



TAKE PRIDE

in

**RULES
OBSERVANCE**

For men to be safe they must be taught by a competent, courteous teacher.

Each conductor, engineer and foreman is a teacher and has the obligation to require rules observance and safety in the performance of duty by men under their supervision.

TAKE TIME FOR SAFETY

Northern District

SAFETY FIRST



**MISSOURI PACIFIC
RAILROAD COMPANY**

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

**TIMETABLE
No. 2**

Effective 12:01 a. m. Sunday, Sept. 27, 1964

CENTRAL STANDARD TIME

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

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.
N. W. DERRYBERRY, Supt. Transportation.
G. M. HOLZMANN, General Manager.
D. E. WALKER, Asst. General Manager.

DIVISION OFFICERS

St. Louis Terminal Division

H. JONES..... Superintendent..... St. Louis, Mo.
 W. CRIMM..... Asst. Superintendent..... Dupo, Ill.
 C. A. BOYD..... Asst. Superintendent..... St. Louis, Mo.
 J. R. HINTON..... Trainmaster..... Dupo, Ill.
 D. L. HALFERTY..... Trainmaster..... St. Louis, Mo.
 J. E. PEARSON..... 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.
 R. L. CALDWELL..... Asst. Superintendent..... Nevada, Mo.
 V. M. DRISKILL..... Trainmaster..... Jefferson City, Mo.
 R. F. HANFELD..... Trainmaster..... Jefferson City, Mo.
 W. H. SHIDLER..... Trainmaster..... Nevada, Mo.
 W. R. GALLAGHER..... Chief Dispatcher..... Kansas City, Mo.
 J. T. CHITWOOD..... Road Foreman of
 Engines..... Jefferson City, Mo.
 J. H. ROGERS..... 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.
 V. E. KRIG..... Road Foreman of
 Engines..... Kansas City, Mo.

Omaha Division

D. W. SCHWARZ..... Superintendent..... Atchison, Kan.
 G. R. JOHNSON..... Trainmaster..... Omaha, Neb.
 J. B. MULLINGS..... Trainmaster..... Atchison, Kan.
 J. L. JAMES..... Asst. Trainmaster..... Atchison, Kan.
 W. R. GALLAGHER..... Chief Dispatcher..... Kansas City, Mo.
 C. V. HUFFMAN..... Road Foreman of
 Engines..... Falls City, Neb.

EXPLANATION OF CHARACTERS

- Ⓐ—Automatic Interlocking.
- Ⓑ—Radio Base Station.
- D—Diesel Fuel Oil.
- Ⓒ—Gate — Normal position against conflicting route.
- G—Gate — Normal position against this subdiv.
- Ⓜ—Manual Interlocking.
- Ⓢ—Stop Sign.
- T—Turntable or Wye.
- W—Water.
- ⓧ—Railroad Crossing at Grade.
- Ⓨ—Yard Limit.
- *—Mail Crane.
- §—Track Scales.
- X—Crossover between Main Tracks — Dual Control Switches.
- Ⓞ—Train Order Office.

Register Stations are shown in full-faced type.

When the letters CTC are shown herein they designate territory where rules 400 to 406 inclusive are in effect governing opposing and following movement of trains and engines by block signals.

In ABS territory, Rule 99 (j) effective.

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.
- No. 15 stop Lee's Summit on Sunday for mail.
 No. 17 stop California on Sunday for passengers.
 No. 19 stop California on Sunday discharge mail.
 No. 12 stop California on Sunday for passengers.

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

2 ST. LOUIS SUBDIV.—EASTERN DIVISION

TRAINS WESTWARD				Miles From St. Louis — Seventh Street	TIMETABLE No. 2 SEPT. 27, 1964
FIRST CLASS					
11	15	17	19		
Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily		
b 3 50PM	b 2 50PM	b 9 10AM	b 12 10AM	13.48	KIRKWOOD.....@
				3.07	BARRETT'S.....
				16.55	PA.....I
				18.75	VALLEY PARK.....
				18.96	BY.....I
				22.84	JB.....*
				24.08	EUREKA.....*
				27.91	DO.....I
				32.28	PACIFIC.....@W*§
				34.84	GS.....I
				37.08	HD.....I
4 23	a 3 25	s 9 47	s 12 50	46.57	WASHINGTON...@*
				51.75	WG.....I
				57.72	NEW HAVEN...@*⊙
				67.31	BERGER.....*
	a 3 50		a 1 15	75.19	HERMANN...@*⊙
				81.08	KK JCT.....
4 54	c 4 00	10 22	f 1 25	88.19	GASCONADE.....@*
				88.59	MORRISON.....*
	a 4 12		a 1 40	92.90	CHAMMOIS...@T*⊙
				100.26	BONNOT'S MILL...*
				113.10	LL JCT.....
				116.79	OSAGE.....*
				117.32	JC.....I
s 5 30PM	s 4 40PM	s 11 00AM	s 2 10AM	124.33	Jefferson City...@DWT⊙
PSGR. MILEAGE.....121.60 — FRT. MILEAGE.....120.86					

ABS — CTC — Between Kirkwood and Jefferson City.

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

First class trains register by ticket Jefferson City.

Trains must secure clearance before leaving Jefferson City.

Between DO and LL Jct. trains and engines must not clear main track except at locations equipped with Remote Control or Electrically Locked Switches; this also applies to Prison Team track Jefferson City.

ST. LOUIS SUBDIV.—EASTERN DIVISION 3

Sliding Capacity in Cars	TIMETABLE No. 2 SEPT. 27, 1964	TRAINS EASTWARD			
		FIRST CLASS			
		18	12	16	14
		Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily
Yd.	KIRKWOOD.....	c 6 20AM	c 11 35AM	c 4 30PM	c 9 25PM
	BARRETT'S.....				
	PA.....				
	VALLEY PARK.....				
	BY.....				
	JB.....				
	EUREKA.....				
	DO.....				
	PACIFIC.....				
	GS.....				
	HD.....				
	WASHINGTON...@*	s 5 40	10 52	s 3 50	s 8 25
	WG.....				
	NEW HAVEN...@*⊙	a 5 12			
	BERGER.....				
	HERMANN...@*⊙	a 4 56			m 7 57
	KK JCT.....				
	GASCONADE.....@*	a 4 46	10 19	3 14	7 46
	MORRISON.....*	a 4 40			
100	CHAMMOIS...@T*⊙	a 4 32			a 7 35
	BONNOT'S MILL...*				
	LL JCT.....				
	OSAGE.....*				
	JC.....I				
Yd.	Jefferson City...@DWT⊙	4 05AM	9 45AM	2 40PM	7 10PM
PSGR. MILEAGE.....121.60 — FRT. MILEAGE.....120.86					

Dragging Equipment Detectors are located as follows:

(1) At MP 85, Pole 9 and MP 92, Pole 22, 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 113, Pole 22 and MP 120, Pole 32, 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 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.

4 SEDALIA SUBDIV.—EASTERN DIVISION

TRAINS WESTWARD				Miles From St. Louis — Seventh Street	TIMETABLE No. 2 SEPT. 27, 1964
FIRST CLASS					
11 Passenger Daily	15 Passenger Daily	17 Passenger Daily	19 Passenger Daily		
5 30PM	4 45PM	11 01AM	2 25AM	125.33	JEFFERSON CITY. @DWT@
5 33	4 48	11 04	2 28	127.95	SR JCT.....
5 47	5 05	11 20	2 48	140.26	CENTERTOWN.....*
5 53	5 09	11 24	2 53	144.72	McGIRK.....*
5 59	s 5 15	a 11 30	a 3 07	150.38	CALIFORNIA...@*@
6 13 ¹⁴	5 20	11 36	3 14	156.63	CLARKSBURG.....*
6 19	5 27	s 11 42	a 3 20	162.87	TIPTON.....@*@
6 24	5 32	11 47	3 25	168.13	SYRACUSE.....*@
6 31	5 39	11 54	3 32	175.75	OTTERVILLE.....*
6 36	5 50 ¹⁴	11 59	3 38	181.11	SMITHTON.....*
s 6 44	s 6 00	s 12 07	s 3 45	188.94	SEDALIA...@WT@
6 55	6 16	12 16	4 07	189.69	LX JCT.....
7 00	6 21	12 21	4 12	195.74	DRESDEN.....*
7 07	6 28	a 12 28	4 19	200.91	LAMONTE.....*
s 7 18	6 38	s 12 45 ¹⁶	s 4 40	208.13	KNOBNOSTER...*@
7 24	6 44	12 51	4 46	218.40	WARRENSBURG...@*@
7 32	6 52	a 12 59	s 4 54	224.45	CENTERVIEW.....*
7 37	6 57	1 03	4 59	232.83	HOLDEN.....*@
7 42	7 02	1 10	5 04	237.56	KINGSVILLE.....*
7 48	s 7 15	a 1 19	s 5 20	243.08	STRASBURG.....*
				249.27	PLEASANT HILL...@T*@
				252.34	AVON.....
	f 7 27	c 1 33	a 5 34	259.87	LEE'S SUMMIT.....*
				265.10	LB SIDING.....
a 8 10	s 7 40	a 1 48	s 5 50	273.27	INDEPENDENCE...@*@
				276.84	ROCK CREEK JCT...@
8 50PM	8 25PM	2 20PM	6 45AM	283.03	KANSAS CITY...@

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

ABS — Between Jefferson City and Rock Creek Jct.

CTC — Between Jefferson City and SR Jct., Strasburg and Rock Creek Jct.

Two main tracks between Jefferson City and SR Jct.

Rock Creek Jct. is train order office for Eastward Trains only. Trains originating Neff Yard must secure clearance. Trains originating Kansas City must secure clearance at Telegraph Office Union Sta.

Trains must secure clearance at Jefferson City.

First class trains register by ticket at Jefferson City.

Yard Limits: MP 187-0 to MP 190-30.

