

The term "Company Surgeon" in Rules 601, 602 and 603 of the Uniform Code of Operating Rules will mean a Company Medical Officer. An injured employe is not required to accept treatment by a Medical Officer if he prefers to go to a hospital association doctor or to his personal physician. 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
AND TO TREAT ON-DUTY INJURIES**

DISTRICT MEDICAL OFFICERS

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

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

DIVISION MEDICAL OFFICERS

G. Donald Shull, M.D.
Jefferson City, Mo.

W. T. Read, M. D.
Stephen S. Ellis, M. D.
Coffeyville, Kansas

C. D. Davenport, M. D.
Robert F. Shaw, M. D.
Hoisington, Kansas

L. A. Taylor, M. D.
Jefferson City, Mo.

Ed Hopkins, M. D.
M. C. Edds, M. D.
Van Buren, Ark.

W. C. Goodpasture, M. D.
Wichita, Kansas

D. R. Jackson, M. D.
R. A. Slabaugh, M. D.
Omaha, Nebraska

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

**MEDICAL OFFICERS AUTHORIZED TO GIVE
ALL PHYSICAL EXAMINATIONS EXCEPT
PRE-EMPLOYMENT EXAMINATIONS AND TO
TREAT ON DUTY INJURIES**

R. G. Guerra, M. D.
Dupu, Illinois

B. P. Eisenmann, M.D.
New Haven, Mo.

Carl D. Siegel, M. D.
Albert J. Campbell, M. D.
Sedalia, Mo.

Medical Clinic
Lexington, Mo.

R. B. Wray, M. D.
L. P. McCann, M. D.
R. W. Pearse, M. D.
Nevada, Mo.

Frank H. Birsner, M. D.
Carthage, Mo.

G. A. Schulte, M. D.
Joplin, Mo.

Smith-Glynn-Callaway Clinic
Springfield, Mo.

Jean Gladden, M. D.
Rhys A. Williams, M. D.
Harrison, Ark.

C. L. Oglebee, M. D.
Glen L. Berkenbile, M. D.
Benjamin H. Gaston, M. D.
Muskogee, Oklahoma

Manning-Daugherty Clinic
Pawhuska, Oklahoma

Pueblo Clinic
Pueblo, Colorado

J. T. Fowler, M. D.
W. O. Appenfeller, M. D.
Osawatomie, Kansas

Paul A. Stoesz, M. D.
M. E. Nunemaker, M. D.
Hutchinson, Kansas

E. C. McCormick, M. D.
Conway Springs, Kansas

William G. Weston, M. D.
Roscoe F. Morton, M. D.
Garland L. Campbell, M. D.
Arkansas City, Kansas

Council Grove Medical Center
Council Grove, Kansas

Saltzman-Guenther Clinic, Ltd.
Mountain Home, Ark.

L. A. Kelley, M. D.
Yellville, Ark.

W. L. Anderson, M. D.
F. K. Bossa, M. D.
Lawrence E. Hart, M. D.
Atchison, Kansas

Bill G. Farmer, M. D.
Falls City, Nebraska

**Lincoln Orthopaedic and
Rehabilitation Center**
Lincoln, Nebr.

Paul A. Knepper, M. D.
Thompson, Brumm & Knepper Clinic
St. Joseph, Mo.

R. R. Anderson, M. D.
Nehawka, Nebr.

John H. Lathrop, M. D.
Concordia, Kansas

Downs Clinic
Downs, Kansas

George R. Lee, M. D.
Yates Center, Kansas

Eldorado Clinic
Eldorado, Kansas

Holt-Krock Clinic
Fort Smith, Ark.

Tribune Clinic
Tribune, Kansas

John C. Mitchell, M. D.
Salina, Kansas

P. D. Adams, M. D.
D. L. Adams, M. D.
Osage City, Kansas

Raymond J. Beal, M. D.
Fredonia, Kansas

Galen W. Fields, M. D.
Scott City, Kansas

Fred G. Wilhite, M. D.
Stigler, Oklahoma

Robert B. Witcher, M. D.
Tulsa, Okla.

Western District

SAFETY FIRST



**MISSOURI PACIFIC
RAILROAD COMPANY**

**WESTERN DISTRICT
EASTERN, KANSAS CITY TERMINAL,
OMAHA, KANSAS, AND
CENTRAL DIVISIONS.
MIDLAND VALLEY R. R. CO.**

**TIMETABLE
No. 1**

Effective 12:01 a.m. Sunday, Nov. 27, 1966

**CENTRAL STANDARD TIME, except Hoisington and Horace
Subdivs.**

**MOUNTAIN STANDARD TIME, Hoisington and Horace
Subdivs.**

**FOR THE GOVERNMENT OF
EMPLOYEES CONCERNED.**

**The Railroad Company Reserves the Right to Vary Therefrom
as Circumstances May Require.**

J. H. LLOYD, Vice President-Operation.
D. J. SMITH, Assistant Vice President-Operation.
J. M. TOLER, General Superintendent Transportation.
N. W. DERRYBERRY, Supt. Transportation.
J. N. SANDERS, Vice President.
G. M. HOLZMANN, General Manager.
L. V. HOBBS, Asst. General Manager.

DIVISION OFFICERS

Eastern Division

V. G. DYER..... Superintendent..... Jefferson City, Mo.
 R. E. GRAY..... Trainmaster..... Jefferson City, Mo.
 R. F. HANFELD..... Trainmaster..... Jefferson City, Mo.
 W. H. SHIDELER..... Trainmaster..... Nevada, Mo.
 W. T. RAY..... Asst. Trainmaster..... Crane, 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

C. A. BOYD..... Superintendent..... Kansas City, Mo.
 G. H. NEEDHAM..... Asst. Supt..... Kansas City, Mo.
 D. W. WELCH..... Trainmaster..... Kansas City, Mo.
 A. S. WELCH..... Trainmaster..... Kansas City, Mo.
 R. M. McKIDDY..... Asst. Trainmaster..... Kansas City, Mo.
 V. E. KRIG..... Road Foreman of
 Engines..... Kansas City, Mo.

Omaha Division

B. J. CRANFORD..... Superintendent..... Atchison, Kan.
 H. E. HANLEY..... Trainmaster..... Omaha, Neb.
 J. B. MULLINGS..... Trainmaster..... Atchison, Kan.
 W. B. McALPINE..... Asst. Trainmaster..... Atchison, Kan.
 J. G. DUNLAP..... Road Foreman of
 Engines..... Falls City, Neb.

Kansas Division

W. J. FARRELL..... Superintendent..... Osawatomie, Kan.
 B. J. STEWART..... Trainmaster..... Osawatomie, Kan.
 R. G. SWINDLER..... Trainmaster..... Wichita, Kan.
 T. E. BOLSON..... Trainmaster..... Hoisington, Kan.
 L. TERMER..... Trainmaster..... Pueblo, Colo.
 C. H. FREEMAN..... Road Foreman of
 Engines..... Osawatomie, Kan.
 J. H. REDDICK..... Road Foreman of
 Engines..... Hoisington, Kan.

Central Division

J. A. SHAVER..... Superintendent..... Coffeyville, Kan.
 R. V. FALKNER..... Trainmaster..... Coffeyville, Kan.
 C. H. BELL..... Trainmaster..... Coffeyville, Kan.
 E. J. DRIMMEL..... Trainmaster..... Van Buren, Ark.
 V. M. DRISKILL..... Trainmaster..... Muskogee, Okla.
 F. E. WHEELER..... Road Foreman of
 Engines..... Coffeyville, Kan.
 W. A. WILSON..... Road Foreman of
 Engines..... Van Buren, Ark.
 W. E. BUTLER..... Chief Dispatcher—
 All Divisions..... Kansas City, Mo.

Western District

EXPLANATION OF CHARACTERS

- Ⓐ—Automatic Interlocking.
- Ⓓ—Radio Base Station.
- D—Diesel Fuel Oil.
- e—Eastward.
- Ⓒ—Gate — Normal position against conflicting route.
- G—Gate — Normal position against this Subdiv.
- Ⓜ—Manual Interlocking.
- Ⓢ—Stop Sign.
- T—Turntable or Wye.
- w—Westward.
- W—Water.
- ⓧ—Railroad Crossing at Grade.
- Ⓨ—Yard Limit.
- ∅—Equilateral Turnout
- ⊖—50 MPH Precurved Turnout
- *—Mail Crane.
- §—Track Scales.
- Ⓞ—Train Order Office.
- ⌘—Crossover between main tracks Dual Control Switches.

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.
- α—Stop on signal to receive or discharge revenue passengers.
- m—Stop on signal to receive or discharge revenue passengers and first class mail.

TABLE OF SPEEDS

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

Western District

4 SEDALIA SUBDIV.—EASTERN DIVISION

TRAINS WESTWARD			Miles from St. Louis - Seventh Street	TIMETABLE No. 1	STATIONS
FIRST CLASS					
15 Passenger Daily	17 Passenger Daily	19 Passenger Daily			
4 45PM	11 01AM	2 40AM	125.33	JEFFERSON CITY. @DWTO	
4 48	11 04	2 43	127.95	SR JCT. 2.62	
5 05	11 20	2 56	140.26	CENTERTOWN. 12.31	
5 09	11 24	3 01	144.72	McGIRK. 4.46	
s 5 15	s 11 30	a 3 12	150.38	CALIFORNIA. @* 5.66	
5 20	11 36	3 18	156.63	CLARKSBURG. 6.25	
5 27	f 11 42	a 3 25	162.87	TIPTON. @* 6.24	
5 32	11 47	3 30	168.13	SYRACUSE. * 5.26	
5 39	11 54	3 36	175.75	OTTERVILLE. 7.62	
5 50 ¹⁴	11 59	3 42	181.11	SMITHTON. 5.36	
			187.79	@MKT. 6.61	
s 6 00	s 12 07	s 3 50	188.94	SEDALIA. @WT 1.15	
6 16	12 16	4 12	195.74	DRESDEN. 8.80	
6 21	12 21	4 18	200.91	LAMONTE. 5.17	
6 28	a 12 28	4 25	208.13	KNOBNOSTER. 7.22	
a 6 38	s 12 45 ¹⁶	s 4 45	218.40	WARRENSBURG. @* 10.27	
6 44	12 51	4 52	224.45	CENTERVIEW. 6.05	
6 52	a 12 59	5 00	232.83	HOLDEN. 8.38	
6 57	1 03	5 05	237.56	KINGSVILLE. 4.73	
7 02	1 10	5 10	243.08	STRASBURG. 5.52	
f 7 15	a 1 19	a 5 20	249.27	PLEASANT HILL. @T* 6.19	
			252.34	AVON. 3.07	
f 7 27	a 1 33		259.87	LEE'S SUMMIT. 7.53	
			265.10	LB SIDING. 5.23	
s 7 40	a 1 48	a 5 50	273.27	INDEPENDENCE. @* 8.17	
			276.84	ROCK CREEK JCT. @* 3.57	
8 25PM	2 20PM	6 45AM	283.03	KANSAS CITY. @* 6.19	

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.
 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.

Business Tracks:	MP
Shell Spur	151.50
Montseratt	211.55
Unity Spur	262.80

SEDALIA SUBDIV.—EASTERN DIVISION 5

Sitting Capacity in Cars	TIMETABLE No. 1	TRAINS EASTWARD		
		FIRST CLASS		
		16 Passenger Daily	14 Passenger Daily	18 Passenger Daily
	JEFFERSON CITY.....	s 2 35PM	s 7 00PM	s 4 00AM
	SR JCT.....	2 27	6 41	3 36
70	CENTERTOWN.....	2 14	6 28	3 23
70	McGIRK.....	2 09	6 24	3 18
75	CALIFORNIA.....	a 2 04	s 6 19	a 3 12 ¹⁹
42	CLARKSBURG.....	1 56	6 13	3 02
70	TIPTON.....	1 50	6 07	a 2 55
46	SYRACUSE.....	1 45	6 02	2 46
50	OTTERVILLE.....	1 38	5 55	2 40
66	SMITHTON.....	1 33	5 50 ¹⁵	2 34
	@MKT.....			
80	SEDALIA.....	s 1 25	s 5 40	s 2 25
100	DRESDEN.....	1 09	5 32	1 51
54	LAMONTE.....	1 04	5 27	1 45
60	KNOBNOSTER.....	a 12 57	5 20	1 38
46	WARRENSBURG.....	s 12 45 ¹⁷	s 5 10	a 1 25
100	CENTERVIEW.....	12 38	5 03	1 14
65	HOLDEN.....	12 30	4 55	a 1 07
54	KINGSVILLE.....	12 25	4 51	1 01
70	STRASBURG.....	12 20	4 46	12 55
140	PLEASANT HILL.....	a 12 13	m 4 40	a 12 47
80	AVON.....			
84	LEE'S SUMMIT.....	a 12 01		
60	LB SIDING.....			
125	INDEPENDENCE.....	a 11 45	a 4 15	a 12 08
	ROCK CREEK JCT.....			
	KANSAS CITY.....	11 30AM	4 00PM	11 50PM

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

No. 201 and No. 501 must secure clearance Neff Yard addressed to "C&E Extra—East and No.—" to cover movement over Sedalia Subdiv.

