust St. and South Omaha.

No. 171 is superior to Nos. 170 and 518.

No. 173 is superior to No. 172.

Eastward Omaha Subdiv. trains will not require clearance Grace St. when operator off duty.

Yard Limits: MP 383-00 to 386-10, MP 413-28 to 414-26, MP 435-25 to 437-00, MP 446-25 to 448-15, MP 478-02 to End of Track.

Trains are governed by Union Pacific rules between Gilmore Jct. and Omaha Union Station. See Special Instructions.

16 LINCOLN SUBDIV.—OMAHA DIVISION

TRAINS WEST-WARD SECOND CLASS 519 Local Freight Daily Ex. Sun.	Miles from St. Louis	TIMETABLE No. 1 MAY 1, 1962 STATIONS	Sliding Capacity in Cars	TRAINS EAST-WARD SECOND CLASS 520 Local Freight Daily Ex. Sat.
1 30AM	447.47	UNION.....TW		12 15AM
1 45	451.72	NEHLAWKA..... <sup>4.25</sup>		11 58PM
2 05	459.45	NW JCT..... <sup>7.73</sup>		11 42
2 15	460.57	WEEPING WATER..... <sup>1.12</sup> 37		11 27
2 20	461.49	WW JCT..... <sup>0.92</sup>		11 15
2 45	471.59	HLMWOOD..... <sup>10.10</sup> 37		10 55
	494.27	©C. R. I. & P..... <sup>22.68</sup> 37		
	494.88	C. & N. W. JCT..... <sup>0.61</sup>		
4 35AM	495.14	LINCOLN..... <sup>0.26</sup> W\$ Yd.		10 00PM
		<sup>47.67</sup>		

Yard Limits: 447-25 to 449-0; 451-0 to 452-10; 454-0 to 462-7; 471-6 to 472-4; 478-20 to 479-23; 467-0 to 468-0; 486-0 to 487-0; 489-0 to End of Track.

Train 520 will not require clearance Lincoln when operator off duty and train order signal indicates proceed.

Train 519 will not require clearance Union when operator off duty.

LOUISVILLE SUBDIV.—OMAHA DIVISION

TRAINS WEST-WARD ↓	Miles from St. Louis	TIMETABLE No. 1 MAY 1, 1962 STATIONS	Sliding Capacity in Cars	TRAINS EAST-WARD ↑
	444.10	OTOE..... <sup>5.12</sup>		
	449.22	AVOCA..... <sup>4.78</sup>		
	454.00	NW JCT..... <sup>1.12</sup>		
		WEEPING WATER..... <sup>0.92</sup>		
	458.04	WW JCT..... <sup>3.89</sup>		
	459.93	MANLEY..... <sup>5.74</sup> 25		
	465.67	LOUISVILLE..... <sup>0.29</sup> 14		
	465.96	©C. B. & Q..... <sup>1.26</sup> 37		
	467.22	©C. R. I. & P..... <sup>4.47</sup> 37		
	471.69	SPRINGFIELD..... <sup>7.84</sup> 24		
	479.53	©U. P..... <sup>6.16</sup> 37		
	485.69	©C. & N. W..... <sup>2.56</sup> 37		
	488.25	WS JCT..... <sup>5.59</sup> 37		
		OMAHA (GRACE ST.)..... <sup>44.15</sup> W@D		

Yard Limits: 457-0 to End of Track; 464-20 to 469-0; 482-25 to 488-10.

CRETE SUBDIV.—OMAHA DIVISION

TRAINS WEST-WARD ↓	Miles from St. Louis	TIMETABLE No. 1 MAY 1, 1962 STATIONS	Sliding Capacity in Cars	TRAINS EAST-WARD ↑
	416.44	MX JCT..... <sup>11.52</sup>		
	427.96	TALMAGE..... <sup>38.69</sup> 27		
	466.65	©CB&Q..... <sup>19.46</sup> G		
	486.11	CRETE..... <sup>69.67</sup>		

Northern District

CONCORDIA SUBDIV.—OMAHA DIVISION 17

TRAINS WEST-WARD SECOND CLASS 511 Local Freight Sun., Tue., Thur.	Miles from St. Louis	TIMETABLE No. 1 MAY 1, 1962 STATIONS	Sliding Capacity in Cars	TRAINS EAST-WARD SECOND CLASS 512 Local Freight Mon., Wed., Fri.
12 01AM	330.70	ATCHISON..... <sup>1.63</sup> 37 DTW\$		5 00AM
12 05	332.33	NK JCT..... <sup>0.28</sup> 37		4 41
12 07	332.61	CB SIDING..... <sup>15.32</sup> 55		4 39
12 38	347.93	EFFINGHAM..... <sup>7.34</sup> 55		4 21
12 50	355.27	MUSCOTAH..... <sup>6.19</sup> 36		4 10
1 00	361.46	WHITING..... <sup>5.85</sup>		4 00
1 09	367.31	NETAWAKA..... <sup>5.58</sup> 95		3 50
1 19	372.89	WETMORE..... <sup>7.00</sup> 37		3 40
1 31	379.89	GOFF..... <sup>5.85</sup> 57		3 28
1 42	385.74	CORNING..... <sup>7.19</sup> 90		3 18
1 56	392.93	CENTRALIA..... <sup>7.48</sup> 45		3 03
2 10	400.41	VERMILLION..... <sup>8.46</sup> 25		2 50
2 27	408.87	FRANKFORT..... <sup>0.25</sup> 55		2 33
	409.12	©U.P..... <sup>6.33</sup> 37		
2 42	415.45	BIGELOW..... <sup>6.26</sup> 45		2 21
2 53	421.71	IRVING..... <sup>3.96</sup> 58		2 10
3 00	425.67	BLUE RAPIDS..... <sup>4.92</sup> 24		2 03
3 10	430.59	WATERVILLE..... <sup>7.17</sup>		1 53
3 23	437.76	BARNES..... <sup>5.89</sup> 40		1 30
3 34	443.65	GREENLEAF..... <sup>0.23</sup> 37		1 26
	443.88	WN JCT..... <sup>6.80</sup>		
3 46	450.68	LINN..... <sup>4.80</sup> 40		1 13
3 56	455.48	PALMER..... <sup>9.00</sup>		12 53
4 14	464.48	CLIFTON..... <sup>1.58</sup> 55		12 36
	466.06	©CRI&P..... <sup>4.95</sup> 37		
4 24	471.01	CLYDE..... <sup>14.11</sup> 25		12 26
	485.12	©AT&SF..... <sup>0.01</sup> 37		
	485.13	©CB&Q..... <sup>0.30</sup> 37		
5 00AM	485.43	CONCORDIA..... <sup>154.73</sup> DW 37		12 01AM

Yard Limits: MP 332-33 to 338-00; MP 442-16 to 444-25; MP 443-33 to end of track; MP 484-00 to 486-29.

No. 512 will not require clearance at Concordia when operator off duty.

Northern District

**18 DOWNS SUBDIV.—OMAHA DIVISION**

TRAINS WESTWARD		Miles from St. Louis	Timetable No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS					SECOND CLASS	
513 Local Freight	511 Local Freight				512 Local Freight	514 Local Freight
Mon., Wed., Fri.	Mon., Fri.	STATIONS		Tue., Thur., Sat.	Tue., Thur., Sat.	
9 00AM	8 30AM	485.43	Concordia . . . . . DW ⊙	41	12 30PM	11 00AM
9 10AM	8 39	490.27	HA JCT . . . . . T		12 17	10 45AM
	8 40	490.28	YUMA . . . . .	47	12 15	
		496.34	BO JCT . . . . .			
	8 50	496.42	JAMESTOWN . . . . . ⊙	27	12 05PM	
	9 00	502.88	SCOTTSVILLE . . . . .	35	11 50AM	
		514.22	⊙ U. P. . . . . ⊙			
	9 19	514.45	BELOTT . . . . .	33	11 15	
	9 37	525.61	GLEN ELDER . . . . .	32	10 33	
	9 48	532.94	CAWKER CITY . . . . .		10 10	
	10 10	538.64	DOWNS . . . . . TW ⊙	40	10 00	
		538.71	QN JCT . . . . .			
	10 55	548.53	OSBORNE . . . . .		9 05	
		562.17	ALTON . . . . .		8 37	
	11 55AM	570.46	WOODSTON . . . . .		8 20	
	12 30PM	580.42	STOCKTON . . . . . WT		8 00AM	
			94.99			

No. 514 will not require clearance HA Jct.

No. 512 will not require clearance Stockton when operator off duty.

Nos. 511 and 513 will not require clearance Concordia when operator off duty.

Yard Limits: MP 484-00 to 486-29; MP 495-25 to 497-01; MP 537-18 to 539-16.

**LENORA SUBDIV.—OMAHA DIVISION**

TRAINS WESTWARD		Miles from St. Louis	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS					SECOND CLASS	
515 Local Freight					516 Local Freight	
Mon., Wed., Fri.		STATIONS		Tue., Thur., Sat.		
10 30AM	538.64	DOWNS . . . . . TW ⊙	40	8 50AM		
10 32	538.71	QN JCT . . . . .		8 48		
10 52	547.76	PORTIS . . . . .		8 28		
11 15	557.85	GAYLORD . . . . .		8 07		
11 40AM	563.05	CEDAR . . . . .		7 46		
12 20PM	572.66	KIRWIN . . . . .		7 07		
12 41	583.13	GLADE . . . . .		6 46		
1 45	598.56	LOGAN . . . . .		5 45		
2 45	612.91	EDMOND . . . . .		4 45		
3 30PM	623.33	LENORA . . . . . W		4 00AM		
		84.69				

Yard Limits: MP 538-28 to 539-16.

No. 515 will not require clearance Downs when operator off duty.

No. 516 will not require clearance Lenora when operator off duty.

Northern District

**ST. JOSEPH SUBDIV.—OMAHA DIVISION 19**

TRAINS WESTWARD		Miles from St. Louis	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS					SECOND CLASS	
513 Local Freight	511 Local Freight				512 Local Freight	514 Local Freight
Mon., Wed., Fri.	Mon., Fri.	STATIONS		Tue., Thur., Sat.	Tue., Thur., Sat.	
		330.70	ATCHISON, KAN . . . . . T			
		330.71	DRAWBRIDGE . . . (Mo. River)			
		331.10	WINTHROP, MO . . . . .			
		347.70	DONOVAN . . . . .			
		347.75	⊙ CB&Q . . . . . ⊙			
		349.95	ST. JOSEPH . . . . . WT	Yd.		
			19.25			

Trains are governed by A&E Br. Co. rules between Atchison and Winthrop, and CRI&P RR rules between Winthrop and Donovan. See Special Instructions.

**BURR OAK SUBDIV.—OMAHA DIVISION**

TRAINS WESTWARD		Miles from St. Louis	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS					SECOND CLASS	
513 Local Freight					516 Local Freight	
Mon., Wed., Fri.		STATIONS		Tue., Thur., Sat.		
		496.42	JAMESTOWN . . . . . ⊙	27		
		512.97	JEWELL . . . . .			
		529.74	BURR OAK . . . . .			
			33.32			

Yard Limits: MP 496-11 to 497-02.

**HASTINGS SUBDIV.—OMAHA DIVISION**

TRAINS WESTWARD		Miles from St. Louis	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS					SECOND CLASS	
513 Local Freight					514 Local Freight	
Mon., Wed., Fri.		STATIONS		Tue., Thur., Sat.		
9 10AM	490.27	HA JCT . . . . . ⊙T		10 45AM		
	492.37	⊙ AT&SF . . . . . G				
	504.17	⊙ CRI&P . . . . . ⊙				
10 10	504.83	SCANDIA . . . . .		9 40		
10 45	513.82	REPUBLIC, KAN . . . . .		9 22		
	528.55	⊙ C&NW . . . . . ⊙				
11 50AM	529.61	SUPERIOR, NEB . . . . .		8 49		
	530.17	⊙ CB&Q . . . . . G				
	555.37	⊙ CB&Q . . . . . ⊙				
2 50PM	580.31	HASTINGS . . . . .		7 00AM		
		90.04				

No. 513 will not require clearance HA Jct.

No. 514 will not require clearance Hastings when operator off duty.

Yard Limit: MP 490-15 to 491-11.

Northern District

1. Eastward and Northward regular trains are superior to trains of the same class in the opposite direction, except as shown on schedule pages.

### 2. MAXIMUM SPEED:

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3, and lower speeds prescribed by train orders, restrictive signals and operating rules.

### 2-A. MAXIMUM TRAIN SPEED: (Where Maximum Engine Speed is LOWER, it will Govern).

Passenger trains handling freight equipment must not exceed maximum speed of freight trains, except upon authority of Superintendent.

The speed shown below is the highest speed authorized for the operation of Passenger and Freight trains.

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>Kirkwood: (St. Louis Terminal)</b>		
Between Grand Ave. and Tower Grove Jct.	45	35
Between Tower Grove Jct. and Kirkwood..	60	45
<b>Oak Hill, St. Louis Terminal</b> .....	35	25
<b>Carondelet, St. Louis Terminal</b> .....	30	30
<b>St. Louis</b> .....	79	55
<b>Sedalia</b> .....	79	55
<b>River:</b>		
Between Jefferson City and Eton.....	50	50
Between Eton and Congo.....	79	60
Between Congo and Rock Cr.....	20	20
<b>Lexington</b> .....	30	30
<b>Bagnell</b> .....	20	20
<b>Pleasant Hill:</b>		
Between Pleasant Hill and Nevada.....	50	50
Between Nevada and WR Jct.....	49	49
Between WR Jct. and Joplin.....	45	45
<b>Carthage:</b>		
Between WR Jct. and Crane.....	49	49
Between Crane and Cotter.....	40	40
Between Cotter and Diaz.....	49	49
<b>Springfield</b> .....	40	40
<b>Kansas City: (KC Term.)</b>		
Between KCT Ry. Crsg.-Sheffield and Leeds Jct.....	55	35
<b>Atchison:</b>		
Between KCT Ry. and Edgewater Jct.....	40	40
Between Edgewater Jct. and Atchison.....	60	50
Between Atchison and Falls City Yd.....	79	50
<b>Omaha:</b>		
Between Falls City Yard and Gilmore Jct..	79	50
Between So. Omaha and Grace St. Omaha..	25	25
<b>Lincoln</b> .....	40	40
<b>St. Joseph:</b>		
Between Atchison and Winthrop (via Atchison and Eastern Bridge Co.).....	15	15
Between Winthrop and Donovan (via CRIP)	45	35
Between Donovan and St. Joseph.....	15	15
<b>Louisville</b> .....	25	25
<b>Crete</b> .....	40	40
<b>Concordia</b> .....	45	45
<b>Downs</b> .....	45	45
<b>Burr Oak:</b>		
Between Jamestown and Jewell.....	40	40
Between Jewell and Burr Oak.....	30	30
<b>Hastings:</b>		
Between HA Jct. and MP 578 Pole 20.....	40	40
Between MP 578 Pole 20 and Hastings.....	15	15
<b>Lenora:</b>		
Between Downs and MP 582 Pole 35.....	40	40
Between MP 582 Pole 35 and Logan.....	20	20
Between Logan and Lenora.....	15	15

Northern District

2-B. MAXIMUM ENGINE SPEED: (Where maximum Train Speed is LOWER, it will govern).