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 5

Siding Capacity in Cars	TIMETABLE No. 2 SEPT. 27, 1964	TRAINS EASTWARD			
		FIRST CLASS			
		12 Passenger Daily	16 Passenger Daily	14 Passenger Daily	18 Passenger Daily
Yd.	JEFFERSON CITY.....	s 9 40AM	s 2 35PM	s 7 00PM	s 3 55AM
	SR JCT.....	9 36	2 27	6 41	3 30
70	CENTERTOWN.....	9 24	2 14	6 28	3 16
70	McGIRK.....	9 20	2 09	6 24	3 12
75	CALIFORNIA.....	a 9 15	a 2 04	s 6 19	a 3 07 ¹⁹
42	CLARKSBURG.....	9 07	1 56	6 13 ¹¹	3 01
70	TIPTON.....	9 02	1 50	6 07	s 2 50
46	SYRACUSE.....	8 57	1 45	6 02	2 40
50	OTTERVILLE.....	8 50	1 38	5 55	2 33
68	SMITHTON.....	8 45	1 33	5 50 ¹⁵	2 28
	@MKT.....				
80	SEDALIA.....	s 8 37	s 1 25	s 5 40	s 2 20
100	DRESDEN.....	8 27	1 09	5 32	1 42
54	LAMONTE.....	8 22	1 04	5 27	1 37
60	KNOBNOSTER.....	8 16	a 12 57	5 20	1 30
46	WARRENSBURG.....	a 8 06	s 12 45 ¹⁷	s 5 10	s 1 07
100	CENTERVIEW.....	8 00	12 38	5 03	1 00
65	HOLDEN.....	7 53	12 30	4 55	s 12 52
54	KINGSVILLE.....	7 49	12 25	4 51	12 44
70	STRASBURG.....	7 44	12 20	4 46	12 39
140	PLEASANT HILL.....	7 38	a 12 13	m 4 40	s 12 32
80	AVON.....				
84	LEE'S SUMMIT.....		b 12 01		s 12 12
60	LB SIDING.....				
125	INDEPENDENCE.....	a 7 15	a 11 45	a 4 15	s 11 53
	ROCK CREEK JCT.....				
	KANSAS CITY.....	7 00AM	11 30AM	4 00PM	11 35PM

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

Train 201 must secure clearance Neff Yard addressed to "C&E Extra—East and No. 201" to cover movement over Sedalia Subdiv.

6 RIVER SUBDIV. — EASTERN DIVISION

TRAINS WESTWARD		Miles from St. Louis — Seventh Street	Timetable No. 2 SEPT. 27, 1964	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. 2.82		2 10	8 06
10 10	5 52	130.11	CO SIDING 2.16	150	2 03	8 00
10 30	6 10	143.87	SANDY HOOK 13.76	190	1 40	7 40
10 50	6 27	156.78	WOOLDRIDGE 12.91	189	1 22	7 20
11 10	6 48	170.86	BOONVILLE... @T 14.07	125	1 00	6 58
11 24	7 03	178.40	RM SIDING 7.65	225	12 50	6 48
11 37	7 16	186.91	BLACKWATER... 8.51	115	12 33	6 35
11 49	7 29	195.02	NAPTON 8.11	125	12 20	6 23
11 59	7 45	202.17	MS SIDING 7.15	130	12 10	6 13
12 16	8 01	215.23	MALTA BEND... @ 13.06	203	11 53	5 55
12 29	8 13	224.57	WAVERLY 9.34		11 39	5 43
12 38	8 30	230.65	HODGE 6.08	190	11 30	5 33
1 00	8 59	247.62	MYRICK 16.97	200	11 05	5 08
1 14	9 15	258.00	NAPOLBON 10.38	125	10 50	4 52
1 23	9 25	265.15	BUCKNER 3.52		10 41	4 42
1 28	9 36	268.67	LAKE CITY 5.80	135	10 36	4 37
1 36	9 46	274.27	JJ JCT 1.96		10 28	4 28
		276.23	ETON JCT. 7.61			
		283.84	CONGO 0.76			
		284.58	ROCK CREEK JCT 1.40			
		285.99	KC SW JCT. 0.77			
2 30AM	11 00AM	286.78	NEFF YARD @D@WT 158.81	Yd.	10 00AM	4 00PM

ABS — Between Jefferson City and Rock Creek Jct.
 CTC — Between Jefferson City and SR Jct.; Eton Jct. and Congo.
 Signal indication, with Current of Traffic between JJ Jct. and Eton Jct.; Congo and Rock Creek Jct.
 Two main tracks between Jefferson City and SR Jct.; JJ Jct. and Eton Jct.; and between Congo and Neff Yard.
 Operation on AT&SF Railroad, two main tracks between Eton Jct. and Congo.
 Yard Limits, Kansas City Terminal Division, see map in Special Instructions.
 Eastward trains secure clearance at Neff Yard.
 Westward trains secure clearance at Jefferson City.
 Rock Creek Jct. is train order office for eastward trains only.
 Crossover located MP 247, Pole 10½ is designated as "No. 1 Crossover Myrick," and may be used in train orders.
 Marshall is located on Industrial lead 2 miles south of MS Siding and is a train order Office for trains moving via Marshall only.

PLEASANT HILL SUBDIV. EASTERN DIVISION 7

TRAINS SOUTHWARD			Miles from St. Louis (via Pleasant Hill)	Timetable No. 2 SEPT. 27, 1964	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS						SECOND CLASS	
201 Red Ball Freight Daily	509 Local Freight Daily Ex. Mon.	501 Local Freight Daily Ex. Sun.				202 Red Ball Freight Daily	502 Local Freight Daily Ex. Sun.
10 10AM			249.27	Pleasant Hill... @WT 0.83	Yd.	9 10AM	
			249.19	@ C.R.I.&P. 4.55			
10 20			253.74	ORE 5.09	85	8 57	
10 28			258.83	Harrisonville... 0.41	50	8 49	
			259.24	@S.L.S.F. 0.14			
			259.38	@S.L.S.F. 8.09			
10 36			265.47	LONE TREE 6.29	85	8 39	
10 44			271.76	ARCHIE 5.85	57	8 29	
10 52			277.61	ADRIAN 9.51	85	8 21	
11 05			287.12	BUTLER 11.87	98	8 07	
11 21			298.99	RICH HILL 2.27	111	7 51	
11 24	9 30AM		301.26	Rich Hill JCT. 1.21		7 48	
11 27	9 35		302.47	PANAMA 4.95	101	7 45	
11 33	9 45		307.42	HORTON 6.36	57	7 38	
11 41	10 00		313.78	WALES 3.32	58	7 28	
			317.10	@M.K.T. 0.39			
11 50	10 15AM	12 01AM	317.49	NEVADA @DWT 1.88	Yd.	7 20	3 40PM
11 54		12 10	319.37	NASSAU JCT. 11.50		7 15	3 35
12 09		12 28	330.87	SHELDON 11.39	85	6 58	3 13
12 23		12 45	342.26	LAMAR 0.74	85	6 42	2 55
			343.00	@S.L.S.F. 10.53			
12 37		1 01	353.53	JASPER 10.50	85	6 25	2 38
12 50PM		1 20	364.03	WR JCT. 0.11		6 10AM	2 20
		2 00	364.14	Carthage... @WT 10.82	Yd.		2 15
		3 00	374.96	WEBB CITY.DT 6.63	60		1 45
		5 00AM	381.69	JOPLIN 0.00	Yd.		1 30PM

No. 201 is superior to Nos. 202 and 502.
 Trains must secure clearance Nevada.
 Trains secure clearance Carthage when operator 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 No. 201 at Neff Yard 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 end of track, Joplin.
 Rich Hill Jct. is register station for Nos. 202 and 509 only.
 Train register for WR Jct. located at passenger station Carthage.

8 CARTHAGE SUBDIV.—EASTERN DIVISION

CARTHAGE SUBDIV.—EASTERN DIV. 9

TRAINS SOUTHWARD				Miles from St. Louis (via Diaz)	TIMETABLE No. 2 SEPT. 27, 1964	STATIONS
SECOND CLASS						
201 Red Ball Freight	507 Local Freight	505 Local Freight	503 Local Freight			
Daily	Daily Ex. Sun.	Mon., Wed., Fri.	Daily Ex. Sun.			
12 50PM			1 30AM	527.79	WR JCT	0.11
				527.68	CARTHAGE	0.81
				526.87	SS. L. S. F.	0.87
12 58			1 38	526.00	AA SIDING	19.14
1 23			2 05	506.86	STOTTS CITY	17.26
				489.60	SS. L. S. F.	1.37
1 51			2 33	488.23	AURORA	10.40
2 15		6 00AM	3 00AM	477.83	CRANE	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	YELLYVILLE	5.85
4 51		11 01		386.52	FLIPPIN	4.93
5 15		11 15AM		381.59	COTTER	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	1.33
7 33	11 20			285.10	KD SIDING	14.71
7 57	11 59			270.39	NEWARK	4.81
8 05	12 10			265.58	PAROQUET	6.78
8 18PM	12 35PM			258.80	DIAZ	268.99

Yard Limits: Jct. with Arkansas Div. to MP 260-5; MP 283-15 to 288-07; MP 311-20 to 312-25; MP 380-20 to 382-19; MP 477-5 to 479-20; MP 488-0 to 490-0; MP 524-20 to WR Jct.