Maximum Speed	MPH		MPH	
	Pagr.	Frt.	Pagr.	Frt.
(Except as below)	79	55	MP 178-08 — MP 178-27	60
MP 125-19 — MP 126-24	45	45	MP 183-23 — MP 183-38	70
MP 128-24 — MP 129-33	55	..	MP 185-35 — MP 186-38	70
MP 129-35 — MP 135-32	60	..	MP 187-30 — MP 190-05	40 40
MP 136-22 — MP 139-00	50	50	MP 191-31 — MP 192-18	60
MP 139-00 — MP 143-34	55	..	MP 192-40 — MP 193-18	65
MP 146-03 — MP 146-19	70	..	MP 200-30 — MP 201-05	55
MP 146-22 — MP 147-22	60	..	MP 205-12 — MP 206-05	65
MP 147-26 — MP 148-37	70	..	MP 208-03 — MP 208-07	55
MP 150-06 — MP 150-30	50	50	MP 211-38 — MP 212-21	70
MP 151-05 — MP 151-22	70	..	MP 217-25 — MP 218-30	35 35
MP 153-22 — MP 154-00	70	..	MP 218-30 — MP 220-09	55
MP 154-14 — MP 155-36	60	..	MP 220-38 — MP 221-15	55
MP 156-28 — MP 158-33	70	..	MP 221-33 — MP 222-16	60
MP 160-37 — MP 161-10	70	..	MP 227-20 — MP 227-31	65
MP 162-05 — MP 163-01	50	50	MP 231-28 — MP 232-05	70
MP 166-37 — MP 167-09	70	..	MP 232-27 — MP 233-08	55
MP 168-13 — MP 169-25	55	..	MP 248-20 — MP 249-15	45 45
MP 170-20 — MP 171-06	55	..	MP 256-16 — MP 257-07	65
MP 173-05 — MP 173-16	70	..	MP 259-16 — MP 259-31	55
MP 173-32 — MP 174-12	60	..	MP 260-05 — MP 261-18	65
MP 176-05 — MP 178-04	70	..	MP 271-15 — MP 272-36	65
			MP 272-36 — MP 276-30	45 45

6 RIVER SUBDIV.—EASTERN DIVISION

TRAINS WESTWARD		Miles from St. Louis—Seventh Street	Timetable No. 1	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS					SECOND CLASS	
75 Red Ball Freight Daily	77 Red Ball Freight Daily				72 Red Ball Freight Daily	76 Red Ball Freight Daily
9 00PM	4 30AM	125.33	JEFFERSON CITY @ DWT	1 45PM	8 10PM	
9 05	4 35	127.95	SR JCT. 2.62	1 36	8 06	
9 09	4 39	130.11	CO SIDING 2.16	1 32	8 02	
9 26	4 56	143.87	SANDY HOOK 13.76	1 15	7 45	
9 42	5 12	156.78	WOOLDRIDGE 12.91	12 59	7 29	
9 59	5 29	170.85	BOONVILLE W @ T 7.85	12 42	7 12	
10 10	5 40	178.40	RM SIDING 8.51	12 31	7 01	
10 21	5 51	186.91	BLACKWATER 8.11	12 20	6 50	
10 33	6 03	195.02	NAPTON 7.15	12 08	6 38	
10 42	6 12	202.17	MS SIDING 13.06	11 59	6 29	
10 58	6 28	215.23	MALTA BEND 15.42	11 43	6 13	
11 18	6 48	230.65	HODGHE 16.97	11 23	5 53	
11 39	7 09	247.62	MYRICK 10.38	11 02	5 32	
11 52	7 22	258.00	NAPOLEON 7.15	10 49	5 19	
12 01	7 31	265.15	BUCKNER 3.52	10 40	5 10	
12 06	7 36	268.67	LAKE CITY 5.60	10 35	5 05	
12 13	7 43	274.27	JJ JCT. 1.96	10 28	4 58	
		276.23	ETON JCT. 7.61			
		283.84	CONGO 0.75			
		284.59	ROCK CREEK JCT. 1.40			
		285.99	KC SW JCT. 0.77			
1 15AM	8 45AM	286.76	NEFF YARD. @D@WTT	10 00AM	4 30PM	
		168.81				

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 Railway, two main tracks between Eton Jct. and Congo.

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.

MPH	Business Tracks:	MP
Maximum Speed (Except as below)	Renz Spur	133.00
MP 129-09 — MP 129-18	Lupus	151.19
MP 137-16 — MP 139-31	Overton	161.04
MP 163-12 — MP 163-29	Bell Spur	166.90
MP 171-00 — MP 173-04	Nelson	189.65
MP 175-21 — MP 177-05	Stanhope	209.50
MP 183-00 — MP 194-21	Blosser	211.08
MP 218-11 — MP 219-00	Coyne Spur	212.93
MP 252-20 — MP 252-35	Waverly	224.57
On AT&SF Ry. (Except as below)	Neece Spur	253.10
Eton-Crossover & Mo Pac Conn	Levasy	261.54
MP 437.5 — MP 437.8	Carter Spur	262.17
MP 437.9 — MP 438.5	Midas	263.03
MP 443.7 — MP 444.2	Blue Valley	270.45
MP 443.7 — MP 444.2		
Congo-E Crossover & Mo Pac Conn		
Congo-W Crossover		

Western District

LEXINGTON SUBDIV.—EASTERN DIVISION 7

TRAINS WESTWARD	Miles from St. Louis—Seventh Street	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS EASTWARD
↓				↑
STATIONS				
	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 34.58		

Yard Limits: MP 243-10 to 246-16; MP 212 to End of Track Sweet Springs.

MPH	Business Tracks:	MP
Maximum Speed	Turner Berry Spur	210.40
	Emma	215.87
	Page City	235.60
	Lexington Electric Light Spur	245.26

WEBB CITY SUBDIV.—EASTERN DIVISION

TRAINS SOUTHWARD	Miles from St. Louis (via Pleasant Hill)	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS NORTHWARD
↓				↑
STATIONS				
	364.14	CARTHAGE 10.82		
	374.96	WEBB CITY 6.63		
	381.59	JOPLIN 17.45		

Crew handling No. 522's connection secure clearance Joplin when operator on duty.

Yard Limits: Entire Subdiv.

MPH	Business Tracks:	MP
Maximum Speed (Except as below)	New Alms Spur	366.64
MP 364-23 — MP 366-9	Dumont	367.94
MP 381-03 — MP 381-15	Hercules	369.98
	Center Creek	371.33

SPRINGFIELD SUBDIV.—EASTERN DIVISION

TRAINS SOUTHWARD	Miles from St. Louis (via Diaz)	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS				SECOND CLASS
503 Red Ball Freight Daily Ex. Sun.				504 Red Ball Freight Daily Ex. Sat.
	4 30AM	477.83	CRANE 14.99	6 05PM
	5 01	492.82	CLEVER 18.36	5 30
	5 40AM	511.18	SPRINGFIELD 33.35	4 45PM

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: Jct. Carthage Subdiv. to MP 477-25; MP 507-15 to End of Track.

MPH	Business Tracks:	MP
Maximum Speed (Except as below)	Hurley	483.95
MP 477-15 — MP 477-20	Battlefield	502.77
Springfield over Highway, College, Kansas and Walnut St.		10

Western District

TRAINS SOUTHWARD					Mile Post Location	TIMETABLE No. 1
SECOND CLASS						
501 Local Freight	201 Red Ball Freight	505 Local Freight	503 Local Freight	521 Local Freight		
Daily Ex. Sun.	Daily	Mon., Wed., Fri.	Daily Ex. Sun.	Daily Ex. Sun.		
7 00PM	10 00AM				249.27	Pleasant Hill. ①ⓄWT
					0.63	
					249.19	②C.R.I.&P. ①A
					253.74	ORE 4.55
7 10	10 10				5.09	Two ③SLSF ②
7 18	10 18				258.83	Harrisonville. ③
7 27	10 26				265.47	LONE TREE 6.64
7 43	10 42				277.61	ADRIAN 12.14 ①
					9.51	
7 56	10 55				287.12	BUTLER 11.87 W ③
8 12	11 11				298.99	RICH HILL 8.43 ①
8 24	11 23				307.42	HORTON 10.07
					317.49	NEVADA ①DWT ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿
	11 40			12 01AM		
					319.37	NASSAU JCT. 11.50 T
	11 59			12 28	330.87	SHELDON 11.39
	12 13			12 45	342.26	LAMAR ③SLSF ①A
	12 27			1 01	353.53	JASPER 10.61
					364.14	CARTHAGE ①ⓄWT ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿
	12 40		1 45AM	1 30AM	527.68	AA SIDING 1.88
	12 48		1 50		528.00	STOTTS CITY 19.14
	1 13		2 15		506.86	③S. L. S. F. ①A
	1 41				489.60	AURORA 1.37 ① ③
			2 40		488.23	CRANE 17.08 ①WDT ③
	2 15	6 00AM	3 00AM		477.83	REEDS SPRING 9.81
	2 49	6 37			460.75	GG SIDING 3.60
	3 04	6 52			450.94	BRANSON 1.59 W ③
	3 10	7 05			447.34	HOLLISTER, MO. 13.05
	3 14	8 05			445.75	CRICKET, ARK. 17.16
	3 35	9 12			432.70	BERGMAN 23.17 ①
	4 05	9 45			415.54	YELLVILLE 10.78 ① ③
	4 41	10 50			392.37	COTTER ①W ③
	5 15PM	11 15AM			381.59	

No. 201 is superior to Nos. 502, 504, 506 and 522.
 Carthage register station for No. 201 only.
 Trains must secure clearance Nevada. No. 503 and No. 522 will not require Clearance Carthage when Train Order Signal indicates proceed.
 No. 201, No. 202 and extra trains secure clearance at Crane.
 No. 504 will not require clearance Crane when operator off duty.
 Clearance addressed to No. 201 and No. 501 at Neff Yard will fulfill the requirements of last paragraph of Rule 83

(a) at Pleasant Hill when train order signal indicates proceed.
 Clearance addressed to No. 522 at Joplin will fulfill requirements of last paragraph of Rule 83 (a) at Carthage when train order signal indicates proceed.
 Train order signal Pleasant Hill applies to Sedalia and Pleasant Hill subdiv. trains.
 Train order signal Carthage applies to Carthage and Webb City subdiv. trains.
 Yard Limits: Jct. Sedalia Subdiv. to MP 249-34; MP 315-30 to 320-0; Carthage — MP 361-10 to 524-20; MP 490-0 to 488-0; MP 477-20 to 479-5 and MP 382-19 to 380-20.

TUNNELS —

Automatic block signals are located at Reeds Spring, Crest and Cricket tunnels. When signals display "stop then proceed at low speed" trains must wait 8 minutes and then proceed at low speed through tunnel, unless signal changes to proceed.
 M. of W. forces on track cars must operate push button located on signal masts at entrance before moving through tunnels. Operation of push button sets signals in each direction in stop position for 8 minutes.
 Limited clearances of Cotter, Crest, Cricket, Pyatt and Reeds Spring tunnels necessitate careful handling of oversized shipments.

Western District

TIMETABLE No. 1	Sliding Capacity in Cars	TRAINS NORTHWARD				
		SECOND CLASS				
		502 Local Freight	202 Red Ball Freight	506 Local Freight	522 Local Freight	504 Local Freight
		Daily Ex. Sun.	Daily	Tue., Thu., Sat.	Daily Ex. Sun.	Daily Ex. Sat.
PLEASANT HILL		4 00AM	9 10AM			
ORE	85	3 45	8 57			
Harrisonville	50	3 30	8 49			
LONE TREE	85	3 15	8 39			
ADRIAN	85	2 50	8 21			
BUTLER	98	2 20	8 07			
RICH HILL	111	1 00	7 51			
HORTON	57	12 45	7 38			
NEVADA		12 30AM	7 20		3 40PM	
NASSAU JCT.			7 15		3 35	
SHELDON	85		6 58		3 13	
LAMAR	85		6 42		2 55	
JASPER	85		6 25		2 38	
CARTHAGE			6 10		2 20PM	10 45PM
AA SIDING	103		6 00			10 30
STOTTS CITY	100		5 35			10 00
AURORA	60		5 10			7 30
CRANE			4 52		7 55AM	7 00PM
REEDS SPRING	45		4 25		7 25	
GG SIDING	50		4 10		7 10	
BRANSON	56		4 04		6 40	
HOLLISTER, MO.	27		4 01		6 20	
CRICKET, ARK.	50		3 41		5 59	
BERGMAN	65		3 15		5 30	
YELLVILLE	57		2 37		4 30	
COTTER			2 20AM		4 00AM	
260.99						

Maximum Speed:	MPH	BUSINESS TRACKS:	MP
MP 248-02 — MP 249-06	15	Gen. Spur	281.10
MP 249-06 — MP 364-03	49	Archie	271.76
(Except as below)		Panama	282.80
Rich Hill City Limits	25	Wagner Spur	302.47
Nevada over Hickory St.	10	Milo	304.28
MP 317-20 — MP 317-28	15	Irwin	324.09
MP 364-01 — MP 364-03	15	Boston	335.71
MP 527-30 — MP 477-25	49	Carytown	347.83
(Except as below)		La Russell	358.34
MP 527-30 — MP 526-16	20	Hoberg	513.16
MP 489-29 — MP 489-02	20	Eley	499.08
Aurora City Limits	20	Galena	473.90
MP 483-07 — MP 481-18	40	Pyatt	468.08
MP 477-25 — MP 381-15	40	Flippin	403.01
(Except as below)			386.52
MP 487-25 — MP 487-15	30		
MP 480-04 — MP 459-20	30		
MP 454-15 — MP 454-10	35		
Branson City Limits	30		
MP 448-10 — MP 446-17	30		
MP 435-27 — MP 435-00	30		
MP 432-15 — MP 431-13	30		
MP 429-19 — MP 429-15	30		
MP 422-25 — MP 422-18	35		