Mo. Pac., T&P, TP-MP, Ft. W. Belt, N. O. & L. C., M-I, Un. Ry. and St. Joe Belt Engines:

Diesel	MPH	Diesel	MPH
1— 79.....	79	3500—3505.....	30
110— 999.....	65	6005—6018.....	55
1000—1099.....	55	6600—6613.....	55
1210—1299.....	55	8000—8007.....	55

3. SPEED RESTRICTIONS: (Where maximum Train or Engine speed is LOWER, it will govern).

### 3-A. ENGINES MOVING BACKWARD, OR MOVING FORWARD SHOVING CARS:

Engines moving backward without pilot on end facing direction of movement or moving forward shoving cars:

Subdiv.:	MPH
St. Louis, Sedalia, River, Pleasant Hill, Carthage, Atchison, Omaha, Lincoln, Concordia and Downs Subdiv. between Concordia and Downs.....	25
Springfield, Louisville, Crete, Hastings and Downs Subdiv. between Downs and Stockton.....	20
Lexington, Bagnell, Burr Oak and Lenora.....	15

### 3-B. THROUGH TURNOUTS AND CROSSOVERS, AND SPRING SWITCHES:

Through No. 10 turnout and crossovers, entire train.....	15
Through Nos. 15, 16 and 20 turnout and crossovers, entire train.....	35
Through No. 20 equilateral turnout, entire train.....	50
In straightaway movement when moving points of No. 10 Spring Switch.....	15
In straightaway movement when moving points of Nos. 15, 16 and 20 Spring Switches.....	35
(In straightaway movement when lead wheels have passed over points of Spring Switches, maximum speed may be resumed).	

Miles Per Hour

### 3-C. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:

	Passenger Trains	Freight Trains
<b>St. Louis Terminal Division:</b>		
23rd Street, Interlocking Limits.....	10	10
Grand Avenue, Interlocking Limits.....	10	10
Kirkwood Interlocking Limits.....	30	30
Davis Street, Interlocking Limits.....	20	20
<b>Eastern Division:</b>		
<b>Gasconade River:</b>		
Bridge No. 882, Mile Post 88.30....	30	30
<b>Osage River:</b> Bridge No. 1170, Mile Post 117.02..	30	30
<b>Bonnets Mill:</b> No. 18 to dispatch mail.....	40	..
<b>California:</b> No. 19 to dispatch mail.....	40	..
<b>Knobnoster:</b> Trains or engines moving on Air Base tracks must not exceed low speed.		
<b>Marshall:</b> First five streets east of depot.....	5	5
<b>Rich Hill:</b> City Limits — MP 293 Pole 26 to MP 299 Pole 24.....	25	25
<b>Nevada:</b> Over Maple, Austin and Hickory Streets.....	10	10
<b>Carthage:</b> Over Main Street and all Streets Pleasant Hill Subdiv. between MP 364 Pole 23 and MP 366 Pole 9..	15	15
<b>Aurora:</b> City Limits.....	20	20
<b>Branson:</b> City Limits; Reed Spring, Crest, and Cricket Tunnels.....	30	30
<b>Batesville:</b> Over Spring Street.....	10	10
<b>Springfield:</b> Over Highway, College Ave., Kansas Ave., and Walnut St.....	10	10

Northern District

Miles Per Hour

3-C. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED—Continued

Passenger Trains Freight Trains

Omaha Division:

Atchison — Around Curve Union Depot and Between Curve and 10th Street; through connection between Atchison Subdiv. and A&E Bridge Co. . . . .	10	10
Omaha: Over all Streets; Commercial Avenue to 30th St., inclusive; 39th and Leavenworth St., 48th and Leavenworth St. . . . .	10	10
Omaha 52nd Street . . . . .	15	15
South Omaha: Over Tracks of South Omaha Terminal Railroad, Between "L" and "N" Streets . . . . .	10	10
Lincoln, between 33rd St. and C. & N. W. Jct. . . . .	18	18
Lincoln, 14th Street and between C. & N. W. Jct. and Passenger Station . . . . .	10	10
Weeping Water, First Street east of depot . . . . .	10	10
Concordia Cedar Street . . . . .	15	15
Kansas City Terminal Division:		
River Subdiv.: Rock Creek, through interlocking	10	10
Sedalia Subdiv.: Rock Creek, through switches (No. 15 turnouts) . . . . .	20	20
Eastward trains and engines must not exceed 30 MPH from Rock Creek Jct. until public crossing at MP 276, Pole 19 is occupied . . . . .	30	30
Atchison Subdiv.: K. C., Kan., over KCNW Crsg. K. C. Term. Bridge between Kaw Point and Minnesota Ave.; over Montgall Ave.; Union Depot Connection, Sheffield . . . . .	30	30
Kansas City Term.: Neff Yd to 17th St. . . . .	25	25

LOCATIONS DESIGNATED BY MILE POST NUMBER AND PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS:

Permissible Speed in MPH	BETWEEN				Permissible Speed in MPH	BETWEEN			
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
<b>St. Louis Subdiv.:</b>									
50	13	36	14	12	60	73	15	74	16
65	14	12	15	24	60	75	17	75	28
70	17	03	17	25	55	80	09	81	16
70	18	02	19	31	55	83	35	84	35
70	20	15	20	22	60	86	09	86	15
60	21	02	21	22	60	87	29	87	33
70	22	21	22	32	45	87	36	88	07
65	23	12	24	38	45	88	15	88	30
70	24	38	27	03	50	88	35	89	10
60	27	03	27	31	55	89	14	89	26
70	30	22	31	12	70	92	06	92	11
70	32	24	33	14	55	92	37	93	02
70	33	30	34	19	70	93	32	94	02
50	34	28	35	07	65	94	15	94	20
70	37	21	39	00	55	97	24	97	29
70	40	00	40	23	60	106	33	107	01
65	41	24	42	11	70	107	16	107	23
65	48	35	49	27	65	108	30	109	05
70	58	18	58	38	70	109	28	109	35
60	61	28	62	00	55	115	29	116	25
60	63	15	64	00	55	117	26	118	22
60	64	36	65	12	70	119	24	119	38
55	67	00	67	17	70	120	26	120	38
60	70	27	70	36	70	121	06	121	20
70	71	08	71	12	70	123	26	123	35
60	72	09	72	19	65	124	21	124	28
					45	124	31	125	19

3-C.—Continued

Permissible Speed in MPH	BETWEEN				Permissible Speed in MPH	BETWEEN			
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
<b>Sedalia Subdiv.:</b>									
45	125	19	126	24	70	177	10	178	04
55	126	24	129	33	60	178	08	178	27
60	129	35	135	32	70	183	23	183	38
50	136	22	139	00	70	185	35	186	38
55	139	00	143	34	40	187	30	190	05
70	146	03	146	19	60	191	31	192	18
60	146	22	147	22	65	192	40	193	18
70	147	26	148	37	65	205	12	206	05
50	150	06	150	30	70	211	38	212	21
70	151	05	151	22	35	218	05	218	30
70	153	22	154	00	55	218	30	220	09
60	154	14	155	36	55	220	38	221	15
70	156	28	158	33	60	221	33	222	16
70	160	37	161	10	65	227	20	227	31
50	162	05	163	01	70	231	28	232	05
70	166	37	167	09	45	248	20	249	15
55	168	13	169	25	65	256	16	257	07
55	170	20	171	06	55	259	16	259	31
70	173	05	173	16	65	260	05	261	18
60	173	32	174	12	65	271	15	272	36
70	176	05	176	20	45	272	36	276	30
<b>River Subdiv.:</b>									
30	129	09	129	18	45	203	00	203	15
40	137	16	139	31	45	207	05	207	27
40	145	12	145	25	40	218	11	221	29
40	163	12	163	29	40	226	22	230	06
45	171	00	173	04	40	233	13	233	25
35	175	21	177	05	45	237	12	239	27
40	183	00	194	21	45	242	00	242	06
45	196	27	199	00	40	252	20	252	35
<b>Pleasant Hill Subdiv.:</b>									
15	248	2	249	6	40	372	0	372	19
15	317	20	317	28	40	373	18	374	5
15	364	1	364	3	15	381	3	381	15
40	369	2	370	3					
<b>Carthage Subdiv.:</b>									
20	526	16	527	30	30	429	15	429	19
20	489	2	489	29	35	422	18	422	25
40	481	18	483	7	40	380	27	381	3
30	467	15	467	25	40	340	21	340	24
30	459	20	460	4	20	285	10	286	18
35	454	10	454	15	40	283	12	285	10
30	446	17	448	10	35	277	21	278	25
30	435	0	435	27	35	264	12	264	15
30	431	13	432	15					
<b>Springfield Subdiv.:</b>									
10	477	15	477	20					
<b>Atchison Subdiv.:</b>									
35	291	05	291	25	65	349	29	349	37
50	300	02	300	12	50	350	23	350	39
50	308	14	309	21	65	352	03	352	14
30	309	22	309	36	70	353	26	354	01
50	311	39	312	19	65	354	36	355	15
55	316	04	316	11	65	360	03	360	21
50	321	11	321	23	70	363	14	363	27
35	322	19	322	36	60	364	12	364	22
55	325	34	326	12	70	365	10	365	16
50	328	03	328	14	50	366	13	367	14
20	329	19	332	08	50	369	01	371	18
60	332	08	337	07	65	373	08	374	00
70	340	35	341	09	70	375	41	376	03
65	347	09	347	28	60	383	28	384	00

3-C.—Continued

Permissible Speed in MPH	BETWEEN				Permissible Speed in MPH	BETWEEN			
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
50	385	19	385	27	70	440	11	440	27
50	386	23	386	32	70	441	13	441	20
45	387	09	387	30	70	442	15	443	27
60	387	36	389	13	60	444	11	446	29
70	390	31	391	04	30	447	15	447	34
70	392	37	394	32	60	448	06	448	17
70	398	14	398	35	70	449	17	449	34
70	407	00	407	09	60	450	23	450	30
65	408	33	409	00	70	451	06	451	22
70	409	03	410	04	70	452	10	452	18
70	411	15	411	26	70	453	32	454	05
60	412	27	413	00	60	454	18	454	24
55	416	17	416	32	70	455	03	455	11
70	419	10	419	18	70	459	23	459	30
60	419	24	420	11	60	459	34	460	30
70	420	27	421	33	50	461	06	461	35
70	422	09	422	18	55	461	35	462	23
60	422	23	422	35	55	463	35	464	08
55	425	19	425	28	45	466	08	466	29
70	426	24	426	36	70	466	39	467	11
65	429	09	429	20	55	468	38	469	15
50	431	27	435	18	60	470	14	470	31
25	435	18	437	00	65	471	27	471	39
50	437	20	440	11					

Louisville Subdiv.:

15	450	18	450	15					
----	-----	----	-----	----	--	--	--	--	--

Concordia Subdiv.:

30	366	34	367	28	20	409	05	409	06
----	-----	----	-----	----	----	-----	----	-----	----

3-D. SPEED RESTRICTIONS FOR PASSENGER CARS HAVING SLID FLAT WHEELS:

No speed limitations are necessary for the safe operation of slid flat wheels under passenger train cars if the length of the flat spot does not exceed the maximum length stated below:

<b>Four wheel truck cars:</b>	
All types including BX cars.....	3.25 inches
<b>Six wheel truck cars:</b>	
Coaches.....	3.50 inches
All other.....	3.25 inches

If the length of the flat spot is greater than the stated figure, the operating speed must not exceed 10 miles per hour to prevent serious rail and wheel damage.

3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:

All Engines and Motor Cars dead in tow or disabled in Charge of Crew:

With trucks and traction motors in good running condition.... Maximum Train Speed, or Maximum Engine Speed for particular Engine whichever is lower (See Item 2-B)

With trucks or parts of same not in good running condition.... As Authorized by Superintendent

Engines (road or switch) for movement dead in tow must have cut-out cock in supply line to control air reservoir closed, control air reservoir drained, and drain cocks left open; all switches opened; battery fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

Northern District

3-E.—Continued

With flat spot 2 3/4" or more in length for 36" diameter wheels used on E. M. D. passenger engines..... 10 MPH  
 With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch engines... 10 MPH  
 No restriction for flat spots shorter than above specified lengths.