TIMETABLE No. 2 SEPT. 27, 1964	Sliding Capacity in Cars	TRAINS NORTHWARD			
		SECOND CLASS			
		506 Local Freight	508 Local Freight	504 Local Freight	202 Red Ball Freight
STATIONS		Tu., Thu., Sat.	Daily Ex. Sun.	Daily Ex. Sat.	Daily
WR JCT				10 45PM	6 10AM
CARTHAGE	Yd.				
AA SIDING	103			10 30	6 00
STOTTS CITY	100			10 01	5 35
AURORA	60			7 30	5 10
CRANE	Yd.	9 55AM		7 00PM	4 52
GALENA	45	9 35			4 37
REEDS SPRING	45	9 25			4 25
GG SIDING	50	9 10			4 10
BRANSON	56	8 40			4 04
HOLLISTER, MO.	27	8 20			4 01
CRICKET, ARK.	50	7 59			3 41
BERGMAN	65	7 30			3 15
PYATT	51	6 50			2 55
YELLYVILLE	57	6 30			2 37
FLIPPIN	49	6 15			2 28
COTTER	Yd.	6 00AM			2 20
NORFORK	56				1 47
CALICO ROCK					
DD-CRESWELL	55				1 23
MOUNT OLIVE	63				1 09
SYLAMORE					1 02
GUION	51		8 00AM		12 44
BILTMORE	55		7 40		12 34
EARNHARTS	56		7 20		12 18
BATESVILLE	Yd.				
KD SIDING	50		7 00		12 07
NEWARK			6 30		
PAROQUET	93		6 22		11 40
DIAZ			6 10AM		11 30PM
268.99					

No. 201 is Superior to northward trains.
 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.
 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.
 Trains must secure clearance Carthage when operator on duty.
 No. 504 will not require clearance Crane when operator off duty.
 No. 503 will not require clearance WR Jct.
 No. 507 and No. 508 and extra trains must secure clearance Batesville when operator on duty.

10 LEXINGTON SUBDIV.—EASTERN DIVISION

TRAINS WEST-WARD	Miles from St. Louis — Seventh Street	TIMETABLE No. 2 SEPT. 27, 1964	Siding Capacity in Cars	TRAINS EAST-WARD
↓		STATIONS		↑
	189.51	LX JCT. 22.16	⊙	
	211.64	SWEET SPRINGS. 8.28	⊙ 24	
	219.92	CONCORDIA. 11.98	⊙	
	231.90	HIGGINSVILLE. 12.49	⊙	
	244.39	LEXINGTON. 1.83	⊙	
	246.22	MYRICK. 56.74	⊙ ⊕ ⊕ Yd.	

Yard Limits: MP 189-19 to 191-15; MP 243-10 to 246-16.

When "calling on indication" repeater (Rule 221 (a)) located at LX Jct. is displayed per Rule 231 movement may be made from LX Jct. to train order signal Sedalia.

ATCHISON SUBDIV.—OMAHA DIVISION 11

TRAINS WESTWARD		Miles from St. Louis	Timetable No. 2 SEPT. 27, 1964	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS 171 Red Ball Freight Daily	FIRST CLASS 17 Passenger Daily				FIRST CLASS 16 Passenger Daily	SECOND CLASS 172 Red Ball Freight Daily
			STATIONS			
	2 40PM	283.03	Kansas City, Mo. WD ⊙		11 10AM	
		286.28	Kan. City Term. Ry. Conn. Kan. 3.25			
		286.67	U. P. CONN. 0.39			
		287.23	OMP IND. 0.56			
	2 50	287.50	EDGEWATER JCT. 0.72		10 45	
6 30PM		280.03	NEFF YARD, MO. @DTW ⊙	Yd.		4 00AM
		282.08	⊙KCS. 2.05			
		284.57	KAW PT., KAN. 2.49			
		284.74	⊙UP. 0.17			
		284.87	⊙UP. 0.13			
			1.01			
7 30	2 50	287.50	EDGEWATER JCT. 5.28		10 45	2 00
		292.78	NEARMAN. 6.04	125		
		298.82	WOLCOTT. 6.82	150		
		305.64	UP JCT. 0.01			
		305.65	COCHRANE. 3.63	118		
		309.28	CGW CONN. 0.28			
		309.56	⊙CGW. 0.02			
		309.58	⊙CB&Q. 0.09			
	\$ 3 15	309.67	Leavenworth. WD \$ 2.63	80	\$10 20	
	\$ 3 20	312.30	FT. LEAVENWORTH. 1.90		\$10 15	
		314.20	WADE. 5.88	102		
		320.08	OAK MILLS. 10.62	150		
	\$ 3 42	330.70	ATCHISON @TDW ⊙	Yd.	\$ 9 55	
		332.33	NK JCT. 5.79			
9 15	3 52	338.12	SHANNON. 3.23	125	9 40	11 15
		341.35	LANCASTER. 5.36			
9 30	4 00	346.71	HURON. 5.03	125	9 32	11 04
	a 4 05	351.74	EVEREST. 6.52			
9 45	4 11	358.26	WILLIS. 11.51	125	9 21	10 43
		369.77	⊙UP. 0.53			
10 00	\$ 4 24	370.30	HIAWATHA. 8.83	97	\$ 9 09	10 33
10 21 ¹⁷²	4 33	379.13	RESERVE, KAN. 5.23	96	9 00	10 21 ¹⁷¹
10 40PM	4 40PM	384.36	Falls City Yard, Neb. W ⊙	Yd.	8 54AM	10 00PM
			101.78			

ABS — Between Kansas City Term. Ry. Conn. — Kaw Point, and Falls City.

CTC — Between Kansas City Term. Ry. Conn. — Kaw Point, and Shannon.

Trains originating Kansas City and Neff Yard must secure clearance. 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.

Trains or engines must not clear main track at Pomeroy.

SPRINGFIELD SUBDIV.—EASTERN DIVISION

TRAINS SOUTH-WARD	Miles from St. Louis (Via Diaz)	TIMETABLE No. 2 SEPT. 27, 1964	Siding Capacity in Cars	TRAINS NORTH-WARD
SECOND CLASS 503 Red Ball Freight Daily Ex. Sun.		STATIONS		SECOND CLASS 504 Red Ball Freight Daily Ex. Sat.
4 30AM	477.83	CRANE. WTD ⊕ ⊕	Yd.	6 05PM
5 01	492.82	CLEVER. 14.99		5 30
5 40AM	511.18	SPRINGFIELD. 18.36	Yd.	4 45PM
		33.35		

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

No. 503 will not require clearance Crane when operator off duty.

Yard Limits: Jet. Carthage Subdiv. to MP 477-25; MP 507-15 to End of Track.

ST. JOSEPH SUBDIV.—OMAHA DIVISION

TRAINS WEST-WARD	Miles from St. Louis	TIMETABLE No. 2 SEPT. 27, 1964	Siding Capacity in Cars	TRAINS EAST-WARD
↓		STATIONS		↑
	330.70	ATCHISON, KAN. T ⊙		
	330.71	DRAWBRIDGE. (Mo. River) 0.01		
	331.10	WINTHROP, MO. 0.39		
	347.70	DONOVAN. 16.60		
	347.75	⊙CB&Q. 0.05	⊙	
	349.95	ST. JOSEPH. 2.20	⊙ 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.

TRAINS WESTWARD		Miles from St. Louis	TIMETABLE No. 2 SEPT. 27, 1964	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS	FIRST CLASS				FIRST CLASS	SECOND CLASS
171 Red Ball Freight	17 Passenger				16 Passenger	172 Red Ball Freight
Daily	Daily		STATIONS		Daily	Daily
10 50PM	4 40PM	384.36	Falls City Yard... W ⊕	Yd.	8 54AM	9 50PM
		384.75	⊕CB&Q 0.39	ⓐ		
	\$ 4 42	384.85	FALLS CITY... ⊕		\$ 8 53	
11 15	4 47	389.56	STRAUSSVILLE... 79		8 47	9 34
11 47	4 52	394.87	VERDON... ⊕	125	8 42	9 27
12 10	4 58	401.27	STELLA... ⊕	78	8 36	9 19
12 40	\$ 5 11	414.16	AUBURN... ⊕	125	\$ 8 23	9 03
12 45	5 13	416.44	MX JCT... 7.13		8 19	9 00
12 57	5 20	423.57	JULIAN... 5.21	78	8 13	8 51
1 07	5 26	428.78	PAUL... ⊕	78	8 08	8 44
		435.81	⊕CB&Q 0.21	ⓐ		
1 25	\$ 5 35	436.92	Nebraska City... ⊕ ⊕	Yd.	\$ 7 59	8 35
1 30	5 39	437.72	WX SIDING... 9.75	78	7 55	8 32
2 00	\$ 5 50	447.47	UNION... TW ⊕ ⊕	103	\$ 7 45	8 19
2 20	5 59	454.83	MURRAY... 7.55	79	7 36	8 10
2 30	a 6 06	462.38	PLATTSMOUTH... 2.84	77	a 7 28	8 00
		465.22	⊕CB&Q 0.29	ⓐ		
		465.51	⊕CB&Q 1.60	ⓐ		
2 40	6 11	467.11	LA PLATTE... 4.24	78	7 22	7 53
	a 6 17	471.35	FORT CROOK... 1.83		a 7 18	
3 00	6 24	473.18	GILMORE JCT... ⊕ ⊕		7 15	7 45
	6 55PM	481.35	OMAHA (UN. STA.) ⊕		7 00AM	
		477.66	N ST... (U.P. Conn.) 0.36			
		478.92	SOUTH OMAHA... ⊕	Yd.		
		478.70	⊕C&NW 3.80	ⓐ		
		482.56	WS JCT... 4.72			
		486.70	LOCUST ST... ⊕DTW ⊕			
6 15AM		487.28	Omaha (Grace St.) ⊕	Yd.		6 30PM
			Passenger... 96.99		Freight... 102.92	

ABS — Falls City Yard to Gilmore Jct.

Eastward Omaha Subdiv. trains will not require clearance Grace St. when operator off duty. Union is register station for No. 16 and No. 17 only.

Yard Limits: MP 383-00 to 386-10, MP 434-28 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.

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.