Western District

TRAINS WESTWARD		Miles from St. Louis	Timetable No. 1	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS	SECOND CLASS				SECOND CLASS	SECOND CLASS
171 Red Ball Freight Daily	529 Red Ball Freight Daily				530 Red Ball Freight Daily	172 Red Ball Freight Daily
6 30PM	4 01AM	280.03	NEFF YARD, MO. @DTW	yd.	2 20PM	4 00AM
		2.05				
		282.08	@KCS			
		2.49				
		284.57	KAW PT., KAN.			
		0.17				
		284.74	@UP			
		0.13				
		284.87	@UP			
		1.01				
		287.50	EDGEWATER JCT.			
		5.28				
		292.78	NEARMAN	125		
		6.04				
		298.82	WOLCOTT	150		
		6.82				
		305.64	UP JCT.			
		0.01				
		305.65	COCHRANE	118		
		3.63				
		309.28	CGW CONN.			
		0.28				
		309.56	@CGW			
		0.02				
		309.58	@CB&Q			
		0.09				
		309.67	Leavenworth	80		
		4.53				
		314.20	WADE	102		
		5.88				
		320.08	OAK MILLS	150		
		10.62				
		330.70	ATCHISON @TDW			
		1.63				
		332.33	NK JCT.			
		5.79				
9 15	6 05	338.12	SHANNON	125	12 01	11 15
		3.23				
		341.35	LANCASTER			
		5.36				
9 30	6 20	346.71	HURON	125	11 45	11 04
		5.03				
		351.74	EVEREST			
		6.52				
9 45	6 38	358.26	WILLIS	125	11 21	10 48
		11.51				
		369.77	@UP			
		0.53				
10 00	6 58	370.30	HIAWATHA @DTW	97	11 05	10 33
		8.83				
10 21 ¹⁷²	7 15	379.18	RESERVE, KAN.	96	10 45	10 21 ¹⁷¹
		5.23				
10 40PM	7 30AM	384.36	Falls City, @CBQ @W @DTW		10 35AM	10 00PM
		101.78				

TRAINS WESTWARD		Miles from St. Louis	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS	SECOND CLASS				SECOND CLASS	SECOND CLASS
171 Red Ball Freight Daily	529 Red Ball Freight Daily				530 Red Ball Freight Daily	172 Red Ball Freight Daily
10 50PM	7 45AM	384.36	FALLS CITY @CBQ @W @DTW		10 20AM	9 50PM
		5.20				
11 15	8 05	389.56	STRAUSSVILLE	79	10 13	9 34
		5.81				
11 47	8 12	394.87	VERDON	125	10 05	9 27
		6.40				
12 10	8 20	401.27	STELLA	78	9 55	9 19
		12.89				
12 40	8 37	414.16	AUBURN @DTW	125	9 35	9 03
		2.28				
12 45	8 40	416.44	MX JCT		9 30	9 00
		7.13				
12 57	8 50	423.57	JULIAN	78	9 18	8 51
		5.21				
1 07	9 08 ⁵³⁰	428.78	PAUL	78	9 08 ⁵²⁹	8 44
		7.03				
		435.81	@CB&Q			
		0.21				
1 25	9 22	436.92	Nebraska City @DTW		8 41	8 35
		1.70				
1 30	9 36	437.72	WX SIDING	78	8 36	8 32
		9.75				
2 00	10 03	447.47	UNION TW @DTW	103	8 12	8 19
		7.36				
2 20	10 18	454.83	MURRAY	79	7 56	8 10
		7.65				
2 30		462.38	PLATTSMOUTH	77		8 00
		2.84				
		465.22	@CB&Q			
		0.29				
		465.51	@CB&Q			
		1.60				
2 40	10 35	467.11	LA PLATTE	78	7 35	7 53
		4.24				
		471.35	FORT CROOK			
		1.83				
3 00	10 50	473.18	GILMORE JCT. @DTW		7 20	7 45
		4.48				
		477.66	N ST. (U.P. Conn.)			
		0.36				
		478.92	SOUTH OMAHA			
		0.68				
		478.70	@C&NW			
		3.86				
		482.17	WS JCT			
		4.72				
		486.70	LOCUST ST. @DTW			
		0.58				
6 15AM	2 00PM	487.28	Omaha (Grace St.) @DTW		5 30AM	6 30PM
		102.92				

ABS — Falls City to Gilmore Jct.

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

Yard Limits: MP 383-00 to 386-10, MP 413-06 to 415-06, 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 N St. See Special Instructions.

ABS — Between Kaw Point and Falls City.
 CTC — Between Kaw Point and Shannon.
 Trains originating Neff Yard must secure clearance.
 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.

Maximum Speed:	MPH	BUSINESS TRACKS:	MP
Between Neff Yard and Edgewater Jct. (Except as below)	20	Ramapo	288.84
Over Montgal Ave.	10	Pomeroy	296.26
Over KCT Bridge (between Kaw Point and Minnesota Ave.)	10	Baker	362.26
Between Edgewater Jct. and Atchison (Except as below)	50	Padonia	375.37
MP 291-05 — MP 291-25	35		
MP 309-22 — MP 309-36	30		
MP 322-19 — MP 322-36	35		
MP 329-19 — MP 332-08	20		
Atchison — Around curve Union Depot and between curve and 10th Street and thru A & E Bridge Connection	10		
Between Atchison and Falls City (Except as below)	50		
MP 350-23 — MP 350-39	45		

Maximum Speed:	MPH	BUSINESS TRACKS:	MP
(Except as below)	50		
MP 387-09 — MP 387-30	45	Howe	408.49
MP 434-25 — MP 437-00	25	Clarke	420.19
MP 447-15 — MP 447-34	30	Cometa	440.28
MP 466-08 — MP 466-29	45	Wyoming	441.76
South Omaha: Over tracks of South Omaha Terminal RR, between "L" and "O" Streets	10	Mynard	458.58
Between South Omaha and Grace Street, Omaha	25	Ft. Crook	471.35
Omaha; over all streets	15		
Except Commercial Ave. and 30th St.	10		

12 LINCOLN SUBDIV.—OMAHA DIVISION

TRAINS WEST-WARD SECOND CLASS 519 Local Freight Daily Ex. Sat.	Miles from St. Louis	TIMETABLE No. 1 STATIONS	Siding Capacity in Cars	TRAINS EAST-WARD SECOND CLASS 520 Local Freight Daily Ex. Sat.
7 30PM	447.47	UNION.....TW①②		6 00PM
8 01	459.45	NW JCT.....②		4 59
9 00	460.57	WEeping WATER.....②③④		4 50
9 10	461.49	WW JCT.....②		4 45
9 35	471.59	ELMWOOD.....②		4 20
	494.27	②C. R. I. & P.....G		
	494.88	C. & N. W. JCT.....		
10 30PM	495.14	LINCOLN.....②W③④		3 30PM
		47.67		

Yard Limits: MP 447-25 to 448-5; MP 459-0 to 463-30; MP 489-0 to end of track Lincoln.

No. 520 will not require clearance Lincoln when operator off duty and train order signal indicates proceed.

No. 519 will not require clearance Union when operator off duty.

Maximum Speed.....	MPH 35	BUSINESS TRACKS:	MP 451.72
(Except as below)		Nehawka.....	454.40
Between 33rd Street and C&NW Jct.....	18	Pickens.....	455.17
14th Street and end of track.....	10	Tobin.....	457.37
Weeping Water, first street east of depot.....	10	U S Quarry.....	467.04
		Wabash.....	479.19
		Eagle.....	486.51
		Walton.....	

LOUISVILLE SUBDIV.—OMAHA DIVISION

TRAINS WEST-WARD SECOND CLASS 523 Local Freight Daily Ex. Sun.	Miles from St. Louis	TIMETABLE No. 1 STATIONS	Siding Capacity in Cars	TRAINS EAST-WARD SECOND CLASS 524 Local Freight Daily Ex. Sun.
	449.22	AVOCA.....②		
	454.00	NW JCT.....②		
	455.12	WEeping WATER.....②③④		
11 15AM	456.04	WW JCT.....②		10 05AM
11 30	459.93	MANLEY.....②	25	9 50
11 50	465.67	LOUISVILLE.....②③	14	9 30
	465.96	②C. B. & Q.....④		
	467.22	②C. R. I. & P.....④		
12 50	471.69	SPRINGFIELD.....②	24	8 40
	479.53	②U. P.....④		
	485.09	②C. & N. W.....④		
1 55	490.12	WS JCT.....②		7 50
2 40PM		OMAHA (GRACE ST.)..W②D③		7 00AM
		39.03		

Yard Limits: MP 457-0 to End of Track Avoca; MP 464-20 to 469-0; MP 482-25 to WS Jct.

No. 523 will not require clearance at WW Jct. but will secure clearance at Weeping Water when operator on duty.

No. 523 and No. 524 will register at Weeping Water.

Maximum Speed.....	MPH 35	MP 450-18 — MP 456-12.....	25
(Except as below)		MP 468-00 — MP 466-10.....	15
MP 449-22 — MP 450-15.....	25	MP 468-10 — WS Jct.....	25
MP 450-15 — MP 450-18.....	15	Max. Wt. 240,000	

Western District

CONCORDIA SUBDIV.—OMAHA DIVISION 13

TRAINS WEST-WARD SECOND CLASS 511 Local Freight Mon., Wed., Fri.	Miles from St. Louis	TIMETABLE No. 1 STATIONS	Siding Capacity in Cars	TRAINS EAST-WARD SECOND CLASS 512 Local Freight Tue., Thur., Sat.
12 01AM	330.70	ATCHISON.....②DTW③④		1 00PM
12 05	332.33	NK JCT.....②		12 50
12 38	347.93	EFFINGHAM.....③	55	12 21
	355.27	MUSCOTAH.....③		
1 00	361.46	WHITING.....③		12 01
1 09	367.31	NETAWAKA.....③	95	11 50
1 31	379.89	GOFF.....③	57	11 28
1 42	385.74	CORNING.....③	90	11 18
1 56	392.93	CENTRALIA.....③	45	11 03
2 10	400.41	VERMILLION.....③		10 50
2 27	408.87	FRANKFORT.....②UP③④	55	10 33
2 37	413.73	MM SIDING.....③	100	10 18
3 00	425.67	BLUE RAPIDS.....③	24	10 03
3 10	430.59	WATERVILLE.....③		9 53
3 23	437.76	BARNES.....③	46	9 30
3 34	443.65	GREENLEAF.....②③	69	9 26
3 46	450.68	LINN.....③		9 13
3 56	455.48	PALMER.....③		8 53
4 14	464.48	CLIFTON.....③	55	8 36
	466.06	②CRI&P.....③		
4 24	471.01	CLYDE.....③	25	8 26
	485.12	②AT&SF③CB&Q.....③		
5 00AM	485.43	CONCORDIA.....DW②③	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.

Maximum Speed.....	MPH 45	Business Tracks:	MP 404.06
(Except as below)		Viets.....	450.58
MP 368-34 — MP 367-28.....	30	Washington-Greenleaf.....	449.08
MP 409-05 — MP 409-06.....	20	Cloutman (Washington Industrial Lead).....	473.84
Concordia, over Cedar Street.....	15	Ames.....	479.86
Washington Industrial Lead.....	15	Rice.....	
Max. Wt. 220,000.			

BURR OAK SUBDIV.—OMAHA DIVISION

WESTWARD ▼	496.42	JAMESTOWN.....②③	27	EASTWARD ▲
	512.97	JEWELL.....③		
	529.74	BURR OAK.....③		
		33.32		

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

Maximum Speed.....	MPH 40	Business Tracks:	MP 506.67
(Except as below)		Randall.....	521.53
Between Jewell and Burr Oak.....	30	Mankato.....	
Max. wt. 220,000.			

Western District

14 HASTINGS SUBDIV.—OMAHA DIVISION

TIMETABLE No. 1

MPH	M.P.	WEST - STATIONS - EAST	Sidings
Maximum Speed..... 40 (Except as below)	490.27	HA JCT.....	OT
MP 578-20 — Hastings ... 15	492.37	@AT&SF.....	G
	504.17	@CRI&P.....	A
Max. Wt. 220,000 lbs.	504.83	SCANDIA.....	C
BUSINESS TRACKS: MP	513.82	REPUBLICAN, KAN.....	C
Norway..... 497.85	528.55	@C&NW.....	C
Abdal..... 538.40	529.61	SUPERIOR, NEB.....	C
Mt. Clare..... 546.44	530.17	@CB&Q.....	G
Lawrence..... 555.53	555.37	@CB&Q.....	C
Pauline..... 567.10	580.31	HASTINGS.....	OT
Muriel..... 573.18			
Yard Limit: MP 490-15 to 491-11; MP 577-28 to end of track.		90.04	

ST. JOSEPH SUBDIV.—OMAHA DIVISION

Miles from St. Louis	TIMETABLE No. 1	Siding Capacity in Cars
	WEST - STATIONS - EAST	
	ATCHISON, KAN.....	OT
	DRAWBRIDGE... (Mo. River)	
	WINTHROP, MO.....	
	ARMOUR.....	
	@CRI&P.....	A
	HALLS.....	195
	FRENCH.....	@CBQ
	ST. JOSEPH.....	@WT
		Yd.
		18.17

Trains are governed by A&E Bridge Company rules between Atchison & Winthrop, and CB&Q rules between Winthrop and St. Joseph.

CRETE SUBDIV.—OMAHA DIVISION

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS
525 Local Freight		STATIONS		526 Local Freight
Mon., Wed., Fri.				Tue., Thur., Sat.
8 00AM	416.44	MX JCT.....		10 30AM
8 50	427.96	TALMAGE.....	27	9 45
	466.65	@CB&Q.....	G	
11 25AM	486.11	CRETE.....	OT	7 00AM
		69.67		

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

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.

No. 526 will not require clearance at Crete when operator not on duty. No. 525 will not require clearance MX Jct.