3-F. TRAINS HANDLING MISSOURI PACIFIC WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

	MPH
Locomotive Cranes (boom must be disconnected).....	30
Bridge Derrick Cars (non-revolving).....	30
Bridge derrick cars (non-revolving) must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; and uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.	
Ditchers and Burro Cranes, loaded on flat cars.....	30
<b>Note</b> —Where maximum train speed is 30 MPH or less, speed of trains handling work equipment shown in item 3-F above, must be restricted to five miles per hour less than such maximum freight train speed.	
<b>Wrecking Cranes. Ditchers and Jordan Spreaders (self and non-self-propelling):</b>	
Boom of wrecking cranes must be in trailing position. Speed of trains handling must be restricted according to maximum permissible speed of freight trains, as shown in following table. Except ditchers and Jordan Spreaders will be restricted to 15 mph if not headed in working direction and must be headed in working direction at first opportunity:	

Maximum Freight Train Speed	Permissible Speed When Handling Self-and-Non-Self-propelled Wrecking Cranes-Ditchers and Spreaders
-----------------------------	--

15	10
20	15
25	15
30	20
35	25
40	35
45	35
49	40
50	40
55	40
60	40
Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position.....	Maximum Freight Train Speed 30 MPH or Freight Train Speed Whichever is Lower
Scale Test Cars Except MPX 5121.....	Maximum Freight Train Speed
Scale Test Car MPX 5121.....	40 MPH or Freight Train Speed Whichever is Lower
Scale Test Cars must be handled next to caboose.	
Welded rail trains and snow plows.....	40 MPH or Freight Train Speed Whichever is Lower

Trains handling welded rail will be restricted to 70 cars. Welded rail cars will be handled on head end next behind buffer cars.

The movement of Derricks, Cranes and other work equipment on its own wheels, on Revenue billing will be handled only on authority of Superintendent and at a speed not to exceed 30 MPH.

Northern District

### 3-C. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in Items, 3-D, 3-E and 3-F, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.

#### 4. STANDARD CLOCKS:

St. Louis:	Kansas City:	BB Tower
Union Station	Union Station	Atchison
23rd Street	(Telegraph Office)	Falls City Yard:
Ewing Ave. (Caller's Off)	CY Telegraph Office	Yard Office
Jefferson City:	Dispatchers' Office	Telegraph Office
Dispatchers' Office	Boardmarker's Office	Auburn
Telegraph Office	(Second floor West	Union
Yard Office	Crest Tower)	Omaha
Sedalia	Engine Dispatcher's Off.	Union Station
Pleasant Hill	(Diesel Shop)	Grace Street
Myrick	West Bowl (First Floor	Lincoln
Nevada	Yardmaster's Tower)	Concordia
Carthage	Kaw Bridge	
Joplin	Ohio Ave. (CGW	
Crane	Yard Office)	
Cotter		

#### 5. GENERAL ORDER BOOKS.

St. Louis	Springfield	Atchison
Union Station	Cotter	Lower Yard
23rd St. Yd. Office	Batesville	Upper Yard
Ewing Ave. (Caller's Off)	Newport	Enginemen's Room
Jefferson City	Kansas City	South Des Moines, Iowa
Telegraph Office	Union Sta. Teleg. Office	(CGW)
Yard Office	Union Sta. Tm. Office	Des Moines, Iowa (CGW)
Dispatchers' Office	CY Telegraph Office	Conception, Mo. (CGW)
Sedalia	Train Disp.'s Off.	Falls City
Passenger Station	East Yard (Diesel Shop)	Auburn
Yard Office	Boardmarker's Office	Union
Nevada	(West Crest)	Omaha
Carthage	West Bowl (Clerk Bldg.)	Union Station
Joplin	Ohio Ave.	Grace Street
Myrick	(CGW Yard Office)	Lincoln
Crane —	Kaw Bridge Yd. Office	Weeping Water
Station	Leeds — Yd. Office	Concordia
Yard	East Bowl, Shelter Bldg.	Downs
	BB Tower	

#### 6. TRAIN REGISTERS:

##### Kansas City Term Div.:

Train registers or suitable forms to be used by engine foremen and hostlers to record information required by Rules 3 and 6, are provided at following points:

- Kaw Bridge (Yard Office)
- West Bowl (Shelter Building)
- CY Telegraph Office
- Engine Dispatcher's Office (Diesel Shop)
- Leeds (Yard Office)

#### 7. MAXIMUM PERMISSIBLE COOPER'S CLASSIFICATION OF ENGINES AND WORK EQUIPMENT TO BE OPERATED, AND MAXIMUM GROSS WEIGHT OF CAR AND LADING TO BE HANDLED:

Between	Engines and Work Equipment	Gross Weight of Car and Lading
St. Louis, Sedalia, River, Lexington		
Atchison and Omaha Subdiv:.....	E-64	251,000 lbs.
Pleasant Hill and Nassau Jet.....	E-64	251,000 lbs.
Nassau Jet. and Joplin.....	E-60	251,000 lbs.
Webb City and Atlas.....	E-45	210,000 lbs.
Webb City and Oronogo.....	E-60	251,000 lbs.

Northern District

#### 7.—Continued

Between	Engines and Work Equipment	Gross Weight of Car and Lading
Joplin and Water Works Spur.....	E-45	210,000 lbs.
Cushman Spur.....	E-45	210,000 lbs.
Carthage, Springfield and St. Joseph Subdiv:.....	E-60	251,000 lbs.
Bomber Plant Ft. Crook.....	E-58	240,000 lbs.
Lincoln and Louisville Subdiv:.....	E-50	240,000 lbs.
Bagnell, Concordia, Downs, Lenora, Burr Oak, Hastings and Crete Subdiv:.....	E-45	210,000 lbs.
Greenleaf — Washington.....	E-45	210,000 lbs.
MP 276 and Quindaro via Cypress and Kansas City.....	E-64	251,000 lbs.
Washington Ave., Kansas City, Kan., & 27th Street — KCNW.....	E-45	210,000 lbs.
KCSW Jct. and Leeds.....	E-64	251,000 lbs.

Cars with gross weight of car and lading of more than 251,000 lbs., may be handled only upon authority of Superintendent, which authority, together with any restrictions, must be shown on, or attached to, waybill. If speed restrictions are involved, train order, Form X, must be issued specifying speed restrictions.

All engines and work equipment owned by this railroad classify E-45 or less.

#### 7-A. Engine Restrictions:

Name of Track or Location	Restriction
Yeatman.....	Engines must not operate beyond clearance point on Modern Sand and Gravel Company track.
Nevada.....	Engines must not use track beyond restriction sign Rentz Warehouse Track.
Carthage.....	Engines must not use track beyond restriction sign Ready-Mixed Concrete Co. track.
Carthage.....	Cheese track — coupled units must not be operated beyond restriction sign.
Wagner Spur.....	Engines or cars (except flat, gondola or hopper) must not be operated under loading tipple of coal company.
<b>Kansas City Terminal</b>	
New Municipal Dock.....	Engines must not operate beyond switch leading to No. 1 track (No. 1 track is the northerly track which leads to trestle serving concrete dock and points out in river.)
K&M Elevator Shed.....	Engines must not be operated under either end of these sheds.
Eagle Elevator Shed.....	
"B" Elevator Shed.....	
Sheffield Steel Co. Lead.....	
Weeping Water.....	Engines are not permitted on bridge. Engine or cars must not be operated under loading tipple of Cass Company.

#### 8. SPECIAL INSTRUCTIONS COVERING OPERATION OVER RAILROAD CROSSINGS AT GRADE.

Instructions posted in Release Boxes vicinity of automatic interlocking crossings will govern movement of trains over crossings.

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first-class shall have precedence. As between trains of the same class, senior line shall have the right to cross first. Cars or engines **must not** be cut off and left between absolute signals of an interlocking **except in emergency**, and then conflicting routes must be properly protected.

Northern District

## 8.—Continued

Within 4000 ft. and not less than 2500 ft. of each side of crossings equipped with standard gates, there is a Restricted Speed Sign. Restricted speed at these locations shall not exceed twenty miles per hour, to apply from this sign until crossing is occupied.

**Springfield:** Be governed by instructions in release boxes. One release box is located on side of concrete cabin near crossing and the other in advance of southward absolute signal.

Before movement from MP to SL-SF tracks, to reach industries in Phelps Ave., communicate with SL-SF Train Dispatcher, who will authorize opening of switch.

There are no signals governing movement from Phelps Ave. to MP tracks. Communicate with SL-SF Train Dispatcher and secure authority for movement.

Telephone is located in booth between MP and SL-SF tracks at Sherman Ave., and in booth near crossing.

**Sheffield:** Crossing of KCS at MP 280 pole 24 is equipped with derails and absolute signals on Southward Lead. Crews desiring to use this crossing will be governed by instructions in iron box at crossing.

**KCSW Jct:** Trains and engines must approach crossing of KCS at KCSW Jct wye MP 285 pole 32 and GM&O at Lydia Ave. MP 281 pole 32 at Low Speed.

**Oreapolis:** Automatic derail operated by dual control switch is located 509 feet east of crossing at MP 465 Pole 9. Rules 104(b) and 104(c) will govern its operation.

**Nebraska City:** Eastward trains occupying approach section more than four minutes must move at low speed to absolute signal 4358R, because of interlocking released to CB&Q trains by expiration of time limit.

**Louisville:** Signals will automatically display stop indication, after approaches have been occupied for four minutes. When this occurs, operate push button on mast of interlocking signal and hold depressed for two seconds. If signal does not then clear, be governed by instructions in release box at crossing. Automatic derail operated by dual control switch located between westward absolute signal and crossing. Rules 104(b) and 104(c) will govern its operation.

**Donovan:** There is no westward approach signal and westward trains will proceed at Low Speed from east switch of siding at Donovan until crossing is occupied.

### 9. FLAGGING OF UNPROTECTED RAILROAD CROSSINGS AT GRADE IN YARD LIMITS, WHERE VIEW IS OBSTRUCTED:

Where main track crosses main track of another railroad, at grade, within yard limits, and there is no type of crossing protection, if view of such other railroad is not clear for at least five hundred (500) feet from point of crossing, all train and engines will stop, and, in addition a member of crew will go to crossing and give signal therefrom if safe to proceed.

This rule is applicable at following point:

Location of Crossing	Foreign Railroad	Direction in which view is obstructed and necessary to flag
Kansas City Terminal		
10th and Liberty	Union Pacific	Both

Flagging of Railroad Crossings at Grade with Union Pacific and Frisco in Santa Fe Street near Ninth Street, Kansas City Terminal:

Trains and engines must approach railroad crossings in Santa Fe Street near Ninth Street, and railroad crossings in three Missouri Pacific tracks near and just west of Santa Fe Street at restricted speed and must stop clear of crossing unless proceed signal given with yellow flag or a yellow light is received from flagman at the crossing. When two or more movements approach crossing at same time, flagman must not give proceed signal until all movements have stopped. He will then occupy center of track and face movement he desires to move in preference.

Northern District

## 10. SWITCHES:

## 10-A. Spring Switches:

Subdiv.	Type of Switch	Location	Normal Position
River	No. 20	AA Jct. (East end of two main tracks)	Westward main track
River	No. 20	BB Jct. (West end of two main tracks)	Eastward main track
River	No. 20	Sandy Hook (East end of siding)	Main track
River	No. 20	Sandy Hook (West end of siding)	Main track
River	No. 20	Wooldrige (East end of siding)	Main track
River	No. 20	Wooldrige (West end of siding)	Main track
River	No. 20	Boonville (East end of siding)	Main track
River	No. 20	CC Jct. (East end of two main tracks)	Westward main track
River	No. 20	FF Jct. (West end of two main tracks)	Eastward main track
River	No. 15	Blackwater (East end of siding)	Main track
River	No. 20	Blackwater (West end of siding)	Main track
River	No. 20	MS Siding (East end of siding)	Main track
River	No. 20	MS Siding (West end of siding)	Main track
River	No. 20	Malta Bend (East end of siding)	Main track
River	No. 20	Malta Bend (West end of siding)	Main track
River	No. 15	Waverly (East end of siding)	Main track
River	No. 15	Waverly (West end of siding)	Main track
River	No. 20	Hodge (East end of siding)	Main track
River	No. 20	Hodge (West end of siding)	Main track
River	No. 20	Myrick (East end of siding)	Main track
River	No. 20	Myrick (West end of siding)	Main track
River	No. 20	JJ Jct. (East end of two main tracks)	Westward main track
Kansas City	No. 20	East end crossover Blue River Yard to Eastward Main, Leeds, MP 283, Pole 13	Blue River Yard Lead
Kansas City	No. 20	West end of two main tracks, Leeds, MP 283, Pole 17	Eastward main track
Atchison	No. 20	N. K. Jct.	Atchison Subdiv. main track
Omaha	No. 10	East End of Falls City Yard	Main track
Omaha	No. 10	KD Siding East End	Main track
Omaha	No. 10	Union, East End Eastward Siding	Main track

See Section 3 of Special Instructions in timetable covering speed restrictions.

## 10-B. Remotely Controlled Switches:

Subdiv.	Location	Type of Switch	Control Station
St. Louis	HI, PA, BY, DO, GS and HD (Crossovers between two main tracks)	No. 20	Jefferson City
St. Louis	WG (Crossover between two main tracks)	No. 16	Jefferson City
St. Louis	KK Junction (West end two main tracks)	No. 20	Gasconade
St. Louis	Gasconade (East end two main tracks)	No. 20	Gasconade
St. Louis	LL Junction (West end two main tracks)	No. 20	Jefferson City
St. Louis	Osage (East end two main tracks)	No. 20	Jefferson City
St. Louis	JC (Two crossovers between two main tracks and east yard lead switch out of north trk.)	No. 20	Jefferson City
Sedalia	Jefferson City (West yard lead switch out of north track)	No. 20	Jefferson City
Sedalia	SR Junction (West end two main tracks)	No. 20	Jefferson City
Sedalia	SR Jct. (Jct. of Sedalia and River Subdiv.)	No. 20	Jefferson City
Sedalia	Both ends Siding Strasburg	No. 15	Jefferson City
Sedalia	Both ends all Sidings Pleasant Hill to LB Siding both inclusive	No. 20	Jefferson City
Sedalia	Pleasant Hill Junction	No. 10	Jefferson City
Sedalia	Elm Park (East end of two main tracks)	No. 20	Jefferson City
Atchison	North Cypress — Yard Lead	No. 10	Minnesota Ave.
Atchison	Wyandotte — U. P. Connection — 2 switches	No. 10	Minnesota Ave.
Atchison	Edgewater Jct. — Edgewater Running Track	No. 20	Minnesota Ave.
Atchison	Kaw Point — Wood Street Yard Lead	No. 10	Minnesota Ave.
Atchison	Kaw Point — CGW Yard Lead	No. 10	Minnesota Ave.
Atchison	Kaw Point — End of Two Main Tracks	No. 10	Minnesota Ave.
Atchison	UP Connection North Cypress — 2 switches	No. 20	Minnesota Ave.
Atchison	KCNW Connection	No. 10	Minnesota Ave.