Northern District

TRAINS WESTWARD	Miles from St. Louis	TIMETABLE No. 2 SEPT. 27, 1964	Siding Capacity in Cars	TRAINS EASTWARD
SECOND CLASS				SECOND CLASS
519 Local Freight				520 Local Freight
Daily Ex. Sat.		STATIONS		Daily Ex. Sat.
7 30PM	447.47	UNION... TW ⊕ ⊕		6 00PM
8 01	459.45	NW JCT... ⊕		4 59
9 00	460.57	WEEPING WATER... ⊕ ⊕	Yd.	4 50
9 10	461.49	WW JCT... 10.10		4 45
9 35	471.59	ELMWOOD... ⊕		4 20
	494.27	⊕C. R. I. & P... ⊕		
	494.88	C. & N. W. JCT... 0.26		
10 30PM	495.14	LINCOLN... ⊕ W ⊕ ⊕	Yd.	3 30PM
		47.67		

Yard Limits: 447-25 to 448-5; 459-0 to 463-30; 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 WESTWARD	Miles from St. Louis	TIMETABLE No. 2 SEPT. 27, 1964	Siding Capacity in Cars	TRAINS EASTWARD
↓				↑
		STATIONS		
	444.10	OTOE... 5.12		
	449.22	AVOCA... 4.78		
	454.00	NW JCT... 1.12		
		WEEPING WATER... ⊕		
	456.04	WW JCT... 3.89		
	459.93	MANLEY... 5.74	25	
	465.67	LOUISVILLE... ⊕ ⊕	14	
	465.96	⊕C. B. & Q... 1.26	ⓐ	
	467.22	⊕C. R. I. & P... 4.47	ⓐ	
	471.69	SPRINGFIELD... 7.84	24	
	479.53	⊕U... 6.16	ⓐ	
	485.69	⊕C. & N. W... 3.43	ⓐ	
	489.12	WS JCT... 4.72	ⓐ	
		OMAHA (GRACE ST.)... W ⊕ ⊕		
		44.15		

Yard Limits: 457-0 to End of Track; 464-20 to 469-0; 482-25 to 489-3.

CRETE SUBDIV.—OMAHA DIVISION

TRAINS WESTWARD	Miles from St. Louis	TIMETABLE No. 2 SEPT. 27, 1964	Siding Capacity in Cars	TRAINS EASTWARD
↓				↑
		STATIONS		
	416.44	MX JCT... 11.52		
	427.96	TALMAGE... ⊕	27	
	466.65	⊕CB&Q 19.46	G	
	486.11	CRETE... ⊕ ⊕		
		69.67		

Yard Limits: MP 485-23 to end of Track.

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.

Northern District

14 CONCORDIA SUBDIV.—OMAHA DIVISION

TRAINS WESTWARD	Miles from St. Louis	TIMETABLE No. 2 SEPT. 27, 1964	Siding Capacity in Cars	TRAINS EASTWARD
SECOND CLASS				SECOND CLASS
511 Local Freight				512 Local Freight
Mon., Wed., Fri.		STATIONS		Tue., Thur., Sat.
12 01AM	330.70	ATCHISON.....@DTW		1 00PM
		1.63		
12 05	332.33	NK JCT.....@		12 50
		16.60		
12 38	347.93	EFFINGHAM.....@	55	12 21
		7.34		
	355.27	MUSCOTAH.....@		
		6.19		
1 00	361.46	WHITING.....@		12 01
		5.85		
1 09	367.31	NETAWAKA.....@	95	11 50
		12.58		
1 31	379.89	GOFF.....@	57	11 28
		5.85		
1 42	385.74	CORNING.....@	90	11 18
		7.19		
1 56	392.93	CENTRALIA.....@	45	11 03
		7.48		
2 10	400.41	VERMILLION.....@		10 50
		8.46		
2 27	408.87	FRANKFORT.....@	55	10 33
		0.25		
	409.12	@U.P.....@		
		4.61		
2 37	413.73	MM SIDING.....@	100	10 18
		9.17		
3 00	425.67	BLUE RAPIDS.....@	24	10 03
		4.92		
3 10	430.59	WATERVILLE.....@		9 53
		7.17		
3 23	437.76	BARNES.....@	46	9 30
		5.89		
3 34	443.65	GREENLEAF.....@	69	9 26
		7.03		
3 46	450.68	LINN.....@		9 13
		4.80		
3 56	455.48	PALMER.....@		8 53
		9.00		
4 14	464.48	CLIFTON.....@	55	8 36
		1.58		
	466.06	@CRI&P.....@		
		4.95		
4 24	471.01	CLYDE.....@	25	8 26
		14.11		
	485.12	@AT&SF.....@		
		0.01		
	485.13	@CB&Q.....@		
		0.30		
5 00AM	485.43	CONCORDIA.....DW	Yd.	8 00AM
		151.96		

CTC — ABS — NK Jct. to Atchison.

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

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

BURR OAK SUBDIV.—OMAHA DIVISION

TRAINS WESTWARD	Miles from St. Louis	TIMETABLE No. 2 SEPT. 27, 1964	Siding Capacity in Cars	TRAINS EASTWARD
↓				↑
		STATIONS		
	496.42	JAMESTOWN.....@	27	
		16.55		
	512.97	JEWELL.....@		
		16.77		
	529.74	BURR OAK.....@		
		33.32		

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

Northern District

DOWNS SUBDIV.—OMAHA DIVISION 15

TRAINS WESTWARD	Miles from St. Louis	Timetable No. 2 SEPT. 27, 1964	Siding Capacity in Cars	TRAINS EASTWARD
SECOND CLASS				SECOND CLASS
511 Local Freight				512 Local Freight
Mon., Wed., Fri.		STATIONS		Tue., Thur., Sat.
8 30AM	485.43	Concordia.....DW	Yd.	4 30AM
		4.84		
8 39	490.27	HA JCT.....T		4 16
		0.01		
8 40	490.28	YUMA.....@	47	4 15
		6.06		
	496.34	BO JCT.....@		
		0.08		
8 50	496.42	JAMESTOWN.....@	27	4 05
		6.46		
9 00	502.38	SCOTTSVILLE.....@		3 50
		11.34		
	514.22	@U. P.....@		
		0.23		
9 19	514.45	BELOIT.....@	33	3 15
		11.16		
9 37	525.61	GLEN ELDER.....@	32	2 33
		7.33		
9 48	532.94	CAWKER CITY.....@		2 10
		5.70		
10 10	538.64	DOWNS.....TW	Yd.	2 01
		9.89		
10 55	548.53	OSBORNE.....@		1 05
		13.64		
11 30	562.17	ALTON.....@		12 37
		8.29		
11 55	570.46	WOODSTON.....@		12 20
		9.96		
12 30PM	580.42	STOCKTON.....@WT		12 01AM
		94.99		

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

No. 511 will not require clearance Concordia when operator off duty.

Yard Limits: MP 484-00 to 486-29; MP 537-18 to 539-16; MP 579-20 to end of track.

LENORA SUBDIV.—OMAHA DIVISION

TRAINS WESTWARD	Miles from St. Louis	TIMETABLE No. 2 SEPT. 27, 1964	Siding Capacity in Cars	TRAINS EASTWARD
↓				↑
		STATIONS		
	538.64	DOWNS.....TW	Yd.	
		9.12		
	547.76	PORTIS.....@		
		10.09		
	557.85	GAYLORD.....@		
		5.20		
	563.05	CEDAR.....@		
		9.61		
	572.66	KIRWIN.....@		
		10.47		
	583.13	GLADE.....@		
		15.43		
	598.56	LOGAN.....@		
		14.35		
	612.91	EDMOND.....@		
		10.42		
	623.33	LENORA.....@W		
		84.69		

Yard Limits: MP 538-28 to 539-16; MP 622-10 to end of track.

Northern District

TRAINS WESTWARD ↓	Miles from St. Louis	TIMETABLE No. 2 SEPT. 27, 1964	Siding Capacity in Cars	TRAINS EASTWARD ↑
		STATIONS		
	490.27	HA JCT. Ⓣ		
		2.10		
	492.37	ⓉAT&SF. G		
		11.80		
	504.17	ⓉCRI&P. ⓐ		
		0.68		
	504.83	SCANDIA. ⓐ		
		8.99		
	513.82	REPUBLIC, KAN. ⓐ		
		14.73		
	528.55	ⓉC&NW. ⓐ		
		1.08		
	529.61	SUPERIOR, NEB. ⓐ		
		0.56		
	530.17	ⓉCB&Q. G		
		25.20		
	555.37	ⓉCB&Q. ⓐ		
		24.94		
	580.31	HASTINGS. ⓐ ⓐ		
		90.04		

Yard Limit: MP 490-15 to 491-11; MP 577-28 to end of track.

SPECIAL INSTRUCTIONS

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

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 ENGINE SPEED (where Maximum Train speed is LOWER, it will govern,) Mo.Pac., T&P, TP-MP, Ft.W. Belt, NOLC, M-I, Un.Ry. and St. Joe Belt Engines:

Engine	MPH	Engine	MPH
1—79	79	3500—3505	30
110—999*	65	6005—6018	55
1000—1199	55	6600—6613	55
1210—1299	55	8000—8007	55
1374—1392	65	KO&G Engines	65

*Except Engines 295-336, with Code 94 marked on dash, 79 mph; and Engines 850-A, 851-A, 931-A, 932-A, 881-B, 882-B, 883-B, 884-B, 77 mph.

2-B. Engines running light moving forward will be restricted to freight train speed restrictions, but must not exceed 45 MPH where freight train speeds are higher.

2-C. Engines moving backwards without a pilot on end facing direction of movement or when shoving cars must not exceed 25 MPH except where lower maximum train speeds are in effect.

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

Northern District

3-A. SPEED RESTRICTIONS THRU CROSSOVERS, TURNOUTS AND SPRING SWITCHES: MPH

Thru No. 10 turnouts and crossovers, entire train	15
Thru No. 15, 16 and 20 turnouts and crossovers, entire train	35
Thru No. 20 equilateral turnouts, entire train	50
In straightaway movement when moving points of No. 10 spring switch	15
In straightaway movement when moving points of No. 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.

3-B. 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:

Four wheel truck cars:	
All types	3.25 inches
Six wheel truck cars:	
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-C. Disabled engines moving dead in train will not exceed speed listed in Item 2-A except when specified by a Company Officer. A train order will be issued to train handling such disabled engine that can not operate at the speed shown in Item 2-A.