Maximum Speed.....	MPH	Nissen.....	MP
Max. Wt. 220,000	30	Burr.....	440.16
BUSINESS TRACKS: MP		Douglas.....	445.63
Brook.....	423.22	Panama.....	451.49
Tangeman.....	431.91	Hickman.....	458.53
Cook.....	437.84	Sprague.....	465.63
		Kramer.....	472.91
			480.30

Western District

DOWNNS SUBDIV.—OMAHA DIVISION 15

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS
511 Local Freight		STATIONS		512 Local Freight
Mon., Wed., Fri.				Tue., Thur., Sat.
8 30AM	485.43	Concordia... DW	OT	4 30AM
8 39	490.27	HA JCT.....	T	4 16
8 40	490.28	YUMA.....		4 15
	496.34	BO JCT.....		
8 50	496.42	JAMESTOWN.....	27	4 05
9 00	502.88	SCOTTSVILLE.....	OT	3 50
9 19	514.45	BELOIT... @UP @	33	3 15
9 37	524.18	GE SIDING.....	42	2 33
9 50	533.31	CC SIDING.....	42	2 10
10 10	538.64	DOWNNS... TW	Yd.	2 01
10 55	548.53	OSBORNE.....	OT	1 05
11 30	562.17	ALTON.....	OT	12 37
11 55	570.46	WOODSTON.....	OT	12 20
12 30PM	580.42	STOCKTON... @WT	OT	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 514-0 to MP 515-0; MP 537-30 to 539-16; MP 579-20 to end of track Stockton.

Maximum Speed.....	45 MPH	BUSINESS TRACKS:	MP
Max. Wt. 220,000		Gilbert.....	509.58
		Solomon Rapids.....	519.30
		Glen Elder.....	525.61
		Cawker City.....	532.94
		Bloomington.....	553.73

LENORA SUBDIV.—OMAHA DIVISION

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS
515 Local Freight		STATIONS		516 Local Freight
Mon., Wed., Fri.				Tue., Thur., Sat.
4 01PM	538.64	DOWNNS... TW	OT	4 01AM
	547.76	PORTIS.....	OT	
	557.85	GAYLORD.....	OT	
	563.05	CEDAR.....	OT	
	572.66	KIRWIN.....	OT	
	583.13	GLADE.....	OT	
	598.56	LOGAN.....	OT	
	612.91	EDMOND.....	OT	
11 59PM	623.33	LENORA... @W	OT	12 01AM
		84.69		

Yard Limits: MP 538-28 to 539-16; MP 622-10 to end of track Lenora. No. 515 is superior to No. 516.

No. 515 will not require clearance at Downs when operator off duty. No. 516 will not require clearance at Lenora when operator off duty.

Maximum Speed.....	40 MPH	BUSINESS TRACKS:	MP
(Except as below)		Harlan.....	552.95
MP 582-35 to Lenora.....	20 MPH	Claudell.....	567.86
Max. Wt. 220,000		Speed.....	589.88
		Densmore.....	608.34

Western District

16 KANSAS CITY SUBDIV.—KANSAS DIVISION

TRAINS WESTWARD	Miles from St. Louis	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS EASTWARD
↓				
		STATIONS		
	279.06	NEFF YARD.....①②DTW④	Yd.	
	278.24	KCSW JCT.....T	Yd.	
	278.64	②G.M.&O.....④		
	279.12	②K. C. T.....②		
	279.23	K. C. T. CONN. 1.20		
	280.43	CENTROPOLIS 2.98	Yd.	
	283.41	LEEDS JCT.....②	Yd.	
	289.42	②S. L. S. F.....④		
	290.00	DODSON.....② w154		
	297.17	MARTIN CITY, MO. 2.70		
	299.87	KENNETH, KAN. 11.09	131	
	310.99	BUCYRUS 8.22	136	
	317.21	WAGSTAFF.....②	136	
	326.04	②M. K. T.....④		
	326.28	PAOLA.....④		
	326.82	②S. L. S. F.....④		
	326.96	②M. K. T.....④		
	328.56	JB SIDING.....④	198	
	333.17	OSAWATOMIE.....①②TW④		
	333.70	Osawatomie Yard.....②DW④	Yd.	
		55.15		

ABS — Neff Yard-Osawatomie Yard.
Signal indication with Current of Traffic KCSW Jct.-Leeds Jct.
CTC Leeds Jct. Signal 2833 to Osawatomie Yard Signal 3350.
Operation on Kansas City Term. Div., Neff Yard-Leeds Jct.
Two main tracks Neff Yard-Leeds Jct.
Trains secure clearance before leaving Neff Yard.
Eastward Trains secure clearance at Osawatomie Yard.
Yard Limits MP 283-20 — Neff Yard.
Hot box detector located at MP 309.01 — Both Directions.

Maximum Speed:	MPH
Neff Yard to MP 280-21.....	25
MP 280-21 — MP 283-17.....	35
MP 283-17 — MP 291-04.....	50
MP 291-04 — MP 335-00 (Except as below).....	60
MP 325-07 — MP 326-37.....	45
MP 332-35 — MP 335-00.....	40

Business Tracks:	MP
★Vance.....	285.17
★Missy.....	285.62
★Hytex Run Around Track.....	286.17
Hy-Tex.....	286.17
Jack Jones Lbr. Co.....	292.19
Red Bridge.....	293.14
★Long Bell Lumber Co.....	296.27
★Redel.....	301.74
Stillwell.....	306.48

★Note—Trains or engines with or without cars will not be permitted to clear main track. While switching these tracks main track must be occupied or main track switch left open.

OSAWATOMIE SUBDIV.—KANSAS DIVISION 17

TRAINS WESTWARD		Miles from St. Louis	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS					SECOND CLASS	
77 Red Ball Freight	75 Red Ball Freight				76 Red Ball Freight	72 Red Ball Freight
Daily	Daily		STATIONS		Daily	Daily
8 30PM	5 00AM	334.46	Osawatomie Yard...②DW④		9 30AM	1 30AM
8 40	5 10	343.35	RANTOUL.....130		9 15	1 15
8 52	5 22	354.16	OTTAWA.....②④	134	9 02	1 02
		354.43	②A. T. & S. F.....④			
		357.17	②A. T. & S. F.....④			
9 11	5 41	368.76	LOMAX.....84		8 45	12 45
9 21	5 51	376.81	DK SIDING.....125		8 36	12 36
		378.60	LYNDON.....④			
		386.20	②A. T. & S. F.....④			
9 33	6 03	386.49	OSAGE CITY.....②④	118	8 25	12 25
9 52	6 22	401.99	ADMIRE.....116		8 07	12 07
		412.28	BW SIDING.....116		7 56	11 56
10 25PM	6 55AM	425.69	COUNCIL GROVE.②WG		7 40AM	11 40PM
			91.23			

ABS — Osawatomie Yard-Council Grove
CTC BW Siding Signal 4115 — Council Grove Signal 4245.

MAXIMUM SPEED	MPH	BUSINESS TRACKS:	MP
(Except as Below)	55	Quarry Spur.....	351.22
MP 338-34 — MP 339-29.....	50	Richter.....	360.51
MP 353-37 — MP 354-32.....	20	Pomona.....	364.82
MP 425-26 — MP 426-26.....	25	Vassar.....	375.33
		Miller.....	395.38
		Allen.....	405.83
		Bushong.....	411.06
		Comiskey Spur.....	419.50

TOPEKA SUBDIV.—KANSAS DIVISION

Miles from St. Louis	TIMETABLE No. 1	WEST-STATIONS-EAST	↓	↑	MAXIMUM SPEED..... MPH	
					(Except as Below)	
368.35	LOMAX.....13.29				MP 371-12 — MP 371-22.....	30
381.64	OVERBROOK.....④				MP 381-10 — MP 382-21.....	30
406.57	②A. T. & S.F.....②				MP 385-11 — MP 385-23.....	30
407.61	TOPEKA.....②③④				MP 388-14 — MP 391-26.....	30
	39.26				MP 397-18 — MP 398-12.....	30
					BUSINESS TRACKS:	MP
					Michigan.....	374.47
					Richland.....	391.52
					Berryton.....	398.21
					Pauline.....	400.15

Yard Limits: MP 400-15 to End of Track Topeka.

18 COUNCIL GROVE SUBDIV.—KANSAS DIVISION

TRAINS WESTWARD		Miles from St. Louis	Timetable No. 1	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS					SECOND CLASS	
77 Red Ball Frt. Daily	75 Red Ball Frt. Daily				76 Red Ball Frt. Daily	72 Red Ball Frt. Daily
10 25PM	6 55AM	425.89	Council Grove.. @W*	...	7 30AM	11 30PM
10 27	6 57	425.90	WS.....	...	7 26	11 18
10 39	7 14 78	436.37	WILSEY.....	116	7 14 75	11 06
10 55 72	7 25	446.66	JJ SIDING.....	171	7 00	10 55 77
11 05	7 36	451.09	HERINGTON..... @*	84	6 50	10 30
.....	.....	451.52	@C. R. I. & P..... @	.....	.....	.....
11 15	7 45	458.67	HOPE..... *	35	6 36	10 15
.....	.....	459.29	@A. T. & S. F..... @	.....	.....	.....
11 30	8 00	468.01	ELMO.....	110	6 25	10 00
.....	.....	470.94	CARLTON.....	.....	.....	.....
11 40	8 10	476.17	MM SIDING.....	120	6 15	9 50
11 42	8 12	478.05	GYP SUM..... @*	38	6 11	9 46
.....	.....	479.18	SA JCT..... T	.....	.....	.....
11 58	8 28	491.23	BRIDGEPORT.....	124	5 56	9 31
.....	.....	495.97	@U. P..... @	.....	.....	.....
12 05	8 35	496.29	LINDSBORG..... *	82	5 50	9 25
12 17	8 47	505.69	MARQUETTE..... @*	119	5 39	9 14
12 32	9 02	518.22	CRAWFORD.....	80	5 25	9 00
.....	.....	524.23	@A. T. & S. F..... @	.....	.....	.....
12 42	9 12	524.56	GENESSEO..... W @ @*	28	5 15	8 50
.....	.....	525.08	WE JCT..... T	.....	.....	.....
12 45	9 15	526.21	GW SIDING.....	115	5 09	8 44
.....	.....	529.71	@S. L. S. F..... @	.....	.....	.....
12 59	9 29	537.60	BUSHTON..... *	79	4 56	8 30
1 09	9 39	545.22	CLAF LIN..... *	118	4 45	8 20
1 30AM	10 00AM	558.82	Hoisington @ @ DWT * @	.....	4 25AM	8 00PM
.....	.....	133.53	.....	.....	.....	.....

ABS — Council Grove-Hoisington.

CTC Council Grove Signal 4245 — WS Signal 4258.

Yard Limits: MP 523-21 to MP 527 and MP 556-5 to MP 560.

Switches at JJ Siding, Elmo, MM Siding, and Hoisington, are remote control. Rule 425 effective except when Control Operators not on duty. If necessary to enter into or depart from these switches when Control Operator not on duty, permission will be secured from Train Dispatcher to hand throw the switches.

MPH	BUSINESS TRACKS:	MP
Maximum Speed (Except as Below)		55
MP 432-18 — MP 434-42	Delavan	443.96
Over CRI&P Crossing Herington	Dillon	462.95
City Limits Gypsum (4:01 AM to 11:59 PM)	Frederick	530.49
MP 495-32 — MP 496-37	Prodeo	535.48
	Redwing	552.86

HOISINGTON SUBDIV.—KANSAS DIVISION 19

TRAINS WESTWARD		Miles from St. Louis	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS					SECOND CLASS	
75 Red Ball Frt. Daily	77 Red Ball Frt. Daily				72 Red Ball Frt. Daily	76 Red Ball Frt. Daily
9 10AM	12 35AM	558.82	Hoisington @ @ DWT * @	...	6 15PM	3 15AM
9 21	12 46	568.90	OLMITZ.....	66	6 03	2 58
9 29	12 54	575.68	OTIS..... *	65	5 55	2 50
9 39	1 04	584.16	BISON..... *	113	5 45	2 40
9 46	1 11	590.31	LA CROSSE..... @ *	87	5 38	2 33
10 03	1 28	605.30	McCRACKEN..... *	136	5 21	2 16
10 15	1 40	616.07	BROWNELL..... @ *	72	5 09	2 04
10 22	1 57 76	622.18	OSGOOD.....	114	5 02	1 57 77
10 28	2 03	627.39	RANSOM.....	70	4 56	1 51
10 35	2 10	633.80	ARNOLD..... *	43	4 48	1 43
10 43	2 18	640.32	UTICA..... @ T *	116	4 40	1 35
11 00	2 35	655.62	SHIELDS..... *	116	4 23	1 18
11 11	2 46	665.03	HEALY..... @ *	70	4 12	1 07
11 17	2 52	670.22	RANCH.....	117	4 06	1 01
.....	.....	681.70	@A. T. & S. F..... @	.....	.....	.....
11 32	3 07	682.57	SCOTT CITY..... @ W *	69	3 51	12 47
.....	.....	682.88	@A. T. & S. F..... @	.....	.....	.....
11 44	3 19	692.17	MODOC.....	119	3 40	12 36
.....	.....	699.23	MARIENTHAL.....	.....	.....	.....
12 01	3 36	707.10	LEOTI..... @ *	70	3 23	12 19
12 13	3 47	717.18	SELKIRK..... *	114	3 11	12 07
12 27	4 00	729.00	TRIBUNE..... *	43	2 58	11 53
12 30PM	4 05AM	730.88	HORACE..... @ @ WT *	.....	2 55PM	11 50PM
.....	.....	171.88	.....	.....	.....	.....

ABS — Hoisington-Horace.

Yard Limits: MP 556-5 to MP 560; MP 729-10 to MP 733-15.