Northern District



## 10-B.—Continued

Subdiv.	Location	Type of Switch	Control Station
Atchison.....	East Yard Jct.....	No. 10	Minnesota Ave.
Atchison.....	Kaw River Jct.....	No. 10	Minnesota Ave.
Kansas City.....	Leeds — West Switch Blue River Yard Lead	No. 10	Dispatcher Osawatomie
KC Terminal.....	Tenth St. — Old Depot Connection.....		Switchtender Santa Fe St.
KC Terminal.....	Lydia Ave. to Santa Fe St. (Switches governed by absolute signals).....		Broadway Twr.
KC Terminal.....	Lydia Ave. to Troost Ave.....		Rock Cr. Tower
Edgewater Jct.....	Each end of each siding and at Junctions.....	No. 20	BB Tower
to Atchison (East Sw.)	(except No. 10 at UP Jct., E. Leavenworth. CGW Conn. E. end siding Leavenworth and East Sw., Atchison.)		
Atchison.....	West switch siding.....	No. 20	Atchison
Shannon.....	East and West switch sidings.....	No. 16	Atchison
Hiawatha.....	East switch siding.....	No. 20	Hiawatha

## 10-C. Normal Position of Switches, other than Spring or Remotely Controlled:

Carthage W. R. Jct.....	Carthage Subdiv.
Kansas City Terminal: Montgall Ave., West End Empire Storage Lead.....	Eastward Freight Main.
Agnes Ave., East End Empire Storage Lead.....	Track No. 601.
KCSW Jct. Wye Track.....	Eastward Freight Main.
Old Depot Conn. — West of Liberty St. Westward Run- ning Track to UP Track — East Switch of Crossover.....	Movement Via Crossover.
Neff Yard.....	Neff Yard switch leading from Sedalia and River Subdivisions to 300 yard.
South Omaha (End of two main tracks).....	Westward trains.
South Omaha (Crossover switches at MP 479, Pole 4).....	Westward trains through crossover.

## 10-D. Interlocked Switches:

Subdivision	Location	MP	Pole	Control Point
Sedalia.....	SA Tower.....	187	20	SA Tower
Sedalia.....	SA Tower.....	187	35	
Omaha.....	Falls City.....	384	30	

## 10-E. Electrically-Locked Switches:

Instructions for operation posted in box near switch.

## 11. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:

Subdiv.	Location	MP	Pole	Subdiv.	Location	MP	Pole
St. Louis..HL.....		15	25	St. Louis..GS.....		37	3
St. Louis..HI.....		15	29	St. Louis..HD.....		46	18
St. Louis..PA.....		18	32	St. Louis..HD.....		46	20
St. Louis..BY.....		22	23	St. Louis..WG.....		57	19
St. Louis..BY.....		23	1	St. Louis..WG.....		57	21
St. Louis..JB Junction.....		24	2	St. Louis..New Haven.....		67	17
St. Louis..Eureka.....		27	35	St. Louis..Hermann.....		81	7
St. Louis..DO.....		32	11	St. Louis..JC.....		124	13
St. Louis..Pacific.....		34	20	St. Louis..JC.....		124	17

Northern District

## 11.—Continued

Subdiv.	Location	MP	Pole	Subdiv.	Location	MP	Pole
St. Louis..Jefferson City....		125	2	Kansas Cy.31st St. (Hwy. 40)	282	03	
St. Louis..Jefferson City....		125	13	Kansas Cy.34th St. (CRI&P OH).....	282	63	
Sedalia.....Jefferson City....		125	31	Kansas Cy.KCSW Jct.....	277	93	
Sedalia.....Jefferson City....		126	6	Kansas Cy.KCSW Jct.....	278	00	
Sedalia.....Jefferson City....		126	16	Omaha.....Locust Street.....	493	16	
Sedalia.....Jefferson City....		126	23	Omaha.....Emmet Street.....	493	05	
Sedalia.....SR Junction.....		128	0	Omaha.....Sprague Street.....	492	17	
Sedalia.....SR Junction.....		128	3	Omaha.....16th Street.....	492	13	
Sedalia.....Sedalia.....		188	35	Omaha.....20th Street.....	491	31	
Sedalia.....Sedalia.....		189	19	Omaha.....24th Street.....	491	13	
Sedalia.....Independence.....		273	17	Omaha.....26th Street.....	491	05	
Sedalia.....Independence.....		273	19	Omaha.....28th Street.....	490	37	
River.....Myrick.....		247	10	Omaha.....Creighton Blvd.....	490	29	
River.....Myrick.....		247	20	Omaha.....Spaulding Street.....	490	22	
Sedalia.....Rock Creek Jct.....		276	99	Omaha.....Grant Street.....	489	26	
Sedalia.....Rock Creek.....		277	15	Omaha.....Hamilton Street.....	489	13	
Sedalia.....Blue River.....		277	85	Omaha.....Izard Street.....	489	03	
Kansas Cy.KCSW Jct.....		278	59	Omaha.....California Street.....	488	30	
Kansas Cy.G. M. & O. Cross.		278	69	Omaha.....California Street.....	488	25	
Kansas Cy.Milwaukee Elev.....		278	83	Omaha.....West Side Jct.....	488	10	
Kansas Cy.Sheffield.....		279	29	Omaha.....43rd Street.....	481	07	
Kansas Cy.Sheffield.....		279	37	Omaha.....Popelton Street.....	480	21	
Kansas Cy.12th Street.....		280	06	Omaha.....Wright Street.....	479	21	
Kansas Cy.22nd Street.....		281	00				

## 12. SIDINGS:

## 12-A. Sidings of Assigned Direction:

Location	East or Westward Siding	Which Side of Track	Location and Type of Switches					
			MP	Pole	EAST Hand Throw or Spring	WEST MP	Pole	Type of Switch Hand Throw or Spring
Union.....West.....	South.....		446	27	No. 10 Hand	447	27	No. 10 Hand
.....East.....	North.....		447	11	No. 10 Spring	448	11	No. 10 Hand

## 12-B. Designation of Sidings:

## Sedalia Subdiv.:

## Sedalia:

Lexington Subdiv. main track between crossover MP 189, Pole 19 and No. 1 Yard Track east entrance to Sedalia Yard, MP 187, Pole 35, (SA Tower), is designated as siding for all trains.

## Pleasant Hill:

Pleasant Hill Subdiv. main track terminates at west switch of wye.

## Lincoln Subdiv.:

## Weeping Water:

First track south of main track designated as Siding:

East Switch, MP 460 Pole 5.  
West Switch, MP 460 Pole 18.  
(Capacity 37 cars).

Location of switches designated as entrances to yards:

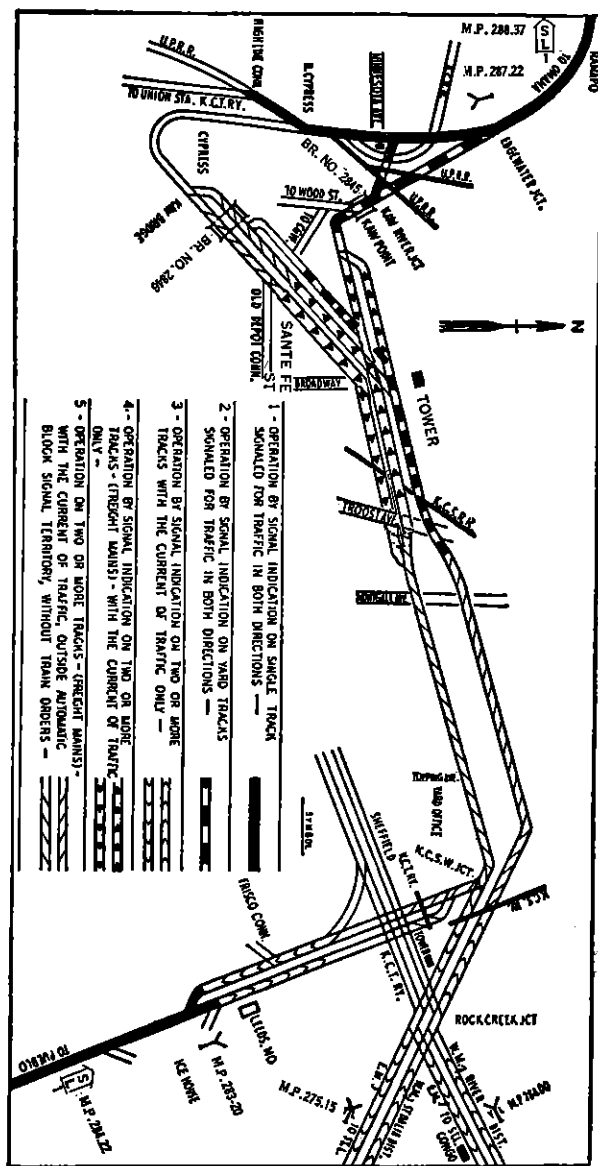
Subdiv.	Station	Location of Switches			
		North		South	
		MP	Pole	MP	Pole
Pleasant Hill.....	Nevada.....	317	4	317	27
Carthage.....	Crane Yard.....	479	5	478	6
Carthage.....	Cotter.....	381	29	381	1
		East		West	
Omaha.....	Falls City Yard... South Omaha.....	383	14	384	27
Atchison.....					
Omaha.....		478	00		

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## 13. BLOCK SIGNALS:

## 13-A. Automatic Block System: (See Schedule Pages).

Kansas City Terminal (See Map).



## MX JCT.:

Indication of Signal No. 4166-R located at MP 416 Pole 21, Crete Subdiv., after switch is opened, will indicate to trains moving from Crete Subdiv. to Omaha Subdiv., condition of the block.

Junction switch must not be closed until rear of train has passed westward Signal No. 4165.

Westward trains to Crete Subdiv. must not pass Signal No. 4165 until junction switch has been reversed and junction switch must not be closed until rear of train has passed Signal 4166R.

When Crete Subdiv. is used for meeting Omaha Subdiv. trains, westward trains backing off Crete Subdiv. will back clear of westward Signal No. 4165, located east of junction switch, and westward movement will be governed by this signal.

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## 13-A.—Continued

## AUBURN-MX JCT.:

Repeater calling-on indication of train order signal at Auburn, is located at MX Jct. with designation "CO". When this "CO" signal displays yellow light per Rule 231, train entering Omaha Subdiv. at MX Jct. may move at Low Speed to train order signal at Auburn.

## 13-B. Operation by Signal Indication; Opposing and Following Movements: (See Schedule Pages).

Kansas City Terminal.... North Track, Lydia Ave. to Santa Fe St. — Operator at Broadway Tower.

Atchison Subdiv..... KCT Ry. connection and Edgewater Jct., Control Operator — Minnesota Ave.

Atchison Subdiv..... Edgewater Jct. and Ramapo, Control Operator — BB Tower.

Kansas City Terminal... West end double track at Leeds and MP 284, Pole 22, Dispatcher — Osawatomi.

## POMEROY:

If a train or engine with all cars attached should clear main track at Pomeroy Spur, Mile Post 296, Pole 28, and close switch, track and time limits as required by Rules 375, 400, and 402 must be obtained before reentering main track at this switch.

Mimeographed forms are provided in the telephone booth. One of the forms must be filled out by member of crew receiving track and time limits for reentering main track. Instructions on the mimeographed form show disposition to be made of it after same is filled out.

## 13-C. Operation by Signal Indication with the Current of Traffic: (See Schedule Pages).

Kansas City Terminal... MP 278, Pole 11, west of SW Jct. to end of Double Track at Leeds.

Kansas City Terminal... Broadway and Kaw Point (FREIGHT MAINS).

Kansas City Terminal... On South Track and Middle Track. Troost Ave. and Santa Fe St.

In the absence of a check on first-class trains and train orders giving time on delayed first-class trains, the provisions of Rule 99 will apply.

Movement of trains and engines against the current of traffic must not be made, unless authorized by the Yardmaster, after proper protection has been provided. Train orders will not be issued by train dispatcher covering movements against the current of traffic within this territory.

Eastward color-light low Signal, No. 2832, located at west end of connection from ice house lead at Leeds, can display indications per Rules 290 and 291 and governs eastward movements from ice house lead to eastward main track. When this signal displays "Stop, then Proceed at Low Speed" per Rule 291, trains or engines must wait three minutes before proceeding at low speed.

## 13-D. Dragging Equipment Detectors:

Dragging Equipment Detectors are located as follows:

## St. Louis Subdiv.:

(1) At MP 86, Pole 11 and MP 90, Pole 32, for detecting dragging equipment between these two points.

Single flashing color light units connected with these detectors are located on masts at Signals Nos. 881-R and 881-L at KK Junction and Signals Nos. 886-R and 886-L at Gasconade.

(2) At MP 114, Pole 38 and MP 119, Pole 8, for detecting dragging equipment between these two points.

Single flashing color light units connected with these detectors are located on masts of Signals No. 1167-R and No. 1167-L at LL Junction and No. 1174-R and No. 1174-L at Osage.

Westward trains at LL Junction and KK Junction and Eastward trains at Osage and Gasconade, finding single color light flashing RED, will stop and examine ENTIRE train for dragging equipment.

After train has been examined, a member of train crew will unlock small box marked "Detector Release" located at base of signal on south

Northern District

## 13-D.—Continued

side of track and operate knife switch from upward to downward position.

After operating knife switch, train dispatcher will be notified and train will be governed by signal indication.

**KC Terminal:**

On approach to East and West Crest tracks, detectors are connected with crest signals which will show "Stop" indication if actuated and audible signals will sound in inspection pit and crest conductor's office. Movement of cars is stopped and examination is made for dragging equipment. After cars are examined, crest conductor operates release lever to continue operation.

**14. SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY:****Kansas City Terminal:**

Operation on Two or More Tracks (Freight Mains) with the Current of Traffic:

Between	And
KCSW Jct.....	Troost Ave.
Santa Fe St.....	Kaw Bridge (via Hickory Street).
KCSW Jct.....	KCT Crossing at Sheffield.