Flat spots measuring 2 $\frac{3}{4}$ " on a 36" diameter wheel or measuring 3" on a 40" or 42" diameter wheel will not be moved at a speed above 10 MPH or such speed as authorized by the Superintendent.

3-D. TRAINS HANDLING COMPANY 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

Note—Where maximum train speed is 30 MPH or less, speed of trains handling work equipment shown in Item 3-D above, must be restricted to five miles per hour less than such maximum freight train speed.

Wrecking Cranes, Ditchers and Jordan Spreaders (self and non-self-propelling):

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:

Northern District

3-D.—Continued

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..

Scale Test Cars Except MPX 5121.....	}	Maximum Freight Train Speed
		30 MPH

Scale Test Car MPX 5121.....

}	Maximum Freight Train Speed
	30 MPH

Scale Test Cars must be handled next to caboose.

When two or more scale test cars are handled in the same train, such cars must be spaced three cars apart and handled in rear of train.

Welded rail trains and snow plows..... 40 MPH

Unless otherwise instructed by Superintendent, Trains handling welded rail will be restricted to 70 cars. Welded rail cars will be handled on head end next behind buffer cars. No train moves are to be made while men are in the process of coupling rails or while men are standing on transition car. In no case will Engineer take slack or move train until authorized to do so by Roadmaster or Assistant Roadmaster.

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.

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

When there is to be handled any unit of equipment mentioned in items 2 or 3 above, or equipment or shipments of excessive width or height causing the speed of the train handling to be restricted below the maximum train speed, or where clearance of structures, or equipment on adjacent tracks may be close, a Train Order, Form X, must be issued, specifying the restriction. Conductors must require such an order before departing the station from which such restricted equipment is handled.

4. MAXIMUM TRAIN SPEED:

Passenger trains handling freight equipment will not exceed freight train speed except on Authority of the Superintendent.

The speeds shown below are the maximum train speeds for passenger and freight trains.

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
Eastern Division:		
St. Louis (Except as below).....	79	60
MP 13-13 — MP 13-25.....	30	30
MP 13-36 — MP 14-12.....	50	50
MP 14-12 — MP 15-24.....	65	..
MP 18-02 — MP 20-22.....	70	..
MP 21-02 — MP 21-22.....	60	..
MP 22-21 — MP 22-32.....	70	..
MP 23-12 — MP 24-38.....	65	..
MP 24-38 — MP 27-03.....	70	..
MP 27-03 — MP 27-31.....	60	..

Northern District

4. Continued

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
St. Louis—Cont'd.		
MP 30-22 — MP 31-12.....	70	..
MP 32-24 — MP 34-19.....	70	..
MP 34-28 — MP 35-07.....	50	50
MP 37-21 — MP 40-23.....	70	..
MP 41-24 — MP 42-11.....	65	..
MP 48-35 — MP 49-27.....	65	..
MP 58-18 — MP 58-38.....	70	..
MP 61-28 — MP 62-00.....	60	..
MP 63-15 — MP 65-12.....	60	..
MP 67-00 — MP 67-17.....	55	55
MP 70-27 — MP 70-36.....	60	..
MP 72-09 — MP 75-28.....	60	..
MP 80-09 — MP 81-16.....	55	55
MP 83-35 — MP 84-35.....	55	55
MP 86-09 — MP 87-33.....	60	..
MP 87-36 — MP 88-07.....	45	45
Gasconade River Bridge MP 88-30.....	30	30
MP 88-15 — MP 89-10.....	45	45
MP 89-14 — MP 89-26.....	55	55
MP 92-06 — MP 92-11.....	70	..
MP 92-27 — MP 93-02.....	55	55
MP 93-32 — MP 94-02.....	70	..
MP 94-15 — MP 94-20.....	65	..
MP 97-24 — MP 97-29.....	55	55
MP 106-33 — MP 107-01.....	60	..
MP 107-16 — MP 107-23.....	70	..
MP 108-30 — MP 109-05.....	65	..
MP 109-28 — MP 109-35.....	70	..
Bonnets Mill No. 18 dispatch mail.....	40	..
MP 115 — MP 125-33 (Except as below).....	79	55
MP 115-29 — MP 116-25.....	55	..
Osage River Bridge MP 117-02.....	30	30
MP 117-26 — MP 118-22.....	55	55
MP 119-24 — MP 119-38.....	70	..
MP 120-26 — MP 121-20.....	70	..
MP 123-26 — MP 123-35.....	70	..
MP 124-21 — MP 125-19.....	45	45
Sedalia: (Except as below).....		
MP 125-19 — MP 126-24.....	79	55
MP 126-24 — MP 129-33.....	45	45
MP 129-35 — MP 135-32.....	55	..
MP 136-22 — MP 139-00.....	60	..
MP 139-00 — MP 143-34.....	50	50
MP 139-00 — MP 143-34.....	55	..
MP 146-03 — MP 146-19.....	70	..
MP 146-22 — MP 147-22.....	60	..
MP 147-26 — MP 148-37.....	70	..
MP 150-06 — MP 150-30.....	50	50
MP 151-05 — MP 151-22.....	70	..
MP 153-22 — MP 154-00.....	70	..
MP 154-14 — MP 155-36.....	60	..
MP 156-28 — MP 158-33.....	70	..
MP 160-37 — MP 161-10.....	70	..
MP 162-05 — MP 163-01.....	50	50
MP 166-37 — MP 167-09.....	70	..
MP 168-13 — MP 169-25.....	55	..
MP 170-20 — MP 171-06.....	55	..
MP 173-05 — MP 173-16.....	70	..
MP 173-32 — MP 174-12.....	60	..
MP 176-05 — MP 178-04.....	70	..
MP 178-08 — MP 178-27.....	60	..
MP 183-23 — MP 183-38.....	70	..
MP 185-35 — MP 186-38.....	70	..
MP 187-30 — MP 190-05.....	40	40
MP 191-31 — MP 192-18.....	60	..
MP 192-40 — MP 193-18.....	65	..

Northern District

4. Continued

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
Sedalia—Cont'd.		
MP 205-12 — MP 206-05	65	..
MP 208-03 — MP 208-07	55	..
MP 211-38 — MP 212-21	70	..
MP 217-25 — MP 218-30	35	35
MP 218-30 — MP 220-09	55	..
MP 220-38 — MP 221-15	55	..
MP 221-33 — MP 222-16	60	..
MP 227-20 — MP 227-31	65	..
MP 231-28 — MP 232-05	70	..
MP 248-20 — MP 249-15	45	45
MP 256-16 — MP 257-07	65	..
MP 259-16 — MP 259-31	55	..
MP 260-05 — MP 261-18	65	..
MP 271-15 — MP 272-36	65	..
MP 272-36 — MP 276-30	45	45
	All Trains	
River: (Except as below)	50	
MP 129-09 — MP 129-18	40	
MP 137-16 — MP 139-31	40	
MP 145-12 — MP 145-25	40	
MP 163-12 — MP 163-29	40	
MP 171-00 — MP 173-04	45	
MP 175-21 — MP 177-05	35	
MP 183-00 — MP 194-21	40	
MP 196-27 — MP 199-00	45	
MP 203-00 — MP 203-15	45	
MP 207-05 — MP 207-27	45	
MP 218-11 — MP 221-29	40	
MP 226-22 — MP 230-06	40	
MP 237-12 — MP 239-27	45	
MP 242-00 — MP 242-06	45	
MP 252-20 — MP 252-35	40	
	All Trains	
Pleasant Hill: (Except as below)	49	
MP 248-02 — MP 249-06	15	
Rich Hill City Limits	25	
Nevada Over Hickory Street	10	
MP 317-20 — MP 317-28	15	
MP 364-01 — MP 364-03	15	
MP 364-03 — MP 381-15 (Except as below)	45	
Carthage Over all Streets between MP 364 Pole 23 and MP 366 Pole 9	15	
MP 369-02 — MP 370-03	40	
MP 372-00 — MP 372-19	40	
MP 373-18 — MP 374-05	40	
MP 381-03 — MP 381-15	15	
	All Trains	
Carthage: (Except as below)	49	
MP 526-16 — MP 527-30	20	
MP 489-02 — MP 489-29	20	
Aurora City Limits	20	
MP 481-18 — MP 483-07	40	
MP 477-25 — MP 381-15 (Except as below)	40	
MP 467-15 — MP 467-25	30	
MP 459-20 — MP 460-04	30	
MP 454-10 — MP 454-15	35	
Branson City Limits	30	
MP 446-17 — MP 448-10	30	
MP 435-00 — MP 435-27	30	
MP 431-13 — MP 432-15	30	
MP 429-15 — MP 429-19	30	
MP 422-18 — MP 422-25	35	
MP 380-27 — MP 381-03	40	
MP 381-03 — MP 258-30 (Except as below)	49	

Northern District

4. Continued

Subdivision	Miles Per Hour	
	Passenger Trains	Freight Trains
	All Trains	
Carthage—Cont'd.		
MP 359-00 — MP 360-00	20	
MP 340-21 — MP 340-24	40	
MP 318-20 — MP 319-11	20	
MP 305-21 — MP 306-18	20	
Batesville Over Spring Street	10	
MP 285-10 — MP 286-18	20	
MP 283-12 — MP 285-10	40	
MP 277-21 — MP 278-25	35	
MP 264-12 — MP 264-15	35	
Springfield (Except as below)	40	
MP 477-15 — MP 477-20	10	
Springfield: Over Highway, College Ave., Kansas Ave., and Walnut St.	10	
Lexington (Entire subdivision)	30	
Kansas City Terminal: Division:		
Rock Creek Jct. through interlocking (River Subdiv.)	10	10
Rock Creek Jct. through turnouts (Sedalia Subdiv.)	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
Between Leeds Jct. and 17th Street	55	35
KCT Ry. Conn. — Neff Yard to 17th Street	25	25
Sheffield — Union Depot connection	10	10
Omaha Division.		
Atchison:		
Psgr. Main between KCT Ry. conn. and Edgewater Jct. (except as below)	40	40
KCNW Crossing	30	30
Freight Main between Neff Yard and Edgewater Jct. (except as below)	20	20
KCT Bridge between Kaw Point and Minnesota Ave.	10	10
Over Montgall Ave.	10	10
Between Edgewater Jct. and Atchison (except as below)	60	50
MP 291-05 — MP 291-25	35	35
MP 300-02 — MP 300-12	50	..
MP 308-14 — MP 309-21	50	..
MP 309-22 — MP 309-36	30	30
MP 311-39 — MP 312-19	50	..
MP 316-04 — MP 316-11	55	..
MP 321-11 — MP 321-23	50	..
MP 322-19 — MP 322-36	35	35
MP 325-34 — MP 326-12	55	..
MP 328-03 — MP 328-14	50	..
MP 329-19 — MP 332-08	20	20
Atchison — Around curve Union Depot and between curve and 10th Street	10	10
Thru connection between Atchison Subdivision and A&E Bridge Company	10	10
Between Atchison and Falls City Yard (except as below)	79	50
MP 332-08 — MP 337-07	60	..
MP 340-35 — MP 341-09	70	..
MP 347-09 — MP 347-28	65	..
MP 349-29 — MP 349-37	65	..
MP 350-23 — MP 350-39	50	..
MP 352-03 — MP 352-14	65	..
MP 353-26 — MP 354-01	70	..