MPH	BUSINESS TRACKS:	MP
Maximum Speed (Except as Below)	Hoisington-Great Bend	55
City Limits LaCrosse	Ind. Lead — Max.	45
MP 681-29 — MP 682-34	Wt. 220,000	40
	Kanbrick	561.42
	Dent	564.12
	Briek Plant	567.39
	Great Bend	568.95
	Hoisington-Horace	
	Boyd	562.98
	Hargrave	598.08
	Pen Dennis	649.44
	Manning	671.49
	Coronado	704.10
	Whitelaw	724.55

20 HORACE SUBDIV.—KANSAS DIVISION

TRAINS WESTWARD		Miles from St. Louis	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS					SECOND CLASS	
75 Red Ball Frt.	77 Red Ball Frt.				72 Red Ball Frt.	76 Red Ball Frt.
Daily	Daily		MOUNTAIN STANDARD TIME		Daily	Daily
STATIONS						
12 35PM	4 15AM	730.88	HORACE...ⓄⓄWTⓄ		2 45PM	11 40PM
			9.65			
12 46	4 26	740.53	Walkinghood, Kan...	71	2 33	11 28
			6.08			
12 53	4 33	746.61	TOWNER, COLO...Ⓞ		2 26	11 21
			5.96			
1 00	4 40	752.57	STUART.....	117	2 19	11 14
			5.56			
1 06	4 46	758.13	SHERIDAN LAKEⓄⓄ	71	2 12	11 07
			13.67			
1 20	5 01	771.80	CHEVINGTON.....	116	1 57	10 52
			14.06			
1 41 ⁷²	5 17	785.86	EADS.....ⓄWⓄ	117	1 41 ⁷⁵	10 36
			22.90			
2 06	5 43	807.76	HASWELL.....ⓄⓄ	118	1 10	10 10
			22.74			
2 31	6 09	830.50	HEATH.....	123	12 44	9 44
			10.78			
2 43	6 21	841.28	SUGAR CITY...TⓄ	67	12 32	9 32
			5.18			
2 59	6 27	846.46	ORDWAY.....ⓄWⓄ	137	12 26	9 26
			16.72			
3 18	6 46	863.18	PULTNEY.....	114	12 07	9 07
			6.11			
		869.29	ⓄA. T. & S. F....Ⓞ			
			11.93			
3 38	7 06	881.22	AVONDALE.....ⓄⓄ	113	11 45	8 45
			12.54			
3 52	7 25	893.76	COOMBS JCT....Ⓞ		11 30	8 30
			1.18			
		894.94	FE JCT.....			
			0.17			
		895.11	ⓄC. & S....Ⓞ			
			1.33			
		896.44	PUEBLO.....ⓄⓄ			
			0.65			
4 00PM	8 00AM	897.09	PUEBLO YD ⓄDTWⓄ	Yd.	11 00AM	8 00PM
			166.21			

ABS — Horace to Pueblo

Yard Limits: MP 729-10 to MP 733-15 and MP 893-10 to Pueblo Yard.

Operation between Coombs Jct. and Pueblo Joint Terminal, see Special Instructions.

Two main tracks between Coombs Jct. and FE Jct.

Maximum Speed:	MPH	Business Tracks:	MP
(Except as below)	55		
City Limits Eads.....	40	Astor.....	736.90
City Limits Ordway.....	40	Kanco.....	742.68
City Limits Boone.....	40	Brandon.....	766.21
MP 894-00 — MP 894-32...	30	Galatea.....	799.14
MP 894-32 — MP 895-34...	20	Arlington.....	821.46
		Crowley.....	851.94
		Olney Springs....	857.32
		Werme.....	874.16
		Boone.....	876.10
		Nyburg.....	883.95

STAFFORD SUBDIV.—KANSAS DIVISION 21

TRAINS WESTWARD		Miles from St. Louis	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS					SECOND CLASS	
625 Local Freight	626 Local Freight				624 Local Freight	620 Local Freight
Mon. Wed. Fri.			STATIONS		Tue. Thur. Sat.	Mon. Wed. Fri.
4 00PM	558.73		Conway Springs. ⓄTⓄ		12 30PM	
			8.42			
4 25	567.15		MILTON.....		12 15	
			4.21			
	571.36		NORWICH.....			
			0.91			
	572.27		ⓄA. T. & S. F....G			
			8.16			
	580.43		BELMONT.....			
			4.87			
	585.30		ALAMEDA.....			
			7.08			
5 30	592.38		KINGMAN.....Ⓞ		11 23	
			0.78			
	593.16		ⓄA. T. & S. F....G			
			0.82			
	593.98		ⓄA. T. & S. F....Ⓞ			
			4.45			
	598.43		BROWN'S SPUR.....			
			7.45			
6 10	605.88		PENALOSA.....		9 00	
			4.15			
6 25	610.03		OLCOTT.....T		8 40	
			9.88			
	619.91		PRESTON.....Ⓞ	10		
			0.25			
	620.16		ⓄC. R. I. & P....G			
			3.83			
	623.99		CARMEL.....			
			6.05			
	630.04		IUKA.....ⓄTⓄ			
			4.54			
6 55	614.57		TURON.....Ⓞ		8 25	
			0.46			
	615.03		ⓄC. R. I. & P....Ⓞ			
			5.89			
	620.92		NEOLA.....			
			7.77			
7 20	628.69		STAFFORD.....Ⓞ		8 00AM	10 00PM
			0.97			
	629.66		ⓄA. T. & S. F....Ⓞ			
			9.65			
8 01	639.31		HUDSON.....Ⓞ			9 35
			9.01			
	648.32		SEWARD.....			
			5.38			
8 30PM	653.70		RADIUM.....			9 00PM
			94.97			

No. 625 is superior to No. 620.

No. 620 will not require clearance Radium.

When operator off duty and Train Order Signal indicates proceed, clearance not required by No. 625 Conway Springs and No. 624 Stafford.

Yard Limits: Conway Springs to MP 559-30. MP 610-1 to End of Track Iuka.

Maximum Speed (Except as Below)	MPH
Between Olcott and Radium.....	40
Between Olcott and Iuka.....	35
Preston, Through turnout at each end of siding.....	20
Max. wt. 220,000.	15

22 HUTCHINSON SUBDIV.—KANSAS DIVISION

Miles from St. Louis	TIMETABLE No. 1		Siding Capacity in Cars
	WEST - STATIONS - EAST		
Maximum Speed MPH			
Between Wichita and Geneseo (Except as Below)	49		
Wichita, Over Street Crossings	30		
Wichita, Between Waco Ave. and Second St.	20		
MP 485-2 —			
MP 485-7 —	20		
MP 485-37 —			
MP 489-10	30		
City Limits Haven	30		
MP 530-19 —			
MP 533-25	20		
MP 550-11 —			
MP 550-25	30		
MP 559-6 —			
MP 559-7	20		
MP 561-0 —			
MP 561-1	20		
BUSINESS TRACKS: MP			
Wichita Sand, Inc.	490.58		
Superior Sand Co. Inc.	490.96		
Berwet	496.06		
Lock-Joint	497.77		
KG&ECo.	498.35		
Small Spur	511.12		
Elmer	526.09		
Yaggy	535.85		
Nickerson (between YA Jct. & ST Jct.)			
	572.78		
	524.56		
	91.24		

Yard Limits: Wichita to MP 487-22; MP 530-24 to MP 535-11; MP 558-4 to MP 561-27; MP 570-31 to WE Jct.

Kanopolis Ind. Lead — Geneseo to Kanopolis 14.30 miles. Max. speed this lead 35 mph.

Operation via AT&SF Ry. between YA Jct. and ST Jct. Be governed by AT&SF Ry. Timetable and Special Instructions.

Westward trains, before leaving Hutchinson; and Eastward trains before leaving Lyons must secure AT&SF numbered clearance card.

Before entering AT&SF tracks at YA Jct. or ST Jct. verbal permission must be obtained from AT&SF Train Dispatcher. When train is clear of AT&SF tracks, AT&SF Train Dispatcher must be notified.

HARDTNER SUBDIV.—KANSAS DIVISION 23

TRAINS WEST-WARD	Miles from St. Louis	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS EAST-WARD
		SECOND CLASS			
623					622
Local Freight					Local Freight
Mon., Wed., Fri.		STATIONS			Tue., Thur., Sat.
12 40PM	485.94	HD JCT	CT		1 00PM
	487.98	⊙A. T. & S. F.	@		
	488.82	⊙A. T. & S. F.	@		
12 56	494.36	FRONTIER	CT	123	11 30
	496.65	BAYNEVILLE		25	
1 14	501.43	CLEARWATER	C	21	10 45
	506.98	MILLERTON		22	
1 40	512.96	CONWAY SPRINGS	CTC	Yd.	10 15
2 15	524.30	ARGONIA			9 30
	524.51	⊙A. T. & S. F.	@		
2 30	531.21	FREEPORT		35	9 05
3 30	541.61	ANTHONY			8 45
	541.99	⊙A. T. & S. F.	@		
	542.08	⊙A. T. & S. F.	@		
	548.78	SHOOK			
	552.03	RUELLA			
4 30	558.80	CORWIN	C		8 01
	564.06	HAZELTON			
5 15	571.21	KIOWA	C		7 35
	572.51	⊙A. T. & S. F.	G		
	573.10	⊙A. T. & S. F.	@		
5 30	576.83	STUBBS			7 15
5 45PM	581.50	HARDTNER	TC		7 00AM
		95.59			

No. 623 will secure clearance at Wichita and will not require clearance HD Jct.

When operator off duty and Train Order Signal indicates proceed, No. 622 will not require clearance Hardtner.

Yard Limits: HD Jct. to MP 489-27; MP 492-10 to MP 495-16; MP 511-27 to MP 513-21.

Maximum Speed:	MPH
Between HD Jct. and Conway Springs	35
Between Conway Springs and Kiowa	30
Between Kiowa and Hardtner	20

Max. Wt. Conway Springs to Hardtner 220,000

BUSINESS TRACKS:	MP
Murray Gill	493.36
CG&F Elevator	493.86
Waterworks	543.96

MPH		Miles from St. Louis	TIMETABLE No. 1		Siding Capacity in Cars
Maximum Speed	(Except as below)		WEST - STATIONS - EAST		
MP 492-18 — MP 492-27	30				
City Limits Salina	25				
Ohio Street Salina	10				
BUSINESS TRACKS:					
MP					
Mackie	518.56				
Kipp	484.73				
Smolan	504.59				
		479.18	SA JCT. ①		
		494.82	③C. R. I. & P. ③		
		494.83	③U. P. ③		
		494.94	SALINA ③DWT		
		495.38	SALINA UNION DEPOT ③		
		499.17	TRIGO ③	38	
		511.32	FALUN ③	30	
		521.08	MARQUETTE ③③		
			41.61		

Trains must secure clearance before leaving Salina Union Depot.
 Yard Limits: SA Jct. to MP 480-22; MP 490-15 to MP 500-10;
 MP 519-25 to junction with Council Grove Subdiv.

PARIS SUBDIV.—CENTRAL DIVISION

TRAINS SOUTH-WARD	Miles from St. Louis (Via North Little Rock)	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTH-WARD
SECOND CLASS		STATIONS			SECOND CLASS
633					632
Local Freight					Local Freight
Daily Ex. Sun.					Daily Ex. Sun.
8 30AM	503.50	GREENWOOD JCT. ③T			4 30PM
	507.29	WEST FT. SMITH, OKLA. ③			
8 50	508.02	FORT SMITH, ARK. ③③T			4 15
	509.36	③S. L.-S. F. ③			
	509.37	③K. C. S. ③			
9 30	512.82	SOUTH FORT SMITH ③			1 35
	519.42	FORT CHAFFEE ③			
	535.30	CHARLESTON ③			
10 30	536.06	THESSING ③	35		12 35
11 05AM	553.11	PARIS ③			12 01PM
		49.61			

No. 633 is superior to No. 632.
 No. 633 will not require clearance Greenwood Jct.
 No. 632 will not require clearance Paris.
 Yard Limits: Junction Wagoner Subdiv. to MP 512-10.

MPH	
Maximum Speed (Except as Below)	35
MP 507-10 — MP 507-18	30
MP 507-18 — MP 507-30	10
MP 512-5 — MP 512-11	10

MP	
BUSINESS TRACKS:	
Barling	518.14
Lavaca	526.30
Branch	540.02
Ratcliff	544.16

TRAINS WESTWARD		Miles from St. Louis	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS			STATIONS			SECOND CLASS	
613	111					612	110
Local Freight	Red Ball Freight					Local Freight	Red Ball Freight
Daily Ex. Sun.	Daily					Daily Ex. Sun.	Daily
12 01PM		348.95	BRONSON ③			11 20AM	
		354.28	③M.-K.-T. ③				
		354.42	MORAN ③				
		361.62	LA HARPE ③				
		367.41	IOLA ③③				
		367.83	③A. T. & S. F. ③				
1 30		374.78	PIQUA ③	26		10 30	
		374.79	③M.-K.-T. ③				
2 00PM	1 00AM	383.64	DURAND T③③W	89		10 00AM	7 25PM
		386.09	YATES CENTER ③③				
		394.45	BATESVILLE ③	89			7 05
		417.88	③A. T. & S. F. ③				
		420.77	EUREKA ③				6 20
		438.64	SUMMIT ③	77			5 53
		452.72	KY SIDING ③	79			5 20
		453.57	ELDORADO ③③③				5 15
		454.65	MC JCT. T				5 10
4 45AM		482.06	WICHITA ③③DW	Yd.			4 30PM
			133.31				

No. 613 will not require Clearance Bronson.
 Yard Limits: MP 365-28 to MP 369-4; MP 383-00 to MP 387-25;
 MP 451-30 to MP 455-27; MP 479 to Wichita.