**OMAHA:**

Operation on two main tracks with the current of traffic without train orders:

Between Omaha (Locust Street) and crossover, MP 479, Pole 4, trains and engines will use right hand track.

Between crossover, MP 479, Pole 4, and South Omaha, trains and engines will use left hand track. Normal position of crossover switches, MP 479, Pole 4, is for movement of westward trains through crossover.

Movement, train and engines, against current of traffic will be authorized by yardmaster. Train Orders not required for such movement.

**15. OPERATION OVER FOREIGN LINES:****(a) Use of A. T. & S. F. tracks between Eton and Congo:**

Missouri Pacific trains using A. T. & S. F. tracks between Eton and Congo are governed by the following rules of the A. T. & S. F. Ry. Co. Except as affected by these rules, all block signal rules and train rules contained in Uniform Code of Operating Rules of the Missouri Pacific Lines remain in force.

1. Trains will be run with current of traffic by block signals whose indications will supersede superiority of trains. The movement of trains will be supervised by train dispatcher, who will issue instructions as may be required. Train dispatcher must be advised in advance of any known condition that will delay train or prevent it from making usual speed.

2. Trains must keep to right, unless otherwise provided. Movements against current of traffic must be authorized by train order. Trains moving against current of traffic must approach interlocking and facing point spring switches prepared to stop, unless track is clear, switches are properly lined and signals indicate "Proceed". Movements around curves where view is obscured must be made at restricted speed and one extra long and one short blast of engine whistle sounded frequently.

Signal indication, other than "Stop", home signals at Eton and Congo, is authority for movement of Missouri Pacific trains as "Extra", eastward, Congo to Eton and westward, Eton to Congo.

3. Trains will register by leaving register ticket at Eton.

4. A. T. & S. F. trains use marker lamps with red and yellow lens. Trains displaying classification signals will continue same over the joint track. The display of green signals on a train of either line will indicate that following section is of same line.

5. All stations, except Congo, are offices of communication. Block phones located in station waiting room and at west end eastward siding at Sugar Creek; south of Cement Plant at MP 440 plus 4300 ft., and at home signals and concrete relay house Congo.

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## 15.—Continued

6. Interlocking at Eton and Congo. Congo interlocking controlled from Rock Creek Tower.

(a) Hand signals must not be given which conflict with interlocking signals, except when signals of an interlocking at an open station cannot be operated, and a train or an engine is to be moved through an interlocking. Operator may give permission verbally or by proceed signal with a yellow light or flag. In such cases, member of crew must precede train or engine and examine each interlocking switch and derail affecting such movement.

After flagging over interlocking within automatic signal limits, trains or engines may proceed at restricted speed and be governed by next block signal in advance.

(b) Trains or engines stopped by the Operator in making movement through an interlocking, must not move in either direction until they have received proper signal from him.

(c) No engine, train or portion of a train must be allowed to stand within the interlocking limits while opposing routes are being cleared for trains.

(d) If necessary to change any route for which signals have been cleared for an approaching train or engine, switches must not be changed or signals cleared for any conflicting route until train or engine for which the signals were first cleared has stopped and given a short, extra long and short blast of engine whistle.

(e) Sand must not be used, or water allowed to run over movable parts of an interlocking. Violations must be reported to Trainmaster.

**7. FIXED SIGNALS:**

Signal System Two in effect Eton to Congo.

ASPECT	NAME	INDICATION
Green	Clear	Proceed.
Yellow over Yellow	Approach Medium	Proceed; approach next signal at medium speed, and be prepared to enter diverging route at prescribed speed.
Red over Green	Diverging-clear	Proceed through diverging route; prescribed speed through turnout.
Yellow	Approach	Proceed preparing to stop at next signal; if exceeding medium speed, immediately reduce to that speed.
Red over Flashing Yellow	Diverging- Approach.	Proceed through diverging route; prescribed speed through turnout. Approach next signal preparing to stop; if exceeding medium speed, immediately reduce to that speed.
Flashing Red Red over Yellow	Restricting	Proceed at restricted speed.
Red with Number Plate	Stop and Proceed	Stop; then proceed at restricted speed
Red without Number Plate	Stop	Stop.

Red over yellow aspect will be displayed at Eton and red over green indication at Congo to govern movements to Missouri Pacific line.

(a) Trains may run to, but not beyond, a signal indicating stop except as otherwise provided. If train or engine overruns a stop signal the fact must be reported to Trainmaster.

(b) Trainmen and enginemen will, when practicable, observe whether signals passed by their trains or engines assume proper indication.

When a train or engine passes a signal which fails to assume its most restrictive indication, it will proceed at restricted speed to the end of that block with rear end protected by flagman until entire train has passed out of that block.

**Northern District**

## 15.—Continued

## 8. DEFINITIONS:

Restricted Speed... A speed that will permit stopping short of another train or obstruction, but not exceeding 20 MPH.

Medium Speed... A speed not exceeding 40 MPH.

## 9. SIGNALS TO BE USED BY FLAGMEN:

## Day Signals

## Night Signals

Red flag—at least 8 torpedoes and 6 fuses.      White light—at least 8 torpedoes and 6 fuses.

10. Fuses will be used in addition to other signals for protecting trains, or in any manner which any particular emergency may demand.

They should be placed on outside or field side of track to be protected.

Fuses should not be placed nor thrown where fire from same may endanger rolling stock, buildings, or other property.

A train finding a fusee burning on or near its track must stop and extinguish it or wait until it has burned out. The train may then proceed prepared to stop short of train, obstruction or switch not properly lined, for one mile.

The explosion of two torpedoes is a signal to proceed prepared to stop short of train, obstruction or switch not properly lined, for one mile. The explosion of one torpedo will indicate the same as two, but the use of two is required. Torpedoes will be placed 80 feet apart on engineman's side of track to be protected.

When a train or engine is moving under circumstances in which it may be overtaken by another train or engine, flagman must drop lighted fusees and take such other action as may be necessary to insure full protection. When a train or engine stops under circumstances in which it may be overtaken by another train or engine, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes and, when necessary, in addition, displaying lighted fusees. When trains or engines are under the protection of an automatic block system, a sufficient distance to insure full protection is the distance necessary to insure full protection against a following train or engine approaching at restricted speed.

11. Sugar Creek is protected by yard limit boards. All Missouri Pacific trains or engines will move within these limits prepared to stop short of train, obstruction or switch not properly lined; the responsibility for accident rests with the approaching train or engine.

12. Temporary signals, yellow flag, disc or light will be displayed not less than one mile in advance of locations where speed of train must be reduced. When so displayed, trains must not exceed 15 MPH, unless otherwise directed by train order or special instruction, until rear of train has passed a temporary resume speed signal, green flag, disc or light, which indicates the end of reduced speed area.

Permanent signs, yellow with numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and the other numerals the maximum speed for freight trains, except that where only one numeral is shown it shall govern the speed of both passenger and freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent green resume speed sign. There may be more than one yellow sign in advance of a green sign, in which case the reduced speed shown on each yellow sign must be observed in succession until rear of train has passed the green sign.

Temporary stop signals, red flag, disc or light, will be displayed at locations where trains must stop as required by train order. Trains must not pass temporary stop signals until notified by foreman or supervisor in charge. When so notified, trains must not exceed the speed specified by such foreman or supervisor through the restricted area.

**Note:** Where maximum authorized speed shown in time table exceeds 59 M.P.H. temporary slow signals will be displayed in not less than one and one half mile in advance of restricted area.

13. The headlight will be displayed at the front of every train by day and night. It must be extinguished when a train turns out to meet another train and has stopped clear of main track. In case of a headlight failure en route at night, if repairs cannot be made promptly, a white

Northern District

## 15.—Continued

lantern must be placed on the front or leading end of train, and the train should proceed at restricted speed while head end is passing through stations and over street and highway crossings. The whistle must be sounded frequently, and the bell must be rung continuously. The dispatcher should be notified at first opportunity.

It must be dimmed while standing to meet a train at a junction or at end of two or more tracks and may be dimmed when approaching a train in the opposite direction.

On engines equipped with gyrating lights, the white beam will be displayed at night in addition to the standard headlight. Gyrating light must not be dimmed when being used as such. When a train is stopped suddenly, by day or night, the red beam must be immediately displayed and trains on adjacent tracks observing red beam will stop and not proceed until it is known that their track is clear. Display of the red beam does not relieve employees from protecting their trains.

## 14. MAXIMUM AUTHORIZED SPEED:

Maximum speed where not otherwise restricted passenger trains 79 MPH, freight trains 60 MPH.

Speed of light engines moving forward 40 MPH, moving backward light or with cars, 25 MPH.

Trains handling wrecking outfits, derricks, steam shovels, clamshells, ditchers, pile drivers, spreaders and similar machinery moving on their own running gear must not exceed speed of 30 MPH.

IN HEADING IN OR OUT OF FOLLOWING TURNOUTS OR CROSSOVERS, TRAINS OR ENGINES MUST NOT EXCEED SPEED INDICATED BELOW:

Eton—Crossover and Missouri Pacific connection 30 MPH.

Congo—Crossover, 40 MPH.

Missouri Pacific connections, 30 MPH.

All other main track turnouts and crossovers, 15 MPH.

## CURVE RESTRICTIONS

Location	Passenger	Freight
2 curves, MP 437.5 to 437.8	40	40
3 curves, MP 437.9 to 438.5	45	45
Curve, MP 438.8 to 438.9	65	55
Curve, MP 442.5 to 442.7	65	55
2 curves, MP 443.7 to 444.0	40	40

15. Trains orders affecting Missouri Pacific trains between Rock Creek and Eton will be handled by Missouri Pacific Train Dispatcher at Jefferson City, on information from A. T. & S. F. Train Dispatcher. Ordinarily these orders will be furnished Missouri Pacific trains when cleared at Myrick or "CY" office Neff Yard. In event necessary to issue subsequent orders, A. T. & S. F. dispatcher will issue same to operators at Eton or Rock Creek for delivery to Missouri Pacific trains in regular manner.

## (b) Use of SL-SF tracks at Springfield:

Use of SL-SF track from connection switch in MP track to Phelps Ave. switch, a distance of 350 feet will be governed by SL-SF rules and Special Instructions.

Use of SL-SF tracks to reach industries in Phelps Avenue, from a point approximately 200 feet east of Washington Avenue to crossover located approximately 650 feet west of Washington Avenue, will be governed by SL-SF rules and Special Instructions.

A train or engine desiring to move over crossing, will be governed by SL-SF instructions reading as follows:

- (1) Stop back of dwarf signal. (STOP AND STAY).
- (2) Communicate with dispatcher by telephone in booth located near crossing, for authority to close derail.
- (3) When use of derail is authorized, unlock and open door of electric lock case, and push the push button in lock case. If indicator shows "UNLOCKED" while push button is depressed, turn lever to left until it is against its stop block, then release push button and close derail. Lock lever must be left in this position until move over derail has been completed.

Northern District

## 15.—Continued

(4) After derail has been closed, train or engine will be governed by indication displayed by "STOP AND STAY" signal.

If the indicator does not show "UNLOCKED" after push button is depressed, derail is still locked. Trainmen or enginemen should wait two minutes for time release to operate, and if indicator then does not show "UNLOCKED", trainmen or enginemen should at once communicate with dispatcher and not attempt to force lock.

In case of failure of communication, or when electric lock is out of order, mechanical emergency release seal on lock may be broken and lock released by pushing the emergency release button and moving lock lever to the left against its stop block. After lock has been released, trainman or engineman must wait five minutes before closing derail, after which train or engine may proceed as prescribed by Item 4 of this Order. When seal is broken, report must be made to dispatcher from first available point of communication."

In all cases a member of the crew must flag this crossing from a position on the ground at the crossing before movement over the crossing is started.

(c) **Use of M-K-T tracks at Nevada:** MP trains and engines must obtain permission from M-K-T Dispatcher before fouling M-K-T main track and all movements on M-K-T tracks must be made at restricted speed.

(d) **Use of Kansas City Terminal Ry.:**

Between Rock Creek Jct. and Kansas City Union Station.

Between Sheffield and Kansas City Union Station.

Between Kansas City Union Station and KCT Ry. connections, North Cypress.

Between Kansas City Union Station and SL-SF Ry. connection at 29th St.

Train, yard and engine crews will be governed by Kansas City Terminal Railway Rules, Bulletins and Special Instructions.

(e) **Use of tracks of Chicago, Burlington and Quincy Railroad Company, between Troost Ave. and North Kansas City via A. S. & B. Bridge:**

Movements over these tracks must be made at low speed. Dwarf signals are located 200 feet each side of lift span of AS&B Bridge over Missouri River on tracks of CB&Q Railroad (formerly NKC B&R.R. Co.) which display red indication when lift span is open. When signal displays red light all trains and engines will stop before leading wheels pass signal. When signal is not lighted trains and engines will stop unless proper hand signal with yellow flag or yellow light is received from bridge tender located at south end of bridge span.

All crews, including crews handling cars out of Produce Yard, moving over AS&B Bridge to Murray Yard, Corn Products, or Wabash will obtain permission from Operator at Broadway Tower. All crews operating out of Murray Yard will obtain permission from Operator at Ustick Tower. All crews operating out of Wabash yard or Corn Products will call Operator at Ustick Tower from telephone located adjacent to Corn Products lead just west of Corn Products plant and obtain permission to move across AS&B Bridge.

(f) **Use of C. B. & Q. tracks between Ustick Tower and St. Louis Ave. Tower:**

Flagman with flagging equipment must ride rear end of rear car of all trains, including switch transfer trains.

(g) **Use of Wabash Railroad Company tracks just west of the A. S. & B. Bridge; north Kansas City:**

Movement over these tracks must be made at low speed.

Rule 104 of Uniform Code will be considered in effect while Mo. Pac. trains and engines are using Wabash tracks.

Following Wabash instructions will govern:

"Automatic signals and spring switch mechanism are in service on Wabash tracks at the switch where outbound track connects with the inbound track, just east of the AS&B Bridge, North Kansas City.