Northern District

4. Continued

Subdivision	Miles Per Hour	
	Passenger Trains	Freight Trains
Atchison—Cont'd.		
MP 354-36 — MP 355-15	65	..
MP 360-03 — MP 360-21	65	..
MP 363-14 — MP 363-27	70	..
MP 364-12 — MP 364-22	60	..
MP 365-10 — MP 365-16	70	..
MP 366-13 — MP 367-14	50	..
MP 369-01 — MP 371-18	50	..
MP 373-08 — MP 374-00	65	..
MP 375-41 — MP 376-03	70	..
MP 383-28 — MP 384-00	60	..
Omaha: (Except as below)		
MP 385-19 — MP 385-27	79	50
MP 386-23 — MP 386-32	50	..
MP 387-09 — MP 387-30	45	45
MP 387-36 — MP 389-13	60	..
MP 390-31 — MP 391-04	70	..
MP 392-37 — MP 394-32	70	..
MP 398-14 — MP 398-35	70	..
MP 407-00 — MP 407-09	70	..
MP 408-33 — MP 409-00	65	..
MP 409-03 — MP 410-04	70	..
MP 411-15 — MP 411-26	70	..
MP 412-27 — MP 413-00	60	..
MP 416-17 — MP 416-32	55	..
MP 419-10 — MP 419-18	70	..
MP 419-24 — MP 420-11	60	..
MP 420-27 — MP 421-33	70	..
MP 422-09 — MP 422-18	70	..
MP 422-23 — MP 422-35	60	..
MP 425-19 — MP 425-28	55	..
MP 426-24 — MP 426-36	70	..
MP 429-09 — MP 429-20	65	..
MP 431-27 — MP 435-18	50	..
MP 434-25 — MP 437-00	25	25
MP 437-20 — MP 440-11	50	..
MP 440-11 — MP 440-27	70	..
MP 441-13 — MP 441-20	70	..
MP 442-15 — MP 443-27	70	..
MP 444-11 — MP 446-29	60	..
MP 447-15 — MP 447-34	30	30
MP 448-06 — MP 448-17	60	..
MP 449-17 — MP 449-34	70	..
MP 450-23 — MP 450-30	60	..
MP 451-06 — MP 451-22	70	..
MP 452-10 — MP 452-18	70	..
MP 453-32 — MP 454-05	70	..
MP 454-18 — MP 454-24	60	..
MP 455-03 — MP 455-11	70	..
MP 459-23 — MP 459-30	70	..
MP 459-34 — MP 460-30	60	..
MP 461-06 — MP 461-35	50	..
MP 461-35 — MP 462-23	55	..
MP 463-35 — MP 464-08	55	..
MP 466-08 — MP 466-29	45	45
MP 466-39 — MP 467-11	70	..
MP 468-38 — MP 469-15	55	..
MP 470-14 — MP 470-31	60	..
MP 471-27 — MP 471-39	65	..
South Omaha: Over tracks of South Omaha Terminal RR, between "L" and "N" Streets	10	10
Between South Omaha and Grace Street, Omaha	25	25
Omaha; Over all streets	15	15
Except Commercial Ave, and 30th St.	10	10

Northern District

4. Continued

Subdivision	Miles Per Hour	
	Passenger Trains	Freight Trains
Louisville: (except as below)		
MP 450-15 — MP 450-18	25	15
Concordia: (except as below)		
MP 366-34 — MP 367-28	45	30
MP 409-05 — MP 409-06	20	15
Concordia over Cedar Street	15	15
Lincoln: (except as below)		
Between 33rd Street and C&NW Jet.	35	18
14th Street and end of track	18	10
Weeping Water, first street east of depot	10	10
St. Joseph: (except as below)		
Between Atchison and Winthrop over A&E Bridge	35	15
Between Donovan and St. Joseph	15	15
Crete:		
	30	30
Downs:		
	45	45
Burr Oak: (except as below)		
Between Jewell and Burr Oak	40	30
Hastings: (except as below)		
MP 578-20 and Hastings	40	15
Lenora: (except as below)		
Between MP 582-35 and Logan	40	20
Between Logan and Lenora	20	15

5. STANDARD CLOCKS:

St. Louis:	Cotter	Atchison
Union Station	Kansas City:	Falls City:
23rd Street	Union Station	Telegraph Office
Ewing Ave. (Caller's Off)	(Telegraph Office)	Auburn
Jefferson City:	CY Telegraph Office	Omaha
Telegraph Office	Dispatchers' Office	Union Station
Sedalia	Boardmarker's Office	Grace Street
Myrick	(Second floor West	Lincoln
Nevada	Crest Tower)	Concordia
Webb City	Ohio Ave. (CGW	
Crane	Yard Office)	
Springfield		

6. GENERAL ORDER BOOKS.

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

Northern District

7. MAXIMUM GROSS WEIGHT LIMITATIONS:

All subdivisions may handle work equipment or cars where the gross weight of the car and lading do not exceed 263,000 lbs. except on following subdivisions or Spur tracks: (Cars with gross weight of car and lading exceeding the limits of this Item may be handled on the authority of the Superintendent. These instructions, together with any restrictions, must be attached to the waybill. If speed restrictions are required, Train Order, Form X, will be issued.

Between	Gross Weight of Car and Lading
Webb City and Atlas	220,000 lbs.
Joplin and Water Works Spur	220,000 lbs.
Cushman Spur	220,000 lbs.
Union and Lincoln	240,000 lbs.
Omaha and Otoe	240,000 lbs.
Atchison and Stockton	220,000 lbs.
Downs and Lenora	220,000 lbs.
Jamestown and Burr Oak	220,000 lbs.
HA Jct. and Hastings	220,000 lbs.
MX Jct. and Crete	220,000 lbs.
Greenleaf and Washington, Kan.	220,000 lbs.
Washington Ave., Kansas City, Kan., and 27th Street (KCNW)	220,000 lbs.

7-A. Engine Restrictions:

Name of Track or Location	Restriction
Yeatman	Engines must not operate beyond clearance point on 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 tippie of coal company.
Kansas City Terminal	
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	
Lead	Engines are not permitted on bridge.

8. SPECIAL INSTRUCTIONS COVERING OPERATION RAILROAD CROSSING AT GRADE:

See Schedule pages:

Cars or engines must not be cut off and left between absolute signals of an interlocking except in an emergency and then conflicting routes must be protected.

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.

Northern District

9. SWITCHES:

Remote Control Switches are identified by power machine adjacent and connected to switch.

Spring Switches are identified by "SS" sign on or near switches.

9-A. All Remote Control Switches are No. 15, No. 16 or No. 20, except No. 10 are located as follows:

Sedalia Subdiv.:

Pleasant Hill Jct.

Kansas City Terminal Division:

North Cypress — Yard Lead.
Wyandotte — U. P. Connection — 2 switches.
Edgewater Jct. — Edgewater Running Track.
Kaw Point — Wood Street Yard Lead.
Kaw Point — CGW Yard Lead.
Kaw Point — End of Two Main Tracks.
KCNW Connection.
East Yard Jct.
Kaw River Jct.
Leeds — West Switch Blue River Yard Lead.
Tenth St. — Old Depot Connection.
Lydia Ave. to Santa Fe St.
Lydia Ave. to Troost Ave.

Atchison Subdiv.:

UP Jct., CGW Conn. East end siding Leavenworth and East Sw., Atchison.

9-B. All Hand Throw and Spring Switches are less than No. 15 turn-outs except as shown below:

CO Siding, west end	No. 20
Sandy Hook, both ends of siding	No. 20
Wooldridge, both ends of siding	No. 20
Boonville, east end of siding	No. 20
RM Siding, both ends of siding	No. 20
Blackwater, east end of siding	No. 15
Blackwater, west end of siding	No. 20
MS Siding, both ends of siding	No. 20
Malta Bend, both ends of siding	No. 20
Hodge, both ends of siding	No. 20
Myrick, both ends of siding	No. 20
JJ Jct.	No. 20

9-C. Location of Hand Throw Crossovers between Main Tracks.

Subdiv.:	Station	Milepost	Pole	Direction
St. Louis	JB	24	2	Trailing
	Eureka	27	35	Facing
	Pacific	34	20	Facing
	New Haven	67	17	Trailing
	Hermann	81	7	Trailing
	Jefferson City	125	2	Facing
	Jefferson City	125	13	Facing
Sedalia	Jefferson City	125	31	Trailing
	Jefferson City	126	6	Trailing
	Jefferson City	126	23	Trailing

11. OPERATION OVER FOREIGN LINES:

(a) Use of A. T. & S. F. tracks between Eton Jct. and Congo:

Missouri Pacific trains using A. T. & S. F. tracks between Eton Jct. and Congo are governed by the following rules and instructions, except as modified by these rules and instructions all rules contained in Uniform Code of Operating Rules of the Missouri Pacific Lines are in effect.