MPH	BUSINESS TRACKS:	MP	
Maximum Speed:	Athens	378.91	
Bronson to Durand	Toronto	399.58	
(Except as below)	Neal	407.67	
City Limits Iola	Landergin	425.09	
MP 374-27 — MP 374-28	Reece	430.56	
20	Sallyards	435.18	
Durand to Wichita	Rosalia	441.90	
49	(Except as below)	Towanda	463.60
20	MP 417-37 — MP 417-39	Benton	469.11
20	City Limits Eureka	Greenwich	474.40
20	Between Summit and	Speedy Mix	476.89
40	Reece		

26 PITTSBURG SUBDIV.—CENTRAL DIVISION

TRAINS WESTWARD	Miles from St. Louis (Via Pleasant Hill)	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS EASTWARD
SECOND CLASS				SECOND CLASS
629 Local Freight				628 Local Freight
Daily Ex. Sun.		STATIONS		Daily Ex. Mon.
5 30AM	319.37	NASSAU JCT. T		9 30AM
	333.29	BRONAUGH		
6 15	343.34	LIBERAL, MO.		8 25
	343.46	⊙S. L. S. F. ⊙		
	350.22	⊙S. L. S. F. ⊙		
6 30	352.87	CORNELL, KAN.	56	8 10
	357.67	⊙A. T. & S. F. ⊙		
	357.69	⊙K. C. S. G		
7 35 628	358.02	PITTSBURG ⊙⊙		7 35 629
	358.50	⊙S. L. S. F. ⊙		
	358.88	⊙S. L. S. F. ⊙		
7 50	362.85	FLEMING	37	6 35
	365.68	⊙S. L. S. F. ⊙		
8 00	365.88	CHEROKEE	14	6 26
	366.81	⊙S. L. S. F. G		
	371.34	⊙N. E. O. ⊙		
8 35	371.36	CARONA	26	6 10
	374.08	⊙M.K.T. ⊙		
8 55	379.66	SHERWIN ⊙SLSF G	22	5 53
9 15	386.14	FAULKNER	28	5 37
9 35	392.82	CHELOPA ⊙	24	5 20
	393.29	⊙M. K. T. G		
	400.01	BARTLETT		
10 15	408.14	EDNA ⊙		4 40
10 35	413.26	VALEDA	18	4 25
	423.02	⊙A. T. & S. F. ⊙		
	423.03	⊙M. K. T. ⊙		
11 30AM	423.33	COFFEYVILLE. ⊙T ⊙DW ⊙C	Yd.	4 00AM
		103.96		

No. 629 secure clearance Nevada and will not require clearance Nassau Jct.

Trains arriving Nassau Jct. will secure authority from train dispatcher or operator at Nevada, before fouling Main Track on Carthage Subdiv. and proceeding to Nevada Yd.

Yard Limits: MP 357 to MP 360-18; MP 422 to Coffeyville.

Maximum Speed (Except as Below) MPH
 MP 392-9 — MP 392-30. 15

Business Tracks: MP
 Moundville 328.03
 Stine Spur. 407.05

CONWAY SPRINGS SUBDIV.—CENTRAL DIVISION 27

TRAINS WESTWARD	Miles from St. Louis (Via Nevada)	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS				SECOND CLASS	
631 Local Freight				630 Local Freight	
Tue.Thur.Sat.	Mon.Wed.Fri.	STATIONS		Tue.Thur.Sat.	Mon.Wed.Fri.
1 30PM	1 30PM	428.71 DEARING.		11 45PM	11 45PM
2 10	2 10	442.13 CANEY ⊙T	30	11 00	11 00
		442.27 ⊙A. T. & S. F. ⊙			
2 55	2 55	458.92 SEDAN ⊙		10 10	10 10
3 45	3 45	480.99 CEDARVALE. ⊙	56	9 20	9 20
4 30	4 30	497.71 DEXTER. ⊙ ⊙	26	8 30	8 30
4 35PM	4 35	498.12 DEXTER JCT. ⊙T		8 00	8 00PM
	5 25	517.25 WINFIELD ⊙		7 20	
"Via A. T. & S. F. — See special instructions"					
	6 25	537.94 BELLE PLAINE. ⊙	30	6 20	
		538.68 ⊙A. T. & S. F. G			
		544.53 ⊙C. R. I. & P. ⊙			
	7 30PM	558.73 Conway Springs. ⊙T ⊙C		5 30PM	
		130.02			

Westward regular trains are superior to Eastward regular trains.

Yard Limits: MP 497-03 to MP 499-05; MP 558 to Conway Springs.

Trains will not require clearance Dearing or Dexter Jct.

No. 616 will not require clearance Conway Springs when operator off duty.

Maximum Speed: MPH
 Between Dearing & Winfield. 30
 Between Belle Plaine & Conway Springs. 40
 Max. Wt. Between Dearing and Dexter 220,000.

BUSINESS TRACKS: MP MP
 Tyro. 435.15 Taussig. 485.02
 Peru. 453.25 Hooser. 490.83
 Rogers 464.61 Riverdale. 544.40
 Layton. 474.73 Anson. 552.24

ARKANSAS CITY SUBDIV.—CENTRAL DIVISION

TRAINS WESTWARD	Miles from St. Louis (Via Nevada)	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS EASTWARD
SECOND CLASS				SECOND CLASS
631 Local Freight				630 Local Freight
Daily Ex. Sun.		STATIONS		Daily Ex. Sun.
4 35PM	498.12	DEXTER JCT. ⊙T		8 00PM
5 10	513.50	SILVERDALE. T	37	7 25
	522.58	⊙A. T. & S. F. ⊙		
5 35PM	522.90	Arkansas City		7 00PM
		24.78		

No. 631 is superior to No. 630.
 Yard Limits: Dexter Jct. to MP 498-33.

Trains will not require clearance, Arkansas City or Dexter Jct.

Maximum Speed (Except as below) MPH
 MP 498-6 — MP 498-18. 20

28 COFFEYVILLE SUBDIV.—CENTRAL DIVISION

WAGONER SUBDIV.—CENTRAL DIVISION 29

TRAINS SOUTHWARD			Miles from St. Louis (Via Kansas City)	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						SECOND CLASS			
105 Red Ball Frt.	141 Red Ball Frt.	101 Red Ball Frt.				142 Red Ball Frt.	140 Red Ball Frt.	104 Red Ball Frt.	
Daily	Daily	Daily		STATIONS			Daily	Daily	Daily
PM	PM	AM					AM	PM	PM
10 00	8 00	8 00	333.70	Oswatomie Yard.....T @DW	125	8 30	8 30	11 00	
104	140	142		9.14		101	141	105	
10 45	8 13	8 13	342.84	LANE.....	125	8 13	8 13	10 45	
				5.33					
			348.17	GREELEY.....					
				5.30					
11 00	8 26	8 26	353.47	HECLA.....	114	7 40	7 40	10 25	
				3.97					
			357.44	GA. T. & S. F.....					
				0.17					
			357.61	GARNETT.....					
				4.20					
11 20	8 38	8 38	361.81	BIRCH.....	77	7 20	7 20	10 05	
				9.90					
11 35	8 50	8 50	371.71	DIXON.....	170	7 05	7 05	9 50	
				1.96					
			373.67	WESTPHALIA.....					
				3.79					
			377.46	ALICVILLE.....					
				8.94					
			384.40	LE ROY.....					
				8.65					
12 01	9 22	9 22	391.05	VERNON.....	175	6 40	6 40	9 22	
				7.54					
1 00	9 31	9 31	398.59	DURAND.....T @W	115	6 30	6 30	8 45	
				12.66					
			411.25	BUFFALO.....					
				3.91					
1 30	9 57	9 57	415.16	ROPER.....	112	6 10	6 10	7 45	
			426.58	FREDONIA.....					
				2.46					
			417.62	BENEDICT. @A.T.&S.F.					
				9.62					
			427.24	ALTOONA.....					
				7.58					
2 00	10 30	10 30	434.82	NEODESHA.....	98	5 40	5 40	7 15	
				0.05					
			434.87	GA. L.-S. F.....					
				7.45					
2 15	10 44	10 44	442.32	SYCAMORE.....	180	5 25	5 25	7 00	
				8.05					
			448.37	GA. T. & S. F.....					
				0.23					
			448.60	GA. T. & S. F.....					
				0.51					
2 30	10 58	10 58	449.11	Independence.....@T	70	5 05	5 05	6 45	
				13.34					
2 55	11 30	11 30	462.45	DEARING.....	118	4 45	4 45	6 15	
				5.38					
3 15	11 55	11 55	467.83	COFFEYVILLE @DWT	Yd.	4 30	4 30	6 00	
				134.66					
AM	PM	AM				AM	PM	PM	

TRAINS SOUTHWARD			Miles from St. Louis (Via Little Rock)	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						SECOND CLASS			
143 Frt.	101 Frt.	141 Frt.				102 Frt.	140 Frt.	142 Frt.	
Daily	Daily	Daily		STATIONS			Daily	Daily	Daily
PM	PM	AM					AM	PM	AM
3 45	12 05	12 05	662.83	Coffeyville, Kan.....@DWT	Yd.	6 45	3 30	3 00	
				2.28					
			660.55	GA. M.-K.-T.....					
				9.51					
4 10	12 30	12 30	651.04	LENAPAH, OKLA.....	114	6 05	2 50	1 50	
				10.88					
4 25	12 45	12 45	640.16	NOWATA.....	78	5 50	2 35	1 30	
				5.76				141	
4 45	1 05	1 05	634.43	WATOVA.....	110	5 40	2 25	1 05	
				8.57					
			627.86	TALALA.....					
				8.75					
5 05	1 25	1 25	622.11	OOLOGAH.....	144	5 20	2 05	12 35	
				11.77					
			610.34	GA. L.-S. F.....					
				0.58				101	
5 25	1 45	1 45	609.76	CLAREMORE.....	101	5 02	1 45	12 15	
				12.85					
5 45	2 05	2 05	596.91	INOLA.....	172	4 45	1 00	11 55	
				15.42					
			581.49	WAGONER @M.K.T.					
				1.86					
6 10	2 30	2 30	579.63	A A SIDING.....	174	4 25	12 35	11 35	
				8.31					
6 20	2 40	2 40	573.32	OKAY JCT.....		4 15	12 25	11 25	
				8.40					
			128.30	GA. M.-K.-T.....					
				5.40					
6 45		3 00	133.20	MUSKOGEE @MV @TWC	Yd.		12 01	11 00	
PM	2 40	AM	573.32	OKAY JCT.....		4 15	PM	PM	
				4.64					
			568.68	GA. L.-S. F.....					
				0.70					
	2 48		567.98	FORT GIBSON.....	57	4 08			
				10.46					
	3 05		557.52	BRAGGS.....	116	3 56			
				18.65					
	3 30		540.87	UPSON.....	122	3 35			
				3.44					
			537.43	VIAN.....					
				10.73					
			526.70	GA. K. C. S.....					
				0.89					
	3 50		525.81	SALLISAW.....	55	2 49			
				8.08					
	3 59		519.73	HANSON.....	71	2 41			
				8.62					
	4 08		513.11	MULDROW.....	58	2 32			
				9.44					
	4 25		503.67	Greenwood Jct., Okla...T	60	2 20			
				5.26					
			498.41	GA. L.-S. F.....					
				1.12					
	6 00		497.29	VAN BUREN, ARK...@DWT	Yd.	2 00			
	PM			166.01		AM			

ABS — Oswatomie Yard-Coffeyville.

CTC Oswatomie Yard Signal 3350 and Lane Signal 3436; Dearing Signal 4623 and Coffeyville Signal 4666.

Yard Limits: MP 397-18 to MP 400-13; MP 448-04 to MP 450-11; MP 466-20 to Coffeyville.

Fredonia: Reached via ATSF from Benedict.

Maximum Speed	MPH	BUSINESS TRACKS:	MP
(Except as Below)	50	Hasty.....	395.35
MP 334-31 — MP 334-41.....	30	Rose.....	405.30
MP 340-39 — MP 341-34.....	40	Hilford.....	432.30
MP 348-20 — MP 348-26.....	45	Blake.....	453.35
MP 356-40 — MP 357-37.....	25		
MP 371-27 — MP 372-26.....	45		
MP 383-34 — MP 385-0.....	30		
City Limits Altoona.....	40		
MP 427-35 — MP 428-20.....	45		
MP 433-27 — MP 435-9.....	30		
MP 448-6 — MP 450-10.....	40		

ABS — Coffeyville to Van Buren (except between Okay Jct. and Muskogee.) Yard Limits: MP 495-20 to MP 499-02; MP 661 to Coffeyville, MP 128-23 to MP 134-25.

Trains may be required by train order to register at Okay Jct. and Greenwood Jct. When instructed by train order, check of train register at Okay Jct. and Greenwood Jct. may be used to determine the arrival of an Extra Train modifying Uniform Code of Operating Rule 83(a).

Maximum Speed	MPH	Between Okay Jct. and Muskogee	MPH
(Except as below)	50	Peerless.....	653.00
MP 497-22 — MP 499-8.....	20	Delaware.....	645.56
City Limits Sallisaw.....	40	McFarlin.....	601.03
MP 534-22 — MP 535-4.....	45	Neodesha.....	588.66
MP 536-1 — MP 536-7.....	45	Gore.....	546.52
MP 553-23 — MP 554-9.....	45	Fansteel.....	126.40
MP 560-23 — MP 560-27.....	40		
MP 564-1 — MP 564-13.....	45		
City Limits Wagoner.....	40		
City Limits Claremore.....	30		
MP 592-00 — MP 594-00.....	35		
MP 618-2 — MP 618-29.....	45		
City Limits Nowata.....	30		

30 McPHERSON SUBDIV.—CENTRAL DIVISION

TRAINS WESTWARD SECOND CLASS 627 Local Freight Daily Ex. Sun.	Miles from St. Louis	TIMETABLE No. 1 STATIONS	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS 626 Local Freight Daily Ex. Sun.
8 35AM	454.65	MC JCT. ①T		4 25PM
9 00	467.15	POTWIN. ①②	16	4 00
9 45	474.56	WHITEWATER. ①	19	3 45
	474.75	③C. R. I. & P. ④		
10 45	486.88	NEWTON. ①	15	2 45
	487.04	③A. T. & S. F. ④		
11 10	495.10	HESSTON. ①	32	2 00
11 30	501.67	MOUNDRIDGE. ①	22	1 20
	514.98	③C. R. I. & P. ④		
11 55AM	516.27	McPHERSON. ①②		12 55PM
		61.62		

No. 627 is superior to No. 626.
 No. 627 secure clearance Eldorado and will not require clearance MC Jet.
 No. 626 will not require clearance McPherson.
 Yard Limits: MC Jct. to MP 457-13; MP 466-13 to MP 468; MP 513-11 to End of Track McPherson.