The normal position of spring switch is for movement via the inbound track. Westward movements on outbound track are made by trailing through this switch.

Northern District

## 15.—Continued

Two position low signals govern movements over the switch. The normal indication of eastward dwarf signal, located just west of the switch, is "Proceed at Caution." (Arm inclined upward and, or, yellow light) per Wabash Company's rules the normal indication of westward signal is "Stop."

Foremen will report engines and transfers to Ustick Tower by telephone, and engines and cars must remain clear of the signal until "Proceed" indication is displayed after operation of the signal at Ustick Tower by towerman."

(h) **Use of Union Pacific tracks at Omaha, between Gilmore Junction and Union Station by Passenger Trains, and between Gilmore Junction and "N" Street, South Omaha, by freight trains:**

On all Union Pacific tracks in Omaha and South Omaha yards, including Gilmore Junction, each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules and Bridge Subdivision time-table.

(i) **Use of tracks of South Omaha Terminal Company between South Omaha and "N" Street:**

Between South Omaha and "N" Street (Union Pacific Connection), trains and engines will be governed by rules of the South Omaha Terminal Co.

South Omaha—Eastward trains before passing yard office will secure permission by telephone for movement to "N" Street. When switches at "N" Street are properly lined and "Proceed" signal given by switchtender, movement may be made to Union Pacific main track.

(j) **Use of CB&Q tracks between Gilmore Jct., and Bomber Plant:**

All moves will be made as prescribed by CB&Q instructions, and rules 93 and 99.

There are no scheduled trains between Fort Crook and Gilmore Junction.

Under no circumstances may Missouri Pacific crews use CB&Q tracks between switch leading to Bomber Plant at Mile Post 7.42 and Fort Crook.

(k) **Use of tracks of Atchison Bridge Co., Inc., between Atchison Union Depot and Winthrop:**

Missouri Pacific trains and engines using tracks of Atchison Bridge Company, Inc., between Atchison Union Depot and junction of CB&Q and C.R.I. & P. tracks at Winthrop, will move by indication of block signals, as provided in detailed instructions of Bridge Company posted in Atchison Union Depot.

(l) **Use of Tracks of the Atchison Union Depot and Railroad Company:**

Missouri Pacific trains and engines using tracks of the Depot Company will be governed by instructions contained in bulletin issued by the Depot Company and posted in Atchison Union Depot.

(m) **Use of tracks of C. R. I. & P. Ry. between Winthrop and Donovan:**

Between Winthrop and Donovan, trains will be governed by The Uniform Code of Operating Rules, Timetables, Special Instructions and General Orders of C. R. I. & P. Ry.

(n) **Use of tracks of Union Terminal Railway between Donovan and St. Joseph:**

Trains will be governed by Uniform Code of Operating Rules and Special Instructions Union Terminal Railway.

(o) **Joint facilities with Chicago and Northwestern at Lincoln:**

All tracks serving Passenger Station are owned, operated and used jointly by the Missouri Pacific and the Chicago and North Western.

All trains and engines using tracks, extending beyond C. & N. W.—Missouri Pacific junction switch (located three hundred feet east of Tenth Street Viaduct) will move at restricted speed.

**15-A. Operation in Terminals on Connecting Divisions:**

Between Diaz and Newport, trains will be governed by Southern District timetable and special instructions.

Use of tracks in St. Louis Terminal will be governed by St. Louis Terminal Division Timetable and Special Instructions.

Northern District

## 15-B. Operation of Foreign Lines over Missouri Pacific Tracks:

(a) Use of Missouri Pacific tracks by CGW RR between CGW Conn. and Kaw Point, and between CGW Conn. and KCT Ry. connection (North Cypress):

Operation of CGW trains over Missouri Pacific tracks in territory specified above is governed by The Uniform Code of Operating Rules, Missouri Pacific Timetables, Special Instructions and General Orders.

(b) Use of Missouri Pacific tracks by Union Pacific between CGW Connection at East Leavenworth and U. P. Junction at Cochrane:

Trains of Union Pacific operate over Mo. Pac. tracks between these points and are subject to The Uniform Code of Operating Rules, Timetable, Special Instructions and General Orders of Missouri Pacific.

(c) Use of Missouri Pacific tracks near Atchison Union Depot by A. T. & S. F., C. R. I. & P. and C. E. & Q.:

Trains using A. T. & S. F. main track to and from Union Depot track No. 5 will use connection between Missouri Pacific and A. T. & S. F. main track located at Fourth Street.

Indicators are located at MP—A. T. & S. F. connection and on depot track No. 5.

When these indicators show clear position, they authorize opening of switches of crossover and of track No. 5.

After all switches have been lined, movement will then be governed by signal indication, eastward from A. T. & S. F. main track by Signal No. 3308-R, and westward from Union Depot track No. 5 by Signal No. 3305-R.

When these signals indicate "Stop," movement beyond them may be made after it is known the way is clear, under flag protection.

There is a railroad crossing, Union Depot track No. 5, and Missouri Pacific "Old Main" between Signal No. 3305-R, and Mo. Pac. main track that is not connected with the signal system. This crossing must be flagged against conflicting movements by a member of crew.

## 16. MOVEMENT OF TRAINS THROUGH TUNNELS:

Automatic block signals are located on each side of Reeds Spring, Crest and Cricket tunnels, and govern the use of the blocks, but do not supersede the superiority of trains or dispense with the use or observance of other signals.

Train finding Signal 4592 or Signal 4605 at Reeds Spring tunnel, Signal 4359 or Signal 4348 at Crest tunnel, or Signal 4325 or Signal 4316 at Cricket tunnel, indicating "Stop, then proceed at Low Speed", will wait ten (10) minutes and then proceed at low speed through tunnel, unless signal changes to "proceed."

Limited clearances of Cotter, Crest, Cricket, Pyatt and Reeds Spring tunnels necessitate careful handling of oversized shipments.

Automatic block signals located on each side of Reeds Springs, Crest and Cricket Tunnels are equipped with push button to set signals in each direction in stop position for 10 minutes. This arrangement must be used by all M of W. forces before passing through tunnels on track motor cars.

## 17. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIMETABLE:

Name	Station Number	Mile Pole	Car Capacity
<b>St. Louis Subdiv.:</b>			
Jedburg	24	23.93	7
Yeatman	25	24.08	Ind. Lead
Site Spur	31	29.24	2
Allenton	32	39.07	3
Gray Summit	40	39.94	13
Labadie	44	41.84	9
St. Aubert	105	105.33	2
Algoa Farms	119	118.55	37

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## 17. Continued

Name	Station Number	Mile Pole	Car Capacity
<b>Sedalia Subdiv.:</b>			
Shell Spur	151	151.50	6
Montserratt	211	211.55	20
Unity Spur	262	262.80	5
Greenwood	254	255.09	2
Little Blue	265	265.84	20
<b>River Subdiv.:</b>			
Cole Spur	G 4	129.41	1
Rentz Spur	G 8	133.00	1
Marion	G 10	139.12	13
Lupus	G 22	151.19	40
Overton	G 32	161.04	14
Bell Spur	G 37	166.80	2
Reform School Spur	G 40	169.43	64
Lamine	G 50	179.53	12
Nelson	G 60	189.65	16
Blosser	G 82	211.08	22
Coyne Spur	G 83	212.93	8
Poindexter Spur	G 100	228.05	13
Dover	G 106	235.28	50
Neece Spur	G 124	253.10	7
Wellington	G 124	253.51	10
Levasy	G 132	261.54	20
Carter Spur	G 133	262.17	9
Midas	G 134	263.03	7
Blue Valley	G 141	270.45	10
Cobbler	G 146	274.27	33
<b>Lexington Subdiv.:</b>			
Houstonia	LA 16	205.13	7
Turner Berry Spur	LA 21	210.40	3
Emma	LA 26	215.87	6
Page City	LA 46	235.60	7
Lexington Electric Light Spur	LA 56	245.26	4
<b>Bagnell Subdiv.:</b>			
Enon	GA 24	149.24	5
<b>Pleasant Hill Subdiv.:</b>			
Gen Spur	P 12	261.10	13
Passiac	P 34	282.80	22
Wagner Spur	P 55	304.28	20
Milo	P 75	324.09	12
Irwin	P 86	335.71	10
Boston	P 99	347.83	17
Carytown	P 109	358.34	21
New Alms Spur	P 118	366.29	7
Dumont	P 119	367.94	38
Dynamite	P 120	368.87	25
Independent Powder Co. No. 2	P 120B	369.63	14
Center Creek	P 122	370.98	39
<b>Carthage Subdiv.:</b>			
La Russell	WR 256	513.16	3
Hoberg	WR 242	499.08	11
Eisey	WR 217	473.90	5
Zinc	WR 152	408.59	10
Wolquarry	WR 54	309.75	6
Myersville	WR 50	307.43	167
Pfeiffer Spur	WR 27	283.66	Ind. Lead
Hobbs Spur	WR 26	282.82	3
Sulphur Rock	WR 20	276.38	20
Magness	WR 16	272.59	6
ZZ Siding	WR 1	259.59	10
Cushman Spur	PE 9	288.16	Ind. Lead
<b>Springfield Subdiv.:</b>			
Terrell	PD 21	498.38	1
Browns Spring	PD 10	487.35	3
Battlefield	PD 26	502.77	4

Northern District

## 17. Concluded

Name	Station Number	Mile Pole	Car Capacity
<b>Atchison Subdiv.:</b>			
Ramapo.....	B 11	288.84	49
Pomeroy.....	O 14	296.26	11
Baker.....	O 80	362.26	25
Padonia.....	O 93	375.37	29
<b>Omaha Subdiv.:</b>			
Tynan.....	O 115	398.10	3
North Auburn.....	O 135	417.99	10
Clarke.....		420.19	5
Howe.....	O 126	408.49	27
Cometa.....	O 158	440.28	14
Mynard.....	O 176	458.58	20
<b>Crete Subdiv.:</b>			
Brock.....	OD 9	423.22	36
Tangeman.....	OE 3	431.91	6
Cook.....	OE 9	437.84	16
Nissen.....	OE 12	440.16	6
Burr.....	OE 17	445.63	30
Douglas.....	OE 23	451.49	24
Panama.....	OE 30	458.53	17
Hickman.....	OE 37	465.63	28
Sprague.....	OE 44	472.91	27
Kramer.....	OE 52	480.30	26
<b>Lincoln Subdiv.:</b>			
Pickens.....	OF 8	454.40	16
Tobin.....	OF 9	455.17	16
U S Quarry.....	OF 11	457.37	12
Wabash.....	OF 20	467.64	32
Eagle.....	OF 32	479.19	28
Walton.....	OF 39	486.51	28
Pecks Grove.....	OF 45	493.00	21
<b>Concordia Subdiv.:</b>			
Vliets.....	S 74	404.06	13
Washington.....	SC 7	450.58	Ind. Lead
Cloutman (Washington Industrial Lead).....	SC 5	449.08	4
Ames.....	S 143	473.84	24
Rice.....	S 149	479.86	26
<b>Burr Oak Subdiv.:</b>			
Randall.....	SE 11	506.67	28
Mankato.....	SE 26	521.53	16
<b>Downs Subdiv.:</b>			
Gilbert.....	S 179	509.58	18
Solomon Rapids.....	S 189	519.30	28
Bloomington.....	SF 15	553.73	12
<b>Lenora Subdiv.:</b>			
Harlan.....	S 222	552.95	25
Claudell.....	S 237	567.86	25
Speed.....	S 259	589.88	23
Densmore.....	S 278	608.34	5
<b>Hastings Subdiv.:</b>			
Norway.....	SD 8	497.85	15
Warwick.....	SD 31	520.93	14
Abdal.....	SD 48	538.40	25
Mt. Clare.....	SD 56	546.44	26
Lawrence.....	SD 65	555.53	18
Pauline.....	SD 77	657.10	23
Muriel.....	SD 83	573.73	18

Northern District

## 18. PROTECTION ORDERS:

1. The use of Form Y train orders authorized on all subdivisions.
2. Approach Orders (Form X).

**Example:** 8:35 AM to 5:35 PM approach (Tie Renewal Gang) (Tamping Gang) (Welding Gang) (Surfacing Gang), between Mile Post 587, pole 5, and Mile Post 587, pole 30, prepared to stop and proceed on hand signal given with yellow flag. A speed of 30 miles per hour will not be exceeded within the limits of this order.

8:35 AM until 5:35 PM Approach ( ) Gang between MP 21 and MP 21 Pole 30 prepared to stop and proceed on hand signal given with a yellow flag. After proceed signal given with yellow flag received maximum speed may be resumed.

Temporary restricted and resume speed signs will be displayed as required in Uniform Code of Operating Rule 10(g).

Trains and engines must enter limits of order prepared to stop, and stop will be made before entering gang unless proceed signal given with a yellow flag is received.

When proceed signal given with a yellow flag is received, speed may be increased as stated in order.

In event gang is not encountered train or engine will proceed prepared to stop until outer limit of order is passed.

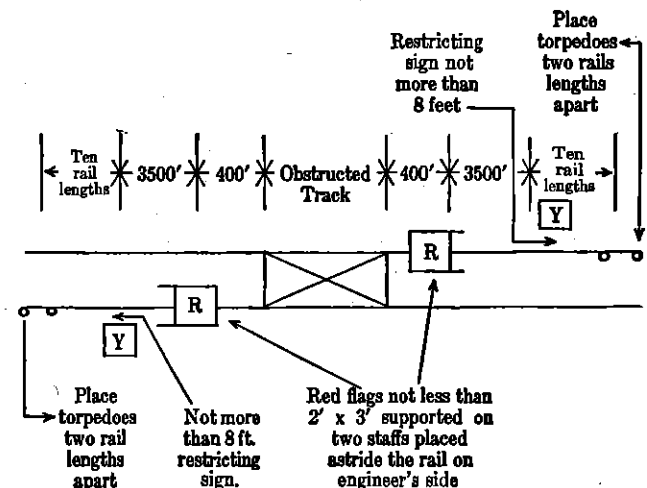
## 3. Approach Order (Form X-S):

The Form X-S train order may be used to afford protection of workmen without furnishing flag protection. Train order to be in following form:

"7:01 AM until 4:01 PM stop before passing over bridge 54 MP 198 Pole 10 between Holly Grove and Clarendon and do not proceed until orally authorized by foreman in charge."

