

Company Surgeons.

Location

T. L. HANSEN, Chief Surgeon.....	Chicago
J. M. L. JENSEN, Ass't. Chief Surgeon.....	Chicago
T. S. BOURKE, Division Surgeon and Examiner.....	Kansas City, Mo.
HARRY R. ERNI, Ass't. Division Surgeon.....	
J. G. HAYDEN, Division Surgeon and Examiner.....	
R. L. BOWER, Oculist-Aurist.....	Kansas City, Kansas
J. A. BILLINGSLEY, Oculist, Aurist and Examiner.....	
T. S. BOURKE, Division Surgeon and Examiner.....	
FRED W. BAILEY, Consulting Surgeon.....	St. Louis, Mo.
JEAN SAUER, Ass't. Division Surgeon.....	
S. STEINER, Oculist and Aurist.....	
METH P. SMITH, Local Surgeon and Examiner.....	Clayton
D. MAGEE.....	
H. L. MEADOR.....	
B. B. PARKER.....	Centerville
A. E. DAVIS.....	Seymour
J. H. McCALL.....	Allerton
C. E. LOVETT.....	Lineville
G. M. BRISTOW, Consulting Surgeon.....	Princeton
A. S. BRISTOW.....	
E. W. EWING.....	
E. A. DUFFY, Division Surgeon.....	Spickards
O. F. DUFFY, Ass't. Division Surgeon.....	Trenton
H. C. KIMBERLIN, Consulting Oculist, Aurist and Examiner.....	
A. G. MINNICK.....	
C. H. WILBUR.....	Lock Springs
EDWIN SHOUSE.....	Polo
J. E. BAIRD.....	Lawson
F. H. MATTHEWS.....	Excelsior Springs
M. A. SMITH.....	Liberty
J. L. REICH.....	Gallatin
G. D. JOHNSON.....	Altamont
PAUL FORGRAVE.....	Maysville
W. H. MINTON.....	St. Joseph
V. MORRISON.....	Rushville
H. M. DENNY.....	Union
L. V. MURRAY.....	Pleasant Hill
D. M. EUBANKS.....	Raytown
C. E. WALLER.....	Troy
GEO. M. EDMONDS, Local Surgeon and Examiner.....	Horton
L. C. EDMONDS, Division Surgeon.....	
C. W. REYNOLDS.....	
A. H. MARSHALL, Dist. and Hos. Surgeon and Examiner.....	Holton
O. M. RAINES, Ass't. District and Hospital Surgeon.....	Topeka
H. W. POWERS, Oculist and Aurist.....	
J. W. LAUCK.....	
F. J. WAGNER, Surgeon and Examiner.....	Maple Hill
E. B. McKNIGHT.....	McFarland
W. H. LITTLE.....	Alma
GEO. E. BRETHER.....	Alta Vista
HERBERT RANDELS.....	Dwight
E. J. REICHEL, Ass't. Division Surgeon and Examiner.....	White City
SCHUYLER NICHOLS, Surgeon and Examiner.....	Herlington
A. D. DANIELSON, Ass't. Surgeon.....	
J. B. HENRY.....	
C. A. SCHMIDT.....	Lawrence
C. A. BUNGE.....	Gerald
W. R. FERRELL.....	Bland
J. I. A. BUECHLOR.....	Belle
H. G. ISENBERG.....	Freeburg
G. D. WALKER, Surgeon and Examiner.....	Argyle
A. J. GUNN.....	Eldon
C. A. WEIST.....	Versailles
T. S. RESER.....	Stover
H. M. WALL.....	Cole Camp
G. M. KENDALL.....	Windsor
E. R. BEIDERWELL.....	Chilhowee
R. H. MUNFORD.....	Belleville
A. C. ANTONY.....	Clyde
C. C. STILLMAN.....	Morganville
F. R. CROSON.....	Clay Center
R. G. SCHOONHOVEN.....	Manhattan
HOWARD N. MOSES.....	Salina
S. STEELSMITH, Consulting Surgeon.....	Abilene
L. G. HEINS.....	
THEO. KROESCH.....	Enterprise