1. Trains and engines will be governed by block signals, whose indications will supersede superiority of trains for both opposing and following movements on the same track. The movement of trains will be supervised by A. T. & S. F. Dispatcher located Shopton, Iowa.

Northern District

11.—Continued

2. FIXED SIGNALS:

Signal System in effect Eton Jct. to Congo.

ASPECT	NAME	INDICATION
Green	Clear	Proceed
Yellow over Yellow or Flashing 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 prepared to stop; if exceeding medium speed, immediately reduce to that speed.
Flashing Red or 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, (must not proceed without permission from dispatcher).

Yellow over yellow aspect on eastward approach signal mile post 439.3 indicates Eton Jct. is lined for Missouri Pacific.

3. Eton Jct. — Color light switch point indicator located at Missouri Pacific connection switch displays yellow when lined for Missouri Pacific tracks and dark when lined for A. T. & S. F. tracks.

4. 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 with front end protected by flagman to the end of that block, and rear end protected until entire train has passed out of block.

5. 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.

6. SPEED RESTRICTIONS:

Switches.

Maximum authorized speed 10 MPH heading in or out over other than Main Track switches; 15 MPH over Main Track switches, except the following:

Eton—Crossover and Missouri Pacific connection 30 MPH.

Congo—East Crossover, 30 MPH.

West Crossover, 40 MPH.

Missouri Pacific connection, 30 MPH.

CURVE RESTRICTIONS

Location	Freight
2 curves, Mile Post 437.5 to 437.8	40 MPH
3 curves, Mile Post 437.9 to 438.5	45 MPH
Curve, Mile Post 438.8 to 438.9	55 MPH
Curve, Mile Post 443.4 to 443.6	55 MPH
2 curves, Mile Post 443.7 to 444.2	45 MPH

7. Train orders affecting Missouri Pacific Trains between Rock Creek Jct. and Eton Jct. will be handled by Missouri Pacific Train Dispatcher at Kansas City on information from A. T. & S. F. Dispatcher.

8. When running on track to the left whistle signal of one extra long and one short must be sounded approaching stations, junctions, curves and other obscure places.

Northern District

11.—Continued

(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).

(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.

(4) After derail has been closed, train or engine will be governed by indication displayed by "STOP" 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&RR 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

Northern District

11.—Continued

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.

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 CRI&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.

Northern District

11.—Continued

(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 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.

11-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.

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

Employees of foreign line railroads are subject to Rules, Timetable and Special Instructions of this Railroad while occupying its 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. B. & 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.

Northern District

12. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIMETABLE:

Name	Mile Pole	Car Capacity
St. Louis Subdiv.:		
Jedburg	23.93	7
Yeatman	24.08	Ind. Lead
Gray Summit	39.94	13
Algoa Farms	118.55	37
Sedalia Subdiv.:		
Shell Spur	151.50	6
Montserratt	211.55	20
Unity Spur	262.80	5
River Subdiv.:		
Renz Spur	133.00	1
Lupus	151.19	40
Overton	161.04	14
Bell Spur	166.80	2
Reform School Spur	169.43	64
Nelson	189.65	16
Stanhope	209.50	30
Blosser	211.08	22
Coyne Spur	212.93	8
Neece Spur	253.10	7
Levasy	261.54	20
Carter Spur	262.17	9
Midas	263.03	7
Blue Valley	270.45	10
Lexington Subdiv.:		
Hughesville	199.52	12
Houstonia	205.13	7
Turner Berry Spur	210.40	3
Emma	215.87	6
Page City	235.60	7
Lexington Electric Light Spur	245.26	4
Pleasant Hill Subdiv.:		
Gen Spur	261.10	13
Passiac	282.80	22
Wagner Spur	304.28	20
Milo	324.09	12
Irwin	335.71	10
Boston	347.83	17
Carytown	358.34	21
New Alms Spur	366.29	7
Dumont	367.94	38
Dynamite	368.87	25
Independent Powder Co. No. 2	369.63	14
Center Creek	370.98	39
Carthage Subdiv.:		
La Russell	513.16	3
Hoberg	499.08	11
Elsely	473.90	5
Nasco Spur	315.15	24
Wolquarry	309.75	6
Myersville	307.43	167
Cushman Spur	288.16	Ind. Lead
Pfeiffer Spur	283.66	Ind. Lead
Hobbs Spur	282.82	3
Sulphur Rock	276.38	20
ZZ Siding	259.59	10
Springfield Subdiv.:		
Hurley	483.95	12
Battlefield	502.77	4
Atchison Subdiv.:		
Ramapo	288.84	49
Pomero	296.26	11
Baker	362.26	25
Padonia	375.37	29

12. Continued

Name	Mile Pole	Car Capacity
Omaha Subdiv.:		
Howe	408.49	27
Clarke	420.19	5
Cometa	440.28	14
Mynard	458.58	20
Crete Subdiv.:		
Brock	423.22	36
Tangeman	431.91	6
Cook	437.84	16
Nissen	440.16	6
Burr	445.63	30
Douglas	451.49	24
Panama	458.53	17
Hickman	465.63	28
Sprague	472.91	27
Kramer	480.30	26
Lincoln Subdiv.:		
Nehawka	451.72	20
Pickens	454.40	16
Tobin	455.17	16
U S Quarry	457.37	12
Wabash	467.64	32
Eagle	479.19	28
Walton	486.51	28
Concordia Subdiv.:		
Vliets	404.06	13
Washington-Greenleaf	450.58	Ind. Lead
Cloutman (Washington Industrial Lead)	449.08	4
Ames	473.84	24
Rice	479.86	26
Burr Oak Subdiv.:		
Randall	506.67	28
Mankato	521.53	16
Downs Subdiv.:		
Gilbert	509.58	18
Solomon Rapids	519.30	28
Bloomington	553.73	12
Lenora Subdiv.:		
Harlan	552.95	25
Claudell	567.86	25
Speed	589.88	23
Densmore	608.34	5
Hastings Subdiv.:		
Norway	497.85	15
Abdal	538.40	25
Mt. Clare	546.44	26
Lawrence	555.53	18
Pauline	567.10	23
Muriel	573.18	18

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

At street or highway crossing protected by automatic crossing signals: (1) When train or engine moving on main track has been stopped, delayed or is moving at low speed within one-half mile in approach to crossing, or (2) When train or engine has passed over grade crossing, and a reverse movement onto or over crossing is to be made, movement toward crossing must be made at restricted speed, and movement must be protected by a member of the crew unless it has been determined that crossing signals are operating.

13. Continued

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, Mo.

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.

Atlas, Mo.

All trains and engines will stop within 100 feet of grade crossing with county road "AA" near entrance to Davidson Chemical Plant, Atlas, Missouri, before fouling crossing and proceed across crossing.

Kansas City

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.

13.—Continued

Leeds

Chevrolet company crossing located between the gates on wye track at Leeds and all vehicular crossings inside Chevrolet Plant property, 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:

15th and Webster Streets, both directions.
Alley Track between Nicholas and Izard 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. 136 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, Kans.

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

13-A. SPECIAL INSTRUCTIONS COVERING SOUNDING OF ENGINE HORN AND BELL AT PUBLIC CROSSINGS:

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).

14. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF ENGINES:

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. When diesel power is being hostled from mechanical facility to trains or from trains to the mechanical facility, by either hostlers or engine crews, the power will be handled by the engineer or hostler from the lead unit even though it may be necessary that the controls be changed in order to operate the consist of power from the lead unit.

3. INSTRUCTIONS RELATING TO EMPLOYEES IN CAB OF 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 per-

14.—Continued

formed, or when train is stopped a sufficient length of time for any other reason.

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

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

4. 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 be cut out.

5. OPERATION OF ENGINES OVER RAILROAD CROSSINGS:

When operating engines at speeds exceeding 25 MPH, reduce the throttle to Run 4 position at least 8 seconds before the engine reaches a rail crossing. If the engine is already operating in Run 4 position or lower, allow the same interval and place the throttle in the next lower position. Do not advance the throttle until all units of the consist have passed over the crossing.

6. 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.

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. 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."

9. BACK-UP MOVEMENTS:

GP units 110-446, 505-33 and 935-99 **DO NOT** have alignment controlled couplers and to avoid the possibility of jack-knifing between units in a back-up move involving 20 or more cars, the following precautions must be taken when any two of these units are adjacent to each other in a consist of four or more units:

(a) When three units or less are in consist, full power may be used on all units and no special precautions are necessary.

(b) When four or more units are in consist, power must be used only on the three units next to the train and all other units must be taken off line.

10. QUALIFICATIONS OF LOCOMOTIVE ENGINEER AND FIREMAN:

(a) **For passenger service**, an engineer must have had one year of service as road engineer, and must have had a trip as engineer or fireman, in either passenger or freight service, over the subdivision during the preceding 150 days. Having made such a trip as fireman, but not as engineer, he may be qualified by making this fact known to his conductor and, before starting the trip, the two of them thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period. Not having had such

14.—Continued

service as either engineer or fireman, he may qualify by making a round trip over said subdivision either as engineer or fireman in freight service, or as a student to familiarize himself with changed conditions.

In the application of the foregoing, an engineer will be considered as having had one year of service as a road engineer when he has made two or more trips in road service per month for twelve months. The twelve months need not be consecutive months.

(b) **For freight service**, an engineer must have made a road trip over the subdivision as engineer or fireman during the preceding twelve months. Not having had such service, he may qualify by making a round trip over said subdivision as a student to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during the preceding 150 days, will make this fact known to his conductor and, before starting the trip, the two of them will thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period. Qualifications for engineers in this paragraph will also apply to engineers handling troop trains.