"10:01 AM until 4:01 PM stop before passing over track MP 135 to MP 135 Pole 20 between Amity and Glenwood and do not proceed until orally authorized by foreman in charge."

Chart for placing signals is as follows:



Form X-S train order may be used on following sub-divisions:

Lexington	Bagnell
Lincoln	Burr Oak
Crete	Hastings
Louisville	Lenora
Downs	Concordia
	Springfield

Northern District

**19. SPECIAL INSTRUCTIONS COVERING SOUNDING OF LOCOMOTIVE WHISTLE AND BELL AT PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR MODIFYING RULES 14, 14(L) AND 30:**

On all engines approaching crossings within territory between Barretts and Kirkwood, including Kirkwood, and city limits of Carthage, Joplin and Kansas City, Kansas, bell will be rung beginning as engine approaches whistle sign "X" and continued until crossing is occupied by engine or car, but whistle will not be sounded except as a warning where person or vehicle is on or approaching the crossing oblivious to the approach of the train and whose attention cannot be attracted by ringing the bell, that is, where absolutely necessary to prevent accident or personal injury, and to comply with rules 14(c), 14(d), 14(e), 14(k), and answer to 14(k).

**20. SPECIAL INSTRUCTIONS GOVERNING PROTECTION OF PUBLIC CROSSINGS, SUPPLEMENTING RULE 103:**

**Sedalia**

Movement of engines, with or without cars, over Third and Fifth Street crossings on Warsaw track, must be made, under flag protection by member of crew, who must station himself on ground at crossing, and movement over crossing must be made only on his signal.

**Marshall**

Trains reduce speed to five miles per hour passing over first five street crossings east of depot. Whistle must be sounded and bell ringing. Engines switching over these crossings must observe these instructions, and in addition a member of crew will flag the crossing. (See Rule 103)

City Ordinance prohibits running of cars across and switching on street crossings unless such cars be at all times, while in motion, securely fastened to engine pushing or pulling same. This prohibits making drop of cars in switching movements.

**Pleasant Hill**

Crossing gates governed by time circuits, located Commercial Street, MP 249, Pole 8, and Wyoming Avenue, MP 249, Pole 13, Pocket Track, Sedalia Subdivision.

Limits indicated by insulated joints on Pocket Track, painted white, west of Commercial Street and east of Wyoming Avenue. A train or engine standing in Pocket Track, after time limit causes gates to raise, or display proceed, must not move over either crossing until gates are in stop position, or movement made over crossings under flag protection.

Gates can be made to display stop indication by push button switches located in boxes between Pocket and Main Tracks, 100 feet west of Commercial Street, and 90 feet east of Wyoming Avenue.

**Independence**

Crossing gates governed by time circuits, Alton Avenue, MP 272, Pole 20.

Limits indicated by insulated joints painted white on each side of crossing. Switch movements or forward movements after backing over crossing must be made under flag protection unless crossing gates are in stop position.

**Joplin**

Trains and engines moving over crossings at 10th and Main Sts.; Joplin St.; Wall St.; and Pearl St. either direction, on all tracks, will stop when leading wheels pass over insulated joints near crossing and know that signals are functioning before move is made.

**Springfield**

Trains and engines must stop at crossing of Walnut St. with new industry lead and spur track serving Reyburn Wood Products and proceed only after a member of crew has protected crossing.

**Manually Controlled Crossing Signals: Kansas City**

Location	Controlled from	Hours crossing watchman on duty to control signals
37th St.—Leeds	39th St.—Leeds	8 AM to 4PM, daily except Sunday
39th St.—Leeds	39th St.—Leeds	8 AM to 4PM, daily except Sunday

Northern District

**20.—Continued**

(From 4 PM to 8 AM daily except Sunday, and entire day Sunday, signals are automatic)

15th St.— Centropolis	15th St.— Centropolis	10 AM to 6 PM, daily except Sunday
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12th St.— Centropolis	15th St.— Centropolis	10 AM to 6 PM, daily except Sunday
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(From 6:00 PM to 10:00 AM daily except Sunday, and entire day Sunday, signals are automatic)

At the locations listed below crossing watchman are on duty daily except Sunday during the following hours:

Hickory St.	6 AM to 10 PM
Mulberry St.	8:30 AM to 6:30 PM
Santa Fe St.	8:30 AM to 7:00 PM

When crossings are not protected by regularly assigned watchman a member of the crew must protect the crossing from a point on the ground and each movement over crossing must be made only on his signal.

Chevrolet company crossing located between the gates on wye track at Leeds, must be flagged by a member of the crew from a point on the crossing before movements over the crossing are made. Movements will be made only on the signals of the crew member on the crossing.

**Omaha**

All trains and engines must stop at following crossings, and proceed only after member of crew has protected crossing from a point on the ground on the crossing:

Dahlman Boulevard, both directions.  
13th and California Streets, both directions.  
15th and Webster Streets, both directions.  
Alley Track between Nicholas and Iazard Streets, from 16th to 23rd Streets, inc.

At Alley Track crossings mentioned above, in addition, a member of crew will ride the leading car.

Movement of engine or cars over Grace Street Crossing will be protected by member of crew on ground at crossing when crossing watchman not on duty.

**Auburn**

Crossing at grade with Highway No. 3 just east of Depot is equipped with standard flashing lights and automatic gate protection.

When engine or cars are standing on siding within 300 ft. of crossing, the gates will be down and lights flashing. To stop flashing lights and to raise gates while train is standing on siding, trainman will push button in small box on side of signal case at crossing.

Before using crossing again, open knife switch in box and leave open until gates are down; then close knife switch.

**Concordia**

Member of train or yard crew will protect Washington Ave. Street Crossing when making train or switch movement over it.

**21. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES AND "EAGLE" TRAINS:**

1. Diesel Units must not be separated until hostler or engineer handling units knows that all electric cables, air hose and steam connections have been separated.

2. INSTRUCTIONS RELATING TO EMPLOYES IN CAB OF DIESEL ENGINES:

On Trains 11 and 12, a fireman shall be in the cab at all times when the train is in motion. Firemen who violate these instructions will be subject to discipline. This does not prohibit inspection of remotely controlled switches by firemen in compliance with Rule 104(c).

Engineers and firemen employed on these trains must arrange for patrol of the engine room during the time station work is being performed, or when train is stopped a sufficient length of time for any other reason.

Northern District



## 21.—Continued

During all the stops referred to firemen must patrol engine room, check gauges, adjust shutter, give necessary attention to purolator, and make general observation of condition of all equipment.

If the alarm sounds while the train is in motion, stop will be made, cause ascertained, and such corrective measures taken as conditions may require.

## 3. OPERATING DIESEL ENGINES THROUGH WATER:

Unless otherwise directed by officer at point of high water, diesel engines or gas-electric motor cars must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If any probability of water having entered motors, covers on motors should be removed and motor examined. If water has entered motor, motor must cut out.

## 4. DYNAMIC BRAKE ON T&amp;P DIESEL FREIGHT ENGINES:

Certain T&P freight engines used in joint MP-T&P service, are equipped with a dynamic brake, which is **not to be used**. Braking of freight trains must be performed as outlined in Section 4, "Freight Train Handling," in "Brown Book."

## 5. IDENTIFYING NUMBERS ON MULTIPLE UNITS:

Rule 206, fifth paragraph, changed to read:

"Diesel engines when composed of multiple units: Identifying numbers are the numbers on the lead (operating control) unit. Such identifying numbers equipped for illumination must be continuously illuminated on operating control unit only while engine is in train service.

## 6. MOVEMENT OF DIESEL ENGINES WITH SHORT WHEEL BASES:

The movement of Diesel Engines which have wheel base of less than 35 feet, **without a car or cars attached** so that block and interlocking signals will properly function, — IS PROHIBITED OVER FOLLOWING CROSSINGS:

Sedalia, Mo., M-K-T Ry.

Oreapolis, Nebr., C. B. & Q. Ry.

## 7. COUPLING ROAD-SWITCH DIESEL UNITS TO STANDARD ROAD DIESEL UNITS:

Employes must not pass from one unit to another while units are in motion, except between A units coupled back to back, B units, and between rear of A units and adjoining B unit.

## 8. DIESEL UNITS WITH SAFETY CONTROL FOOT PEDAL VALVE CUT-OUT COCK.

Diesel units equipped with safety control foot pedal valve cut-out cock which is located on right side of unit under cab for operation from the ground. Engineers may, by use of cut-out cock, cut out safety control foot pedal while engaged in yard switching or station switching in road freight service. The safety control feature **MUST** be cut in while moving between stations. This modifies Rule 727 Brown Book. Engineers must check position of cut-out cock before starting day or trip to insure same in proper position.

## 9. MAINTAINING POSITION OF AUTOMATIC BRAKE:

Maintaining position will not be used during initial terminal train brake tests. After leakage is checked and the additional five pound brake pipe reduction is made, automatic brake valve will be placed in lap. This modifies rule 802 (3) "Brown Book."

## 10. BACK-UP MOVEMENTS:

To avoid possibility of jack-knifing between diesel units on a back-up move when shoving 20 or more cars, the following precautions must be taken:

A. With three units or less in locomotive consist, no special precautions necessary and full power may be used on all units.

B. With four or more units in the locomotive consist, power must be used only on the three (3) units next to the train all other units in the consist must be taken 'off line'.

The above instructions apply to all classes and types of locomotive units used in freight service. If the train or cut of cars cannot be handled with power limited as outlined, it will be necessary to reduce the train sufficiently to permit the back-up move.

Northern District

## 22. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES SHOULD PROVIDE THEMSELVES:

Rules and Instructions Governing the Operation of a Railroad Radio Communication System.

Circular 81, Rules and Instructions For the Government and Protection of Employes Whose Duties Require Them to Go Between, Under or About Engines or Cars.

## 23. TELEPHONES:

Telephone booths are located adjacent all siding and absolute signals.

All telephone booths on this district are equipped with a telephone connected to Train Dispatchers circuit or control operator.

Listed below are locations of telephones other than those in telephone booths:

Leeds.....	Yard Office
Wolcott.....	Signalmen's Tool House
Atchison.....	Signalmen's Tool House
Lancaster.....	Waiting Room
Everest.....	Freight House
Paul.....	Waiting Room
Union.....	Waiting Room
Plattsmouth.....	Waiting Room
Lincoln.....	Diesel Shop Office
Lincoln.....	Freight House
Whiting.....	Freight House
Wetmore.....	Freight House
Vermillion.....	Freight House
Waterville.....	Freight House
Bloomington.....	Freight House
Osborne.....	Freight House
Alton.....	Freight House
Woodston.....	Freight House
Stockton.....	Freight House

Location of telephones in Kansas City Terminal, not connected with dispatching circuit, with which to reach control operators in towers:

Leeds—40th Street.....	Cabin
Leeds—West Ice House Switch.....	Cabin
Leeds—East End Ice Dock.....	
37th Street.....	
31st Street (CRI&P OH Crossing).....	
Leeds—Yard Master Tower.....	
17th Street.....	
12th Street.....	
Centropolis.....	Freight House
Sheffield—KCT Ry. Phone.....	On telegraph pole
Sheffield—Milwaukee Connection.....	
West End—K. C. Food Terminal.....	
Kaw Point.....	
Kansas City, Kans., K. C. T. connection.....	Cabin
North Cypress Switch.....	
U. P. Armstrong Connection.....	
U. P. Wyandotte Connection.....	

Northern District

## 23.—Continued

KCNW Crossing.....	Cabin
Walker Ave.....	
Great Lakes Lead.....	
Edgewater Jct.....	Cabin
Liberty St.....	
Lydia Ave. Signal 312.....	
Troost—E. of KCS Xing.....	
Troost—E. of KCS Xing (High Line).....	
Troost—Produce Yard Connection.....	
Troost—High Line Connection.....	
Park Ave.....	
Charlotte Ave.—GM&O Connection.....	
Grand Avenue.....	
Delaware Ave.....	
Broadway—C. G. W. Connection.....	
Broadway—K. C. S. Connection.....	
Fourth St. Viaduct.....	
Santa Fe St.....	Cabin

## 24. SPECIAL SAFETY RULES:

When a passenger train is stopped in emergency, entire train must be inspected both sides, before proceeding.

Rule 30 of the "Uniform Code of Operating Rules" is amended as follows:

"In case of bell failure, two short blasts of whistle or horn will be sounded when an engine is about to move."

Rule 510 of the "Uniform Code of Operating Rules" is amended as follows:

"Employees will not ride on leading footboard of an engine except when necessary to make cut between engine and first car in switching."

Head brakeman on freight trains will ride in lead unit.

On locomotive cranes and M of W machines equipped with foot boards, employe operating such machines or helping around such cranes or machines, will not be permitted to ride on foot board in direction crane or machine is moving except on bridge erecting cranes while working on bridges, one man may be permitted to ride on each side of coupler on foot board in direction crane is moving.

## 25. WATCH INSPECTION:

Rule 2 of the Uniform Code of Operating Rules is changed to read as prescribed by Circular 43-E.

## 26. AMENDMENTS OR MODIFICATIONS TO UNIFORM CODE OF OPERATING RULES:

(a) Rule 12(j): Five minute yellow fusees may be used in lieu of green fusees but must not be used within interlocking limits, except as provided by interlocking rules.

(b) All sections except the last will display two green lights only by day and by night in the places provided for that purpose on the front of the engine.

(c) Extra trains will display two white lights only by day and by night in the places provided for that purpose on the front of the engine.

(See Rules 20, 20(a), 20(b), 20(c), 23 and 24.)

(d) Conventional markers on trains may be replaced with a single electric light of prescribed type which must show red to the rear of such train from sunset to sunrise and when day signals cannot be plainly seen. At the end of run when train is clear of main track and hand operated switch is closed, light must be extinguished.

(e) These instructions modify Rule 19.