G. R. BRANCH,
Superintendent

O. W. LIMESTALL,
Gen'l. Superintendent

A. R. RUITER,
B. H. SMITH,
Supt's. Motive Power

J. R. PICKERING,
Sup't. Transportation

G. P. TRACHTA,
Ass't. Chief Operating Officer
(Mechanical)

J. D. FARRINGTON,
Chief Operating Officer

Chicago, Rock Island & Pacific Railway

TIME TABLE

MISSOURI-KANSAS DIVISION SECOND DISTRICT

No. 3

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

SUNDAY, AUGUST 3, 1941

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY



SAFETY FIRST

This Time Table for the exclusive use
and guidance of Employees

Main Line Westward

SUBDIVISION 28 STATIONS Time Table No. 3 August 3, 1941		M. P. Distance from Chicago	Distance from Trenton	Signs	FIRST CLASS						SECOND CLASS				
					1	15	43	17	507	3	93	911	91	915	
					Passenger Daily	Mid Continent Special Daily	California Daily	Short Line Express Daily	Rocket Daily	Golden State Limited Daily	Texas Special Daily	Des Moines St. J., K. C. R. B. Frt. Daily	Chicago California Gold Ball Freight Daily	Twin City K. C., St. J. R. B. Frt. Daily	
ON..	ELDON YARD..... TO	295.2	120.7	RYdFY	A.M. 1:05		A.M. 3:56			P.M. 5:15		A.M. 9:30		P.M. 9:50	
	FLORIS..... P	301.3	114.6		f 1:13 ⁴⁴		4:05			5:24		9:42		10:02	
SW..	BELKNAP..... TO	308.2	107.7		s 1:22 ⁹⁶		4:13			5:32		9:53		10:15	
	Wabash Crossing.....	308.2	107.7												
	DRAKESVILLE..... P	311.4	104.5	W	f 1:27 ⁴		4:17			5:36		10:01		10:21	
	PARIS..... P	317.7	98.2		f 1:37		4:25			5:44		10:09		10:32	
	UNIONVILLE..... P	323.8	92.1		f 1:46		4:32			5:52		10:18		10:45	
	UDELL..... P	327.3	88.6		f 1:51		4:36			5:57		10:23		10:51	