(c) Firemen, working in road or yard service, who have failed to pass the required examinations for promotion to engineer and are restricted in their service, are not to operate locomotives in road or yard service, except in some extreme emergency, when the engineer might be physically incapacitated and unable to perform his duties as engineer.

15. UNIFORM CODE OF OPERATING RULES THAT ARE CHANGED AND SPECIAL SAFETY RULES:

Rule 2. That portion of Rule 2 requiring employes to submit watches for inspection monthly is cancelled. See Circular 43-E for special time instructions.

Rule 11(a) amended as follows:

Torpedo Signals.—Torpedoes must be placed on the rail 80-feet apart on engineer's side.

Rule 12(j): Yellow fuseses may be used in lieu of green fuseses but must not be used within interlocking limits, except as provided for by interlocking rules.

Rule 19: A single electric light of prescribed type which must show red to the rear from sunset to sunrise and when day signals can not be plainly seen; or reflector type markers fulfills the requirements of the rule.

Rule 19(a): Changed to read as follows: "Outside of ABS territory, a train on the main track passing a train on an adjacent track with markers displaying red to the rear, must move at restricted speed until the main track is seen to be clear. The turning or removal of markers to avoid the requirements of this rule is prohibited."

Rules 20 and 20(a): The use of flags are discontinued and the requirements of these rules will be fulfilled by displaying the required lights.

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 6 red fuseses

Night Signals/A white light
{Not less than 10 torpedoes and 6 red fuseses."

Rule 99(d): (Not applicable in Kansas) Will not apply in territory where ABS rules are in effect and there are at least two automatic block signals to rear.

Rule 99(j): Revised as follows: (Not applicable in Kansas)

Where ABS rules are in effect, and a train or engine is standing on a main track with at least two automatic block signals to the rear, unless otherwise provided, protection against following trains or engines on that track is not required.

This rule will not apply to any unit of equipment which will not actuate the block signals; nor does this rule modify the requirements of providing full protection:

15.—Continued

"(1) Against opposing trains, when required

"(2) Against following trains when making back-up movement."

Rule 99(j) does not apply to a light engine.

Rule 104(c): Any member of a train or engine crew may examine a remote control switch.

Rule 104(8): In addition to the present requirements, the following sentence is added: "Trains or Engines entering a track protected by derails, the employe handling switch must know the drail (except pipe connected derail) is lined before lining switch for track to be used."

A yellow stripe around switch staff or operating lever of switch will indicate track protected by derail.

Rule 111: In addition to the present requirements, the following sentence is added: "When a passenger train is stopped in an emergency, entire train must be inspected on both sides before proceeding."

Rule 221(c) is amended as follows:

Lights on train order signals will be displayed continuously. (If so equipped) Semaphore Type — If light absent, day indication governs.

Color Light Type — If light absent and Operator not on duty, train may proceed without clearance upon verbal advice from Train Dispatcher in these words: "No orders for (Train) at (Station); proceed without clearance."

Rule 221(d) is changed to read:

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

1 red flag
1 white light
10 torpedoes
6 red fuses"

Rule 284. Approach Medium Indication is amended as follows: "Proceed reducing to 35 MPH before reaching next signal."

Rule 330: Five minutes or more will be considered delay.

Rule 508(8) is changed to read as follows:

When diesel engines are left unattended with motors running, throttle must be in "idle" position, transition lever in "off" position, all switches except those for battery, fuel pump and control in "off" position, reverser handle removed, hand brake on the controlling unit set and independent brakes applied.

When diesel engines with motors shut off are left unattended, throttle must be in "idle" position, transition lever in "off" position, all switches in "off" position, reverser handle removed, hand brake on controlling unit set and, if necessary, wheels blocked.

Rule 510 is changed as follows:

"Employes 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.

Employees are prohibited from riding or walking on the roof of any moving car.

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.

When telephone or radio is used to transmit, receive, or relay messages or instructions affecting the movement of trains or condition of track, bridges or structures, all numerals must first be pronounced as whole numbers, then each figure pronounced separately thus: "One Thirty Five" "One-Three-Five."

Train orders forms G and V may be combined.

Pulling Air Hose apart, brake pipe charged:

When necessary to part the air hose, after not less than a full service brake pipe reduction has been made, angle cocks on each side of hose to be parted must be closed, after which the brake pipe hose may be pulled apart.

15.—Continued

Exception: When cutting off pusher while running, the air hose may be allowed to pull apart after angle cocks are closed.

16. 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 (————) gang between MP 18 pole 10 and MP 20 prepared to stop and proceed on hand signal given with yellow flag or yellow light.

After receiving proceed signal do not exceed 30 MPH within limits of this order — or —

After receiving proceed signal maximum speed may be resumed."

Limits of order must be held to a minimum.

Order may be used both day and night.

When used at night, proceed signal will be given with a yellow light. Yellow fusee will not be used in giving this signal.

Where there are two or more main tracks, order must specify track or tracks covered by order.

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 or yellow light is received.

When proceed signal given with a yellow flag or yellow light 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.

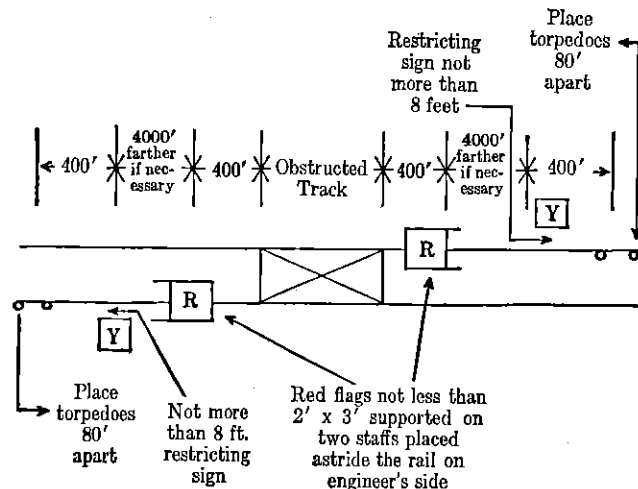
3. Stop Order (Form X):

This form of order may be used to afford protection to 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:



23. RULES AND INSTRUCTIONS WITH WHICH EMPLOYES 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.

TRAIN DISPATCHERS

Swanson, H. L.
Morse, L. E.
Richardson, E. W.
Caudell, H. P.
Power, W. J.
Hobbs, J. K.
Neal, H.
Ewing, J. H.
Branstetter, J. W.

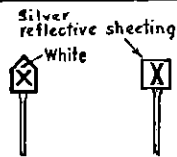
McLean, E.
Brugioni, J. W.
Sullivan, M. E.
August, L. E.
Cochran, L. L.
Merriman, R. B.
McGregor, W. R.
Wiltz, G. G.
Kilgore, E. H.

ROADWAY SIGNS



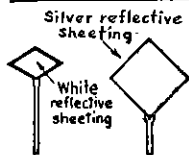
STATION ONE MILE SIGN

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.)

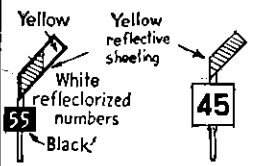


HIGHWAY GRADE CROSSING WHISTLE SIGN

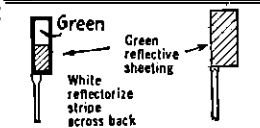
When sign is used to protect more than one crossing, numeral will be attached to stand designating number of crossings protected. Whistle signal 14 (2) applies at each crossing.



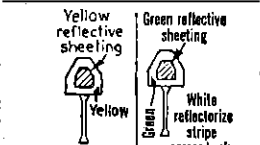
RAILROAD CROSSING-JUNCTION-DRAW BRIDGE- (except when protected by interlocking), ONE MILE SIGN
See Rule '98



PERMANENT SPEED RESTRICTION SIGN
See Rule 10(h) and Timetable Special Instructions Section 4

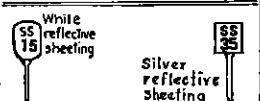


PERMANENT RESUME SPEED SIGN
See Rule 10(h)
Used in connection with Permanent Speed Restriction Sign

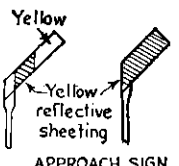


TEMPORARY SPEED RESTRICTION SIGN

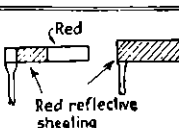
To be used per chart on Page 130, Uniform Code of Operating Rules See Rule 10(g)



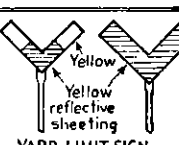
SPEED LIMITING SIGNS FOR SPRING SWITCHES
When moving points in trailing movements



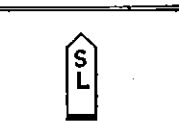
APPROACH SIGN
See definition of Restricted Speed and Special Instructions supplementary to Operating Rules



STOP SIGN
At point where stop required



YARD LIMIT SIGN
See Rule 93



SWITCHING LIMIT SIGN
Used to designate Switching Limits

The term "Company Surgeon" in Rules 601, 602 and 603 of the Uniform Code of Operating Rules will mean a Company Medical Officer. Whenever the services of a physician are required to attend to an injured employe, a Medical Officer must be called or the employe sent to a Medical Officer for treatment. If it is necessary to call a physician under present rules in the case of a personal injury of a passenger or other persons, a Medical Officer must be called.

MEDICAL OFFICERS AUTHORIZED TO GIVE PHYSICAL EXAMINATIONS INCLUDING PRE-EMPLOYMENT EXAMINATIONS

DISTRICT MEDICAL OFFICERS

Graham Owens, M. D.
152 W. Mezzanine
Union Station
Kansas City, Mo.

Richard A. Sutter, M. D.
Sutter Clinic
819 Locust Street,
St. Louis, Mo. 63101

L. A. Taylor, M. D.
131 East High Street,
Jefferson City, Mo.

EMERGENCY STATION—Kansas City, Mo.
St. Mary's Hospital

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