"See Uniform Code of Operating Rule 19(a) (first paragraph) reading:

'TURNING MARKERS—Outside of ABS territory when, a train is clear of main track to be passed by a following train, lighted markers must be turned to show green to the front, outside and to the rear, but before main track is again fouled must be restored to display red to the rear' is cancelled.

Northern District

## 26. Continued

This does not **modify or cancel** the second paragraph of this rule reading:

"When such markers display red to the rear, following train must move at restricted speed until main track is seen to be clear."

These instructions modify Rule 19(a).

(f) Rule 35 is changed to read:

"The following signals will be used by flagmen:

Day Signals/A red flag

\ Not less than 10 torpedoes and six red fusees

Night Signals/A white light

\ Not less than 10 torpedoes and six red fusees"

(g) Rule 221(d) changed to read:

"Operators must have the following signal appliances ready for immediate use:

1 red flag

1 white light

10 torpedoes

6 red fusees"

(h) Rule 99(j) will not apply to light engines in road movements.

(i) Five minutes or more will be considered delay under requirements of Rule 330.

(j) Train Orders:

Form G and V may be combined.

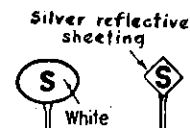
(l) Handling Derails:

Trains or engines entering a track protected by derails, the employe handling switch will know the derail lined before lining switch for the track to be used.

(m) Refer to block signal, and interlocking signal indications, pages 96 and 97 of Uniform Code of Operating Rules. Rule 284 approach medium indication amended as follows:

"Proceed reducing to 35 MPH before reaching next signal".

## ROADWAY SIGNS



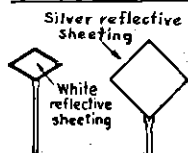
STATION ONE MILE SIGN

See Rule 14 (m)  
(One mile from station or first  
switch of siding, whichever is  
nearer, on single track in train  
order territory. Not to be used  
on branch lines.)

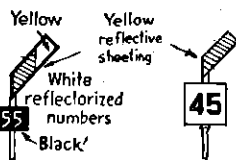
HIGHWAY GRADE CROSSING  
WHISTLE SIGN

1320 feet from Crossing  
where speed is 60 m.p.h.  
or less, and 1850 feet  
where speed is over  
60 m.p.h.

See Rule 14 (l)

RAILROAD CROSSING-  
JUNCTION-DRAWBRIDGE-  
ONE MILE SIGN

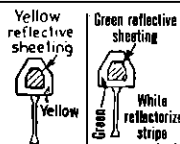
(Except when protected by  
interlocking).  
See Rule 98

PERMANENT SPEED  
RESTRICTION SIGN

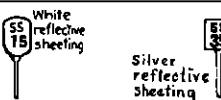
See Rule 10(h) and Time-  
table Special Instructions  
Section 3

PERMANENT  
RESUME SPEED SIGN

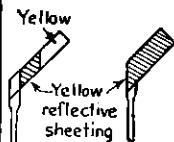
See Rule 10(h)  
Used in connection  
with Permanent  
Speed Restriction Sign

TEMPORARY  
SPEED  
RESTRICTION  
SIGN

To be used per chart on  
Page 130, Uniform Code  
of Operating Rules  
See Rule 10 (g)

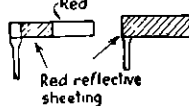
SPEED LIMITING SIGNS  
FOR SPRING SWITCHES

When moving points in  
trailing movements



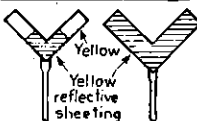
APPROACH SIGN

See definition of Restrict-  
ed Speed and Special  
Instructions supple-  
mentary to Operating  
Rules



STOP SIGN

At point where stop required  
200 ft. from Railroad Crossing  
or at certain other points  
where stop required



YARD LIMIT SIGN

See Rule 93



SWITCHING LIMIT SIGN

Used to designate Switch-  
ing Limits in signal indica-  
tion territory where  
Rule 93 does not apply

LOCATION OF HOSPITALS,  
EMERGENCY STATIONS,  
DIVISION AND LOCAL SURGEONS

NAME	LOCATION
HOSPITAL	St. Louis, Mo.
HOSPITAL, St. Mary's Hospital	Kansas City, Mo.
★ Dr. L. A. O'Brien, Dir. of Clinic	Kansas City, Mo.
Dr. H. M. Parker	Kansas City, Mo.
Dr. J. R. Whiteman	Kansas City, Mo.
Dr. A. G. Peterson	Kansas City, Mo.
Dr. F. C. Werner	Kansas City, Mo.
Dr. L. M. Roberts	Kansas City, Mo.
FIRST AID STATION	(NEFF YARD DIESEL SHOPS
Note—Hours of First Aid Station, 8:30 a.m. to 5:00 p.m., daily except Sunday and Legal Holidays.	
EMERGENCY STATION	Atchison, Kan.
★ Dr. F. K. Bosse, Division Surgeon	Atchison, Kan.
★ Dr. W. L. Anderson, Division Surgeon	Atchison, Kan.
★ Dr. J. R. Thompson	Auburn, Nebr.
★ Dr. A. J. C. McCallum	Aurora, Mo.
★ Dr. W. J. Ketz	Batesville, Ark.
★ Dr. G. C. Evans	Batesville, Ark.
★ Dr. P. Gray	Batesville, Ark.
★ Dr. O. J. T. Johnston	Batesville, Ark.
★ Dr. H. B. Vallette, Local & Disp. Surg.	Beloit, Kan.
★ Dr. W. W. Weltmer, Local Surgeon	Beloit, Kan.
★ Dr. J. F. Nienstedt, Local Surgeon	Beloit, Kan.
★ Dr. H. L. Lawless, Local Surgeon	Blue Rapids, Kan.
★ Dr. T. C. Beckett	Boonville, Mo.
★ Dr. W. C. Magness	Branson, Mo.
★ Dr. C. W. Luter	Butler, Mo.
★ Dr. D. C. Ronald	Butler, Mo.
★ Dr. N. J. Copp	Calico Rock, Ark.
★ Dr. K. S. Latham, Local Surgeon	California, Mo.
★ Dr. F. H. Birsner	Carthage, Mo.
★ Dr. M. F. Whitten	Carthage, Mo.
★ Dr. E. H. Birsner	Carthage, Mo.
★ Dr. C. A. Nystrom, Local Surgeon	Cawker City, Kan.
★ Dr. R. E. Capey, Local Surgeon	Centralia, Kan.
EMERGENCY STATION	Concordia, Kan.
★ Dr. J. H. Lathrop, Local Surgeon	Concordia, Kan.
★ Dr. L. E. Haughey, Resident Surgeon	Concordia, Kan.
★ Dr. F. L. Womack	Crane, Mo.
★ Dr. J. H. Young	Crane, Mo.
★ Dr. R. W. Homan	Crete, Nebr.
EMERGENCY STATION	Downs, Kan.
★ Dr. J. E. Hodgson, Resident Surgeon	Downs, Kan.
★ Dr. E. O. Shelton	Eldon, Mo.
★ Dr. O. E. Liston	Elmwood, Nebr.
★ Dr. W. Glenn, Division Surgeon	Falls City, Nebr.
★ Dr. L. V. Brennan, Resident Surgeon	Falls City, Nebr.
★ Dr. R. L. Heins	Falls City, Nebr.
★ Dr. R. D. Gentry, Asst. Div. Surg.	Falls City, Nebr.
★ Dr. M. A. Brawley	Frankfort, Kan.
★ Dr. J. H. Young	Galena, Mo.
★ Dr. L. J. L'Ecuyer, Resident Surgeon	Greenleaf, Kan.
★ Dr. J. G. Gladden	Harrison, Ark.
★ Dr. D. S. Long	Harrisonville, Mo.
★ Dr. A. A. Smith	Hastings, Neb.
★ Dr. R. C. Smith	Hastings, Neb.
★ Dr. G. M. Workman	Hermann, Mo.
★ Dr. C. T. Shaw, Local Surgeon	Hermann, Mo.
★ Dr. R. M. Pidinger	Hiawatha, Kan.
★ Dr. W. E. Koppenbrink	Higginsville, Mo.
★ Dr. K. Rawlins, Local Surgeon	Holden, Mo.
★ Dr. G. M. Edmonds	Horton, Kan.
★ Dr. J. R. Green	Independence, Mo.
EMERGENCY STATION	Jefferson City, Mo.
★ Dr. M. W. Kelly	Jefferson City, Mo.
★ Dr. W. V. McKnelly, Division Surgeon	Jefferson City, Mo.
★ Dr. G. A. Schulte	Joplin, Mo.

**LOCATION OF HOSPITALS,  
EMERGENCY STATIONS,  
DIVISION AND LOCAL SURGEONS**

NAME	LOCATION
★★Dr. V. E. Jeans.....	Joplin, Mo.
★Dr. C. B. Schoeberl.....	Joplin, Mo.
★★Dr. G. W. Grove.....	Knobnoster, Mo.
★★Dr. H. M. Arnold.....	Lamar, Mo.
★★Dr. E. Guldner.....	Lamar, Mo.
★Dr. G. R. Combs.....	Leavenworth, Kan.
★Dr. P. S. Combs.....	Leavenworth, Kan.
★Dr. E. F. Steichen.....	Lenora, Kan.
★★Dr. L. B. Knight.....	Lee's Summit, Mo.
★★Dr. J. W. Ward.....	Lexington, Mo.
★Dr. B. H. Brasher.....	Lexington, Mo.
<b>EMERGENCY STATION</b> .....	Lincoln, Nebr.
★Dr. K. S. J. Hohlen.....	Lincoln, Nebr.
★Dr. N. R. Miller.....	Lincoln, Nebr.
★★Dr. R. M. Owensby.....	Mankato, Kan.
★Dr. J. R. Lawrence, Local Surgeon.....	Marshall, Mo.
★Dr. W. K. Nix, Local Surgeon.....	Marshall, Mo.
★Dr. R. F. Aiken, Local Surgeon.....	Marshall, Mo.
★★Dr. W. S. Guinne.....	Mountain Home, Ark.
★★Dr. B. N. Saltzman.....	Mountain Home, Ark.
★Dr. S. W. Chambers.....	Mountain Home, Ark.
★Dr. A. H. Bonebrake, Local Surgeon.....	Nebraska City, Nebr.
★Dr. R. R. Anderson.....	Nehawka, Nebr.
★Dr. B. P. Eisenmann.....	New Haven, Mo.
★Dr. J. D. Ashley.....	Newport, Ark.
★Dr. M. H. Harris, Local & Disp. Surg.....	Newport, Ark.
<b>EMERGENCY STATION</b> .....	Nevada, Mo.
★Dr. R. B. Wray.....	Nevada, Mo.
★Dr. L. P. McCann.....	Nevada, Mo.
★Dr. W. S. Love.....	Nevada, Mo.
★Dr. T. B. Todd.....	Nevada, Mo.
<b>EMERGENCY STATION</b> .....	Omaha, Nebr.
★Dr. W. T. Rance, Division Surgeon.....	Omaha, Nebr.
★Dr. J. E. Courtney, Asst. Div. Surg.....	Omaha, Nebr.
★★Dr. J. E. Henshall.....	Osborne, Kan.
★Dr. D. B. Ecker, Local & Disp. Surg.....	Pacific, Mo.
★Dr. R. F. Brendel, Local Surgeon.....	Plattsmouth, Nebr.
★Dr. G. O. Austria, Local Surgeon.....	Plattsmouth, Nebr.
★Dr. J. E. Taylor.....	Pleasant Hill, Mo.
★Dr. A. W. Eklund.....	Pleasant Hill, Mo.
★★Dr. L. S. Shumate.....	Reeds Spring, Mo.
★Dr. C. J. Allen.....	Rich Hill, Mo.
<b>EMERGENCY STATION</b> .....	St. Joseph, Mo.
★Dr. F. G. Thompson, Jr.....	St. Joseph, Mo.
<b>EMERGENCY STATION</b> .....	Sedalia, Mo.
★Dr. A. L. Walter, Division Surgeon.....	Sedalia, Mo.
★Dr. D. R. Edwards, Asst. Surgeon.....	Sedalia, Mo.
★Dr. W. A. Beckemeyer, Asst. Surgeon.....	Sedalia, Mo.
★Dr. J. W. Boger, Asst. Division Surg.....	Sedalia, Mo.
★Dr. A. J. Campbell, Jr.....	Sedalia, Mo.
★Dr. D. P. Dyer, Cons. Surgeon.....	Sedalia, Mo.
Dr. T. S. Hopkins.....	Sedalia, Mo.
★★Dr. J. C. Brazos.....	Smithton, Mo.
★★Dr. D. G. Hall.....	Springfield, Mo.
★Dr. W. W. Wood.....	Springfield, Mo.
★Dr. D. L. Yancey.....	Springfield, Mo.
★★Dr. S. S. Peterson.....	Springfield, Mo.
★★Dr. G. D. Callaway, Jr.....	Springfield, Mo.
★Dr. W. L. Votapka.....	Stockton, Kan.
★Dr. H. Mauck.....	Stockton, Kan.
★Dr. C. G. McMahon.....	Superior, Neb.
★Dr. C. T. Gritzka, Local & Disp. Surg.....	Talmage, Nebr.
★Dr. J. F. Potts.....	Tipton, Mo.
★Dr. C. S. Johnson, Local Surgeon.....	Warrensburg, Mo.
★Dr. H. Harkness.....	Warrensburg, Mo.
★Dr. F. G. Mays.....	Washington, Mo.
★Dr. J. P. Post.....	Washington, Mo.
★Drs. G. I. & L. K. Thacher, Local & Disp. Surgeons.....	Wateville, Kan.
★★Dr. D. G. Kelling.....	Waverly, Mo.
★★Dr. J. A. Kelling.....	Waverly, Mo.
★Dr. G. A. McFadden.....	Waverly, Mo.
★Dr. R. M. Ferguson.....	Webb City, Mo.
★Dr. L. N. Kunkel, Local Surgeon.....	Weeping Water, Nebr.
★Dr. L. A. Kelly.....	Yellville, Ark.
★Dr. L. M. West.....	Yellville, Ark.