MPH	BUSINESS TRACKS:	MP
35	Oil Hill	456.75
(Except as below)	Hopkins	461.70
MP 486-25 — MP 487-2	Brainard	471.60
MP 487-2 — McPherson	McLains	481.44
(Except as below)	Marvel Industries	488.85
MP 501-12 — MP 501-18	Zimmerdale	491.71
	Cent.-Kan. Hatchery	500.92
	Elyria	509.99

ADAMSVILLE SUBDIV.—CENTRAL DIVISION

Miles from Excelsior	TIMETABLE No. 1 WEST - STATIONS - EAST	Siding Capacity in Cars	MPH Maximum Speed (Except as below) Maple Street Wichita. 6 Max. Wt. 200,000
275.10	ADAMSVILLE. ①		
293.20	BELLE PLAINE. ②		
294.20	③ATSF. G		
308.60	④ORIP. ④		
313.40	③ATSF. G		
314.50	WICHITA. W ①		
	39.40		

Yard Limits: Entire Subdivision.

Western District

MIDLAND VALLEY SUBDIV.—CENTRAL DIVISION 31

TRAINS WESTWARD SECOND CLASS 641 Fr. Mon., Wed., Fri.	643 Fr. Tue., Thur., Sat.	645 Fr. Daily Ex. Sun.	Miles from Excelsior	TIMETABLE No. 1 STATIONS	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS 644 Fr. Daily Ex. Sun.	640 Fr. Mon., Wed., Fri.	642 Fr. Tue., Thur., Sat.
				EXCELSIOR, Ark. ①				
			4.80	③SLSF. G				
			8.90	Rock Island, Okla. G				
PM	PM			③SLSF. G				
7 30	6 35		20.80	PANAMA ③KCS. ①G			6 10	5 15
			29.30	③FS&VB. ①				
8 30	7 35		40.90	KEOTA. ①	33		5 20	4 15
			55.20	STIGLER. ①	50		3 40	2 30
			63.00	BRIARTOWN. ①	8		2 50	
PM			67.50	FORUM. ①	22		2 40	
			77.20	WARNER. ①	15		2 20	
			85.20	KEEFLETON. ①	6	AM	2 00	
				③SLSF-MKT. ①				
			95.80	SHOPTON. ①WDT ①	Yd.	10 15	1 30	
			96.90	MUSKOGEE. ①KOG ①				
			100.10	HASKELL. ① ①	29	9 20		
			117.30	BIXBY. ①		8 30		
			134.00	JENKS. ①		8 15		
			141.50	LEFEBER. WDT ①	Yd.	8 00		
			148.10	TULSA. ① ① ①	Yd.			
			151.50	③ATSF-MKT-SLSF ①				
			151.80	③SS RY. ①				
			152.30	SPEBRY. ①	40	6 20		
			161.70	BARNSDALL. ①		5 30		
			187.20	NELAGONY ①MKTG	28	4 25		
			194.80	PAWHUSKA. W ① ①		4 00		
			200.60	BLACKLAND. ①				
			217.00	GRAINOLA, OKLA. ①	36			
			232.00	SILVERDALE, Kans. ①				
			253.60					

No. 645 is superior to No. 644 between Shopton and Lefebor.
 Nos. 641 and 643 will not require clearance Panama.
 Nos. 640 and 645 may leave Shopton without clearance upon verbal advice from train dispatcher or operator in these words "No orders for (train) at Shopton, proceed without clearance."
 No. 642 will not require clearance Stigler when operator off duty.
 No. 645 will require clearance Muskogee.
 When operator off duty and train order signal indicates proceed, clearance not required by No. 644 Pawhuska.
 Yard limits: Excelsior to Panama; MP 92-32 to MP 101-4; MP 146-4 to MP 154-23; MP 198-17 to MP 201-24.

MPH	BUSINESS TRACKS —	MP
10	Boex	1.00
20	Quality	2.70
25	Lark	3.50
12	Gloco	47.50
25	Taft	107.80
30	Turley	157.50
25	Skiatook	186.60
20	Avant	176.70
10	Bovine	206.20
25	Frankfort	223.50
10	Hardy	244.50
10	Pastura	247.70

Max. Wt. 200,000 Except between Muskogee and Barnsdall 240,000.

Western District

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

2. MAXIMUM SPEED:

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

2-A. MAXIMUM ENGINE SPEED (where Maximum Train speed is LOWER, it will govern,) Mo.Pac., T&P, TP-MP, KO&G, MV, Ft.W. Belt, NOLC, M-1, and St. Joe Belt Engines:

Units	MPH	Units	MPH
1— 59	79	1061—1099	65
60— 932*	65	1100—1299	55
933— 943	79	6000—6001	55
944— 999	65	6603	55
1000—1060	55	8000—8007	55

*Except Engines 300-336, with Code 94 marked on dash, 79 mph.

Engines running light must not exceed 45 MPH.

Engines without a pilot on end facing direction of movement or when shoving cars must not exceed 25 MPH.

2-B. Disabled engines handled in tow must not be moved in excess of authorized engine speed shown in Item 2-A for that type of engine.

Engines with flat spots in excess of 2 $\frac{3}{4}$ inches must not be handled exceeding 10 MPH unless authorized by Superintendent.

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

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
Thru precurved turnouts shown by symbol \ominus on schedule page	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. 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.	

	MPH
Ditchers and Burro Cranes, loaded on flat cars	30
Except Burro Cranes when loaded on MPX 15000 - MPX 15018 inclusive—Maximum Freight train speed.	

3-B.—Continued

Note—Where maximum train speed is 30 MPH or less, speed of trains handling work equipment shown 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 train handling must be restricted according to maximum permissible speed of freight trains, as shown in following table. Except ditchers and Jordan Spreaders will be restricted to 15 MPH if not headed in working direction and must be headed in working direction at first opportunity:

Maximum Freight Train Speed	Permissible Speed When Handling Self-and-Non-Self-propelled Wrecking Cranes-Ditchers and Spreaders
15	10
20-25	15
30	20
35	25
40-45	35
49-60	40

Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position..

Scale Test Cars Except MPX 5121

Scale Test Car MPX 5121

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 or Jointed rail trains and snow plows 40 MPH

Unless otherwise instructed by Superintendent, rail trains will be restricted to 70 cars and 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 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-C. SPEED RESTRICTIONS ON PSGR. EQUIPMENT WITH FLAT WHEELS:

No restrictions if length of flat spot does not exceed	
Four wheel truck cars Head end cars	3.00 inches
Four wheel truck cars All others	3.25 inches
Six wheel truck cars Head end cars	3.25 inches
Six wheel truck cars Coaches	3.50 inches
If length of flat spot is greater than above, maximum speed 10 MPH.	

3-D. 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: (Shown on Schedule Pages)

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

5. STANDARD CLOCKS AND GENERAL ORDER BOOKS:

St. Louis	Ohio Ave.	Hoisington
Union Station	(CGW Yard Office)	Horace
23rd St. Yd. Office	Kaw Bridge Yd. Office	Pueblo:
Ewing Ave. (Caller's Off)	Leeds — Yd. Office*	Union Depot
Jefferson City	East Bowl, Shelter Bldg.*	Yard Office
Telegraph Office	Atchison	Diesel Shop*
Sedalia	South Des Moines, Iowa*	Hutchinson
Nevada	(CGW)	Wichita:
Carthage	Des Moines, Iowa (CGW)*	Yard Office
Webb City	Conception, Mo. (CGW)*	Stafford*
Joplin	Falls City	Conway Springs
Myrick	Omaha	Dexter*
Crane	Lincoln	Eldorado
Springfield	Weeping Water*	Durand
Cotter	Concordia	Fredonia*
Kansas City	Downs	Coffeyville
Union Sta. Teleg. Office	St. Joseph Yd. Office	Van Buren Yard Office
CY Telegraph Office	Osawatomie:	Fort Smith*
Train Disp.'s Off.	Yard Office	Shopton
East Yard (Diesel Shop)	Council Grove	Muskogee
Boardmarker's Office	Salina	Lefebvre Yard Office*
(West Crest)	Geneseo	Pawhuska*
West Bowl (Clerk Bldg.)		Stigler*

*General order book only.

7. MAXIMUM GROSS WEIGHT LIMITATIONS:

Work equipment or cars exceeding 263,000 pounds weight must not be handled except as authorized by Superintendent.

Such authority together with any restrictions, must be attached to the waybill. If speed restrictions required, Train Order Form X must be issued covering.

On subdivisions where maximum gross weight that can be handled is less than 263,000, the maximum weight to be handled will be shown on schedule page of that subdivision, thus (Max. Wt. 220,000 lbs.). Cars exceeding weight shown must not be handled except as authorized by Superintendent.

8. SPECIAL INSTRUCTIONS COVERING OPERATION

RAILROAD CROSSING AT GRADE:

See Schedule pages for all except:

Springfield — ⊗ SLSF ⊕
 North R Street Ft. Smith — ⊗ SLSF — G;
 North L Street Ft. Smith ⊗ KCS ⊕
 "Old Main" Hutchinson Yard ⊗ CRI & P — G.

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.

Outside of ABS Territory within 4000 ft. and not less than 2500 ft. of each side of crossings equipped with standard gates there is an approach sign. Speed at these locations shall not exceed twenty miles per hour, to apply from this sign until crossing is occupied.

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 switch.

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. of Sedalia and Carthage Subdivs.)

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:

River Subdiv.:

CO Siding, west end.	No. 20
Sandy Hook, both ends of siding.	No. 20
Woodridge, 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

Kansas City Subdiv.:

Osawatomie, Running track to yard lead. No. 16

Council Grove Subdiv.:

Hope, east end of siding. No. 20

Hoisington Subdiv.:

Scott City, east end of siding. No. 20

Horace Subdiv.:

Coombs Jct. No. 20

FE Jct. No. 15

Coffeyville Subdiv.:

Dixon, both ends of siding. No. 16

Wagoner Subdiv.:

A. A. Siding, both ends of siding. No. 15

11. OPERATION OVER FOREIGN LINES:

(a) Use of A. T. & S. F. Tracks: (Uniform Code of Operating Rules apply except as modified below.)

1. Eton Jct. and Congo.
2. Benedict and Fredonia.
3. Winfield and Belle Plaine.
4. YA Jct. and ST Jct.

5. At Caney, Kansas, AT&SF main track between MoPac crossing (AT&SF Mile Post 21.5) and Oklahoma-Kansas State Line (AT&SF Mile Post 22.9) will be used jointly by Mo. Pac. and AT&SF trains and engines. AT&SF main track between points designated is automatic block territory. Switch indicators installed near all switches leading into main track. All trains and engines run at restricted speed expecting to find main track occupied by other trains and engines.

Be governed by the following AT&SF Rules:

- | | | |
|-----------------|-----------|--|
| (1) Red over | Diverging | Proceed through diverging |
| Flashing Yellow | Approach | route; prescribed speed through turnout. Approach next signal prepared to stop; if exceeding medium speed, immediately reduce to that speed. |

- (2) Flashing Red or Red over Yellow Restricting Proceed at restricted speed.
- (3) Restricted Speed A speed that will permit stopping short of another train, obstruction, or switch not properly lined but not exceeding 20 MPH.
- (4) Medium Speed A speed not exceeding 40 MPH.
- (5) 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 proper 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.
- (6) 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.
- (7) Approach Order (Form U) (Example)
8:01 AM to 5:01 PM approach (gangs or machines) between 15 poles west of MP 10 and MP 11 between D and E prepared to stop short of men or machines fouling track until proper proceed signal received or notified verbally by (title and name of employe in charge) that track is clear of men and machines speed limit passing men or machines (—) MPH.

Trains and engines, within the limits of this order, must approach gangs or machines prepared to stop, and stop short of men or machines occupying or fouling track. If proper proceed signal given with yellow flag or yellow light is received, or, if notified verbally by employe named in the order that track is clear of men and machines, train or engine is released from requirement of moving prepared to stop short of men or machines, and may proceed complying with speed restrictions, if any, in the train order.

- (8) When a train or engine stops under circumstances in which it may be overtaken by another train or engine, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes and, when necessary, in addition, displaying lighted fuses. When trains or engines are under the protection of an automatic block system, or where Rule 261 is in effect, a sufficient distance to insure full protection is the distance necessary to insure full protection against a following train or engine approaching at restricted speed.
- (b) Use of SL-SF tracks at Springfield: Trains and engines will be governed by SL-SF Rules and Special Instructions for movement over crossing vicinity Washington Ave. and SLSF MK Jct. enroute to Phelps Ave. Industrial Tracks.

The following instructions govern movement over SL-SF tracks:

- (1) Stop short of dwarf signal and communicate with dispatcher for authority to close derail.
- (2) When authorized, operate push button in lock case. When indicator shows UNLOCKED, turn lever to left, release push button and close derail. Lever must remain in this position until move over derail is complete.
- (3) When derail is closed train or engine will be governed by indication displayed by signal.
- (4) After operating push button and indicator does not show UNLOCKED wait 2 minutes for time release to operate. If it remains in LOCKED position communicate with dispatcher immediately.
- (5) In case of failure in communications or electric lock, mechanical emergency release seal on lock may be broken and lock released by operating emergency release button and moving lever to left. When lock is released wait 5 minutes, close derail and proceed on signal indication. Report broken seal to dispatcher at first available point of communication.
- (6) In all cases member of crew must flag crossing from position on ground at crossing before movement is made.