	SHARON..... P	332.0	83.9		f 1:57		4:41			6:03		10:29		11:00	
CV..	CB&Q Crossing..... TO	336.1	79.8												
	CENTERVILLE.....	336.3	79.6	YdWY	s 2:06		s 4:48			s 6:13		10:39		11:10	
	NUMA..... P	343.8	72.1		s 2:15		4:57			6:23		10:52 ⁹⁸		11:32 ⁹⁶	
SR..	SEYMOUR.....	351.7	64.2		s 2:27		5:07 ²			s 6:33		11:06		11:44 ⁴⁴	
F..	CMST&P Crossing..... TO	352.0	63.9												
	HARVARD..... P	359.8	56.1		f 2:37		5:17			6:43		11:20		11:55	
AR..	ALLERTON..... TO	365.0	50.9	RYdF WY	A.M. 3:00	s 4:30	5:27	s 8:55	P.M. 6:30	6:53		11:35	P.M. 12:30	P.M. 12:20 ^{A.M. 4}	P.M. 9:55
CO..	CLIO..... TO	372.2	43.7				4:38	5:37	g 9:04	6:37	7:02	11:47	12:42	12:35	10:04
WR..	LINEVILLE, IA..... TO	378.1	37.8				4:45 ⁹⁹⁰	5:45	f 9:12	6:43	7:10	11:55	12:52	12:47	10:12
Q...	MERCER, MO..... TO	383.1	32.8				4:50	5:52	f 9:19	6:47	7:16	12:02 ^{A.M. P.M.}	1:00	12:57	10:18
	ALVORD..... P	387.7	28.2				4:55	5:58	9:24	6:52	7:22	12:08	1:16 ⁵⁰⁸	1:06	10:25 ⁹⁶
PR..	PRINCETON..... TO	392.9	23.0				5:01	6:05	f 9:33 ⁹⁸	6:57	7:28	12:15	1:25	1:15	10:45 ⁴⁴
	MILL GROVE..... P	399.8	16.1				5:09	6:14	f 9:43 ⁹¹⁴	7:04	7:36	12:25	1:36	1:27 ⁹¹²	10:54 ¹⁸
SB..	SPICKARDS..... TO	404.3	11.6				5:14	6:20	s 9:51	7:08	7:43	12:33	1:42	1:35	11:04 ¹⁸
	TINDALL..... P	410.1	5.8				5:20	6:27	9:59	7:13	7:50	12:41	1:52	1:45	11:15
RN. DS..	TRENTON..... TO	415.9		RYdF WT	s 5:27 ^{A.M.}	s 6:35 ^{A.M.}	s 10:10 ^{A.M.}	g 7:19 ^{P.M.}	s 8:00 ^{P.M.}			1:00 ^{P.M.}	2:15 ^{P.M.}	2:10 ^{A.M.}	11:30 ^{P.M.}
	AVERAGE SPEED PER HOUR.....				32.7	53.6	45.5	40.7	62.3	44.0		34.5	29.9	27.8	32.1
	SCHEDULE TIME.....				1.55	0.57	2.39	1.15	0.49	2.45		3.30	1.45	4.20	1.35

SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF No. 507 NOT LESS THAN 10 MINUTES.

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

ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS EASTWARD ARE SUPERIOR TO TRAINS WESTWARD OF THE SAME CLASS.

TIME TABLE RULE NO. 14a IN EFFECT.

Local extra leaves Eldon Yard 4:30 A. M. daily except Sunday for Trenton.
No. 17 discharge from Des Moines and beyond and receive Kansas City and beyond.

No. 3 discharge from Chicago.
Nos. 3 and 43 receive for Tucumcari and beyond, (see folder).
No. 507 discharge from Des Moines and beyond.

Main Line Eastward

SUBDIVISION 28 STATIONS Time Table No. 3 August 3, 1941		Capacity of Sidings	Capacity of Other Tracks	FIRST CLASS						SECOND CLASS				
				16	2	508	44	18	4	912	990	98	914	96
				Short Line Express	Passenger	Rocket	Californian	Mid Continent Special	Golden State Limited	Kan. City Twin City Red Ball Freight	Kan. City C. R. Divn Red Ball Freight	Texas Chicago Red Ball Freight	Kan. City Twin Cities Nebraska Red Ball	California Kan. City Red Ball Freight
295	..... ELDON YARD 6.1	1094		A.M. 6.37		A.M. 1 1.05		A.M. 1.53		A.M. 9.00	P.M. 12.25		A.M. 1.45
301	..... FLORIS 6.9	67	11	f	6.23		12.55		1.40		P.M. 12.05		1.13
308	..... BELKNAP 0.0	99	20	s	6.14		12.45		1.31		A.M. 11.53		12.54
	..... Wabash Crossing 3.2												
311	..... DRAKESVILLE 6.3	87	8	f	6.08		12.41		1.27		8.10	11.47	12.48
318	..... PARIS 6.1	87	13	f	5.58		12.32		1.20		7.55	11.37	12.32
324	..... UNIONVILLE 3.5	62	28	s	5.48		12.23		1.11		7.40	11.27	12.09
327	..... UDELL 4.7	89	8	f	5.42		12.18		1.07		7.30	11.21	12.02
332	..... SHARON 4.1	56		f	5.34		12.12		1.01		7.15	11.13	11.52
	..... CB&Q Crossing 0.2												
336	..... CENTERVILLE 7.5	N72) S92)	213	s	5.28		12.07		12.56		7.05	11.06	11.45
344	..... NUMA 7.9	95	30	s	5.17		11.54		12.46		6.45	10.52	11.32
352	..... SEYMOUR 0.3	S86) N43)	40	s	5.07		11.44		12.36		6.26	10.38	11.18
	..... CMS&P Crossing 7.8												
360	..... HARVARD 5.2	65	15	f	4.46	P.M. —	11.32	P.M. —	12.27		6.10	10.25	11.08
365	..... ALLERTON 7.2	N125) N 44)	207	s	4.22	4.37 A.M.	11.25	11.55	12.20	A.M. —	6.00	10.18	11.05
372	..... CLIO 5.9	95	20	f	3.58		11.32	11.44	12.10	2.10	5.10	10.06	10.27
378	..... LINEVILLE, IA 5.0	89	36	f	3.48		11.05	11.36	12.01	2.00	4.45	9.58	10.19
383	..... MERCER, MO 4.6	N88) S89)	15	f	3.38		10.59	11.30	11.55	1.52	4.30	9.50	10.12
388	..... ALVORD 5.2	100			3.27		10.52	11.23	11.48	1.43	4.18	9.40	10.04
393	..... PRINCETON 6.9	78	65	s	3.20		10.45	11.17	11.42	1.36	4.10	9.33	9.57
400	..... MILL GROVE 4.5	89	13	f	3.06		10.36	11.09	11.34	1.27	3.55	9.18	9.43
404	..... SPICKARDS 5.8	86	25	f	2.56		10.30	11.04	11.29	1.18	3.45	9.12	9.31
410	..... TINDALL 5.8	85	17	f	2.44		12.55	10.23	10.57	12.55	3.30	9.04	9.24
416 TRENTON 120.7		900		2.35 A.M.		12.49 P.M.	10.15 P.M.	10.50 P.M.	11.15 P.M.	3.20 A.M.	8.55 A.M.	9.15 A.M.	9.45 P.M.
	..... LEAVE				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
 AVERAGE SPEED PER HOUR				28.5	34.9	61.8	42.6	46.9	45.8	24.4	21.3	34.5	27.8
 SCHEDULE TIME				1.47	2.00	0.50	2.50	1.05	2.38	2.05	5.40	3.30	1.50

SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF No. 508 NOT LESS THAN 10 MINUTES.

TIME TABLE RULE NO. 14a IN EFFECT.

SEE FOOT NOTES, PAGE 1.

No. 508 discharge from Kansas City and beyond and receive for Des Moines and beyond.

No. 44 to receive for Chicago. Allerton discharge from Kansas City and receive for Chicago.