11.—Continued

(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 N&W 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 N&W yard or Corn Products will call Operator at Ustick Tower from telephone located adjacent to Corn Products lead just west of Corn Products plant and obtain permission to move across AS&B Bridge.

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

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

(g) Use of N&W 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 N&W tracks.

Following N&W instructions will govern:

"Automatic signals and spring switch mechanism are in service on N&W 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 N&W 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, between Gilmore Junction and "N" Street, South Omaha:

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.

11.—Continued**(i) Use of South Omaha Terminal Company tracks 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 Atchison Bridge Co., Inc., tracks between Atchison and Winthrop:

Missouri Pacific trains and engines using tracks of Atchison Bridge Company, Inc., between Atchison 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 Telegraph Office.

(l) Operation in Pueblo Joint Terminal: Be Governed by Time Tables, and Special Instructions of D. & R. G. W. Railroad and Pueblo Union Depot Co.**(m) Use of KCS tracks at Pittsburg: Use of KCS tracks in making interchange, Pittsburg, be governed by KCS Rules and Instructions. 11-A 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):**(b) Use of Missouri Pacific tracks by Union Pacific between CGW Connection at East Leavenworth and U. P. Junction at Cochrane:****(c) Use of Missouri Pacific tracks by Kansas City Southern Ry. at Ft. Smith, Ark:**

Between Mile Post 509 Pole 13 and Mile Post 509 Pole 16 at Fort Smith, Kansas City Southern trains and engines operate over Missouri Pacific tracks and are governed by Rule 93 of the Uniform Code of Operating Rules.

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

Trains and engines with or without cars be governed by Rule 103 and the following instructions when moving over crossings listed below:

Sedalia:	Warsaw track — over Third and Fifth Sts. — protect.
Marshall:	First 5 streets east of depot — do not make running switches — protect.
Joplin:	10th & Main, — Joplin St., Wall St., Pearl St. — protect unless signals functioning.
Springfield:	Walnut St. — industry lead and spur — protect.
Webb City:	Atlas — Stop before occupying county road "AA" crossing — protect.
Kansas City:	Hickory Street, — Mulberry St. and Santa Fe St. — member of crew protect when crossing watchmen not on duty.
Leeds:	Chevrolet crossing between gates on wye track and all vehicular crossings on Chevrolet property — protect.
Omaha:	15th & Webster, alley track between Nicholas & Izzard from 16th to 23rd Inc. — protect. Grace St. — protect when watchman not on duty.
Concordia:	Washington Ave. — protect.
Hastings:	Burlington St. — protect.
Avondale:	Entrance road to Ordnance Plant — protect.
Hutchinson:	Stop and protect Main St. crossing.
Stafford:	Main St. & Broadway — protect.
Newton:	East Eighth St. — US 50 — protect.

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). Engine horn will be sounded upon first indication of any danger.

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 engs. are moved from mechanical facility to train or vice versa, the controls will be handled from the lead unit when practicable. This will not apply when making short backup movements.

3. BACK-UP MOVEMENTS:

GP units 60-446, 505-33, 935-99 and 1061-1099 **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.

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 CROSSING:

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.

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

Employees 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.

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 made 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 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.

14.—Continued

(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:

Low Speed: A speed that will permit stopping short of train, engine, obstruction or switch not properly lined and looking out for broken rail, but not exceeding 20 miles per hour.

RULE 2. WATCH INSPECTION:

Watches that have been examined and certified to by a designated inspector must be used by employes whose duties are prescribed by and who are examined on the Uniform Code Of Operating Rules or Rules and Regulations for the Maintenance of Way and Structures.

Watch and Certificate must be presented to a designated inspector once each two years for comparison and inspection, at which time certificate will be renewed if watch meets all requirements. Certificate must be retained by employe and presented with watch for examination when requested by an officer.

When watches are found to be 30 seconds or more from standard time, they must be set to correct time.

Rule 11 — That part which reads "Fuses burning red must not be used for hand signals other than stop signals" is cancelled. Fuses burning red may be used to give signals prescribed by Rule 12.

Rule 11(a) — Torpedoes must be placed on the rail 80-feet apart on engineer's side.

Rule 19 Changed as Follows:

The following signals will be displayed to the rear of every train, as markers to indicate the rear of the train:

- (1) A single electric lamp of prescribed type, or
- (2) Marker lamps, in places provided, or
- (3) Reflectorized markers of prescribed type. (Not authorized in Colorado).

From sunset to sunrise and when day signals cannot be plainly seen, lamps must be lighted showing red to rear.

If a train is not equipped to display markers, a red flag by day or a white light by night will be displayed to indicate the rear of the train.

Rules 19(a) and 19(b) are cancelled.

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; "The following signals will be used by flagman:

- Day Signals: A red flag. Not less than 10 torpedoes and 6 red fuses.
Night Signals: A white light, not less than 10 torpedoes and 6 red fuses."

Rule 99(d): 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.

15.—Continued

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:

"(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.

Train orders: Form G and V may be combined.

Rule 103: In addition to the present requirements, the following is added; "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.

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 derail (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 283(a). Diverging Approach Medium:

Aspect — Red over flashing yellow.

Indication — Proceed via diverging route at prescribed speed through turnout, reducing to 35 MPH before reaching next signal.

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.

15.—Continued

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."

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.

Two or more employees constitute a gang.

3. **Stop Order (Form X):**

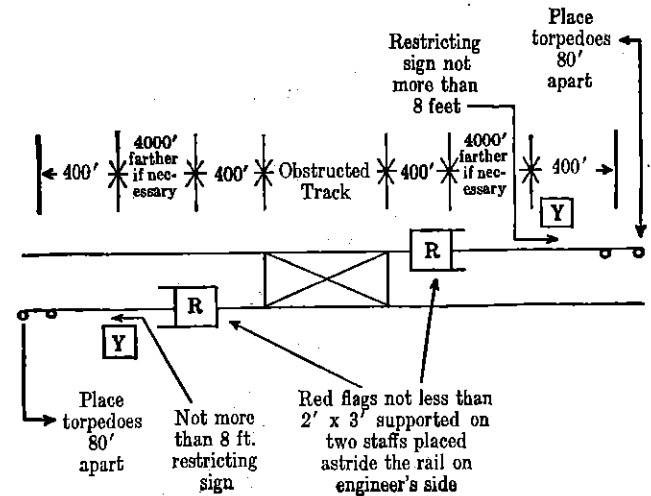
This Form of order may be used to afford protection to workmen without furnishing flag protection. Train order to be in following form:

"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."

16.—Continued

Chart for placing signals is as follows:



Trains and engines will stop before reaching red flag and will not proceed until orally authorized by foreman in charge.

4. **Special Rule — Train Protection**

Trains authorized on following Subdivisions —

Lexington	Topeka
Springfield	Pittsburg
Lincoln	McPherson (between
Louisville	Potwin and McPherson)
Crete	Midland Valley
Concordia	Lenora
Stafford	Hastings
Hardtner (between Conway	Burr Oak
Springs and Hardtner)	Downs (except between
Paris	Yuma and Concordia)
Conway Springs	Wichita (between Bronson
Arkansas City	and Durand)

Will not protect against following trains or engines unless instructed to do so by train order, except, protection must be provided to the rear when required, within the limits of a work extra.

Dispatchers must not authorize one train to follow another until trains affected have been instructed by Train Order to protect to rear as prescribed by Rule 99.

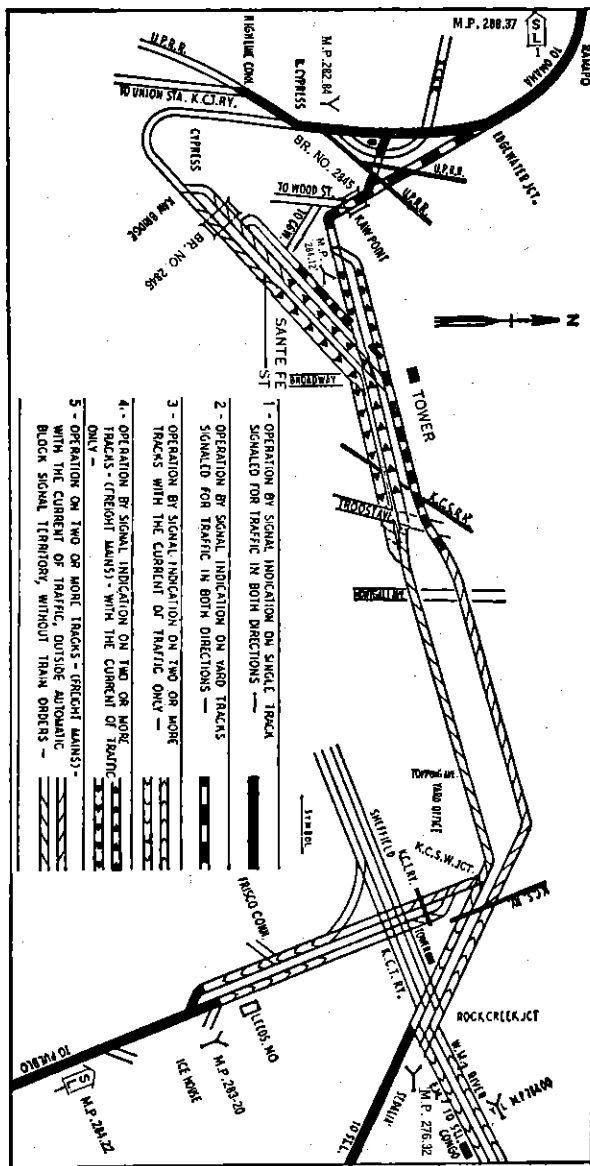
A preceding train, except work extras, must not be passed without Train Order authority.

When work extras are authorized on a Subdivision, all other trains authorized on that Subdivision must be furnished copy of work Order.

23. **RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES MUST 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.

Kansas City Terminal Division Operating Instructions (including map):



Train movements against the current of traffic must not exceed 25 MPH and will be made only on authority of Superintendent or his representative. Yard engines must keep informed of and avoid delay to trains.

Southwest Jct.: Trains and engines must stop before fouling Eastern-Kansas Division Crossing at Southwest Junction unless crossing is known to be clear and no train or engine is closely approaching crossing.

Unless otherwise instructed, when trains or engines simultaneously approach crossing, Kansas Division Trains will be allowed to cross first after conflicting movement has stopped.

Maximum Speed:	MPH
Rock Creek Jct. through interlocking (River Subdiv.)	10
Rock Creek Jct. through turnouts (Sedalia Subdiv.)	20
Sedalia Subdiv over crossing MP276-19	30
Neff Yard to 17th Street	25
17th Street to Leeds Jct.	35

Western District

Ass't Chief Dispatchers—Kansas City

F. H. Austin

W. J. Power

L. L. Cochran

Train Dispatchers—Kansas City

H. F. Logsdon
V. B. Smith
P. C. Ray, Jr.
G. E. Dannels
J. F. Dodge
E. McLean
H. Neal
J. K. Hobbs

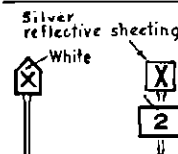
R. B. Merriman
J. H. Ewing
F. J. Howell
J. H. Simpson
E. W. Richardson
A. P. Hoyt
R. R. Galatian
J. H. Fry

H. F. Pedigo
L. E. August
H. P. Caudell
E. H. Kilgore
G. G. Wiltz
N. E. Talley
E. L. Graybeal

ROADWAY SIGNS

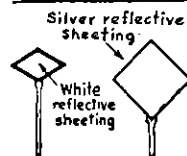


STATION ONE MILE SIGN
See Rule 14 (m)
(One mile from station or first switch of siding, whichever is nearer, on single track in train order territory. Not to be used on branch lines.)

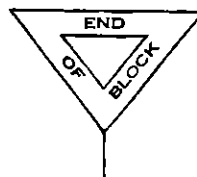


HIGHWAY GRADE CROSSING WHISTLE SIGN

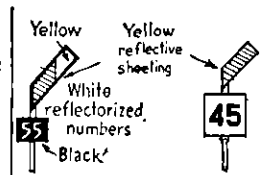
When sign is used to protect more than one crossing, numeral will be attached to stand designating number of crossings protected. Whistle signal 14 (l) applies at each crossing.



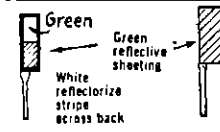
RAILROAD CROSSING - JUNCTION DRAWBRIDGE - ONE MILE SIGN
(except when protected by interlocking)
See Rule 98



END OF ABS

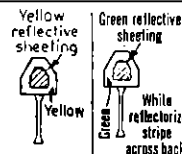


PERMANENT SPEED RESTRICTION SIGN
See Rule 10(h) and Time-table Special Instructions



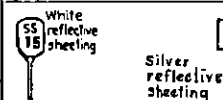
PERMANENT RESUME SPEED SIGN

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



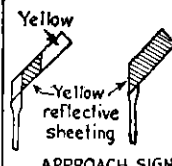
TEMPORARY SPEED RESTRICTION SIGN

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



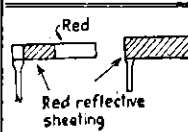
SPEED LIMITING SIGNS FOR SPRING SWITCHES

When moving points in trailing movements



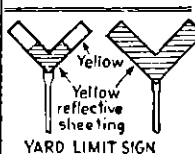
APPROACH SIGN

Proceed prepared to stop before reaching stop sign.



STOP SIGN

At point where stop required

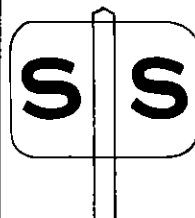


YARD LIMIT SIGN
See Rule 93



SWITCHING LIMIT SIGN

Used to designate Switching Limits



SPRING SWITCH SIGN

Western District