Main Line Westward

SUBDIVISION 29 STATIONS Time Table No. 3 August 3, 1941			FIRST CLASS					SECOND CLASS											
			M. P. Distance from Chicago		Distance from Trenton		Signs		15	43	17	507	3	915	91	303	93	911	395
									Mid Continent Special	California	Short Line Express	Rocket	Golden State Limited	Twin City Kan. City Red Ball Freight	Chicago California Gold Ball Freight	Mixed Motor	Texas Special	Des Moines Kan. City R. B. Frt.	Chicago Twin City K.C., St. Freight
LEAVE							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Saturday		
RN. DS...			M. P.	Distance	Signs		A.M. 5.30	A.M. 6.38	A.M. 10.15	P.M. 7.19	P.M. 8.05	A.M. 12.15 912	A.M. 2.30	A.M. 6.50	P.M. 1.15	P.M. 2.30	P.M. 11.25		
	.....	.....	414.1	.....	RYdF WT												
	.....	.....	415.0	0.9													
	.....	.....	417.4	3.3													
	.....	.....	420.2	6.1													
	.....	.....	421.6	7.5										s 7.00			
	.....	.....	425.0	10.9										7.10 A.M.			12.20 A.M.
	.....	.....	427.3	13.2													
	.....	.....	434.8	20.7													
	.....	.....	434.9	20.8													
	.....	.....	443.5	29.4													
	.....	.....	450.3	36.2	W												
	.....	.....	460.5	46.4	RYdFW		6.25 A.M.	7.42 A.M. 914	11.15 A.M.	8.00 P.M.	9.05 P.M. 44	2.30 A.M.	3.50 A.M.		2.25 P.M.	3.45 P.M.	
	.....	.....	467.6	53.5			6.32	7.49	11.25	8.07	9.16						
	.....	.....	471.7	57.6	W		6.36	7.55	11.31	8.11	9.24						
	.....	.....	472.9	58.8			6.38	7.57	11.33	8.12	9.26						
	.....	.....	479.5	65.4	W		s 6.47	f 8.06	s 11.48	g 8.18	s 9.35						
	.....	.....	484.3	70.2			6.53	8.12	11.56	8.23	9.41						
	.....	.....	484.8	70.7			6.54	8.13	11.57	8.24	9.42						
	.....	.....	487.4	73.3			6.57	8.16	12.03	8.27	9.45						
	.....	.....	492.1	78.0	W		7.02	8.22	12.09	8.31	9.50						
	.....	.....	498.1	84.0			7.10	8.30	12.22	8.37	9.57	4.45	5.30		3.40	5.00	
	.....	.....	500.7	86.6													
	.....	.....	503.6	89.5													
	.....	.....	504.8	90.7													
	.....	.....	505.4	91.3													
	.....	.....	506.3	92.2													
	.....	.....	507.1	93.0													
	.....	.....	507.6	93.5													
	.....	.....	510.1	96.0			7.40 A.M.	9.00 A.M.	1.00 P.M.	9.00 P.M.	10.25 P.M.						
	.....	.....	507.6	93.5													
	.....	.....	507.7	93.6													
	.....	.....	508.8	94.7													
	.....	.....	509.6	95.5													
	.....	.....	509.7	95.6								6.00 A.M.	7.00 A.M.		5.00 P.M.	6.00 P.M.	
..... AVERAGE SPEED PER HOUR							44.3	40.5	34.9	57.3	41.1	16.6	21.3	32.7	26.8	27.5	11.8		
..... SCHEDULE TIME							2.10	2.22	2.45	1.41	2.20	5.45	4.30	0.20	3.45	3.30	0.55		

No. 507 discharge from Des Moines and beyond.
Nos. 43 and 3 receive Tucumcari and beyond [see folder].

Nos. 43 and 3 Airport Station, Kansas City discharge airplane passengers, [see folder].

Main Line Eastward

Station Numbers	SUBDIVISION 29 STATIONS Time Table No. 3 August 3, 1941				FIRST CLASS					SECOND CLASS								
					Capacity of Sidings	Capacity of Other Tracks	16	508	44	18	4	98	914	96	302	912	990	390
							Short Line Express	Rocket	Callorlian	Mid Continent Special	Golden State Limited	Texas Chicago R. B. Frt.	Kan. City Twin Cities Nebraska Red Ball	California Kan. City R. B. Frt.	Mixed Motor	Kan. City Twin City Red Ball Freight	K.C., St. J. C. R. Divn. Red Ball Freight	St. J. Tw. C. Chi., K.C. Red Ball Freight
416	TRENTON TO 900				A.M. s 2.30	P.M. g 12.49	P.M. s 10.10	P.M. s 10.45	P.M. s 11.10	A.M. 8.40	A.M. 9.00	P.M. 9.30	P.M. 7.20	A.M. 9.15	A.M. 1.50	P.M. 11.15		
	YARD JCT. P				2.20	12.48	9.55	10.35	11.00									
	LAKE P																	
	SCOTT P																	
424	HICKORY CREEK P 15																	
427	COBURN P																	
W 2	SHEARWOOD P 18																	
W 10	LOCK SPRINGS P 112 17 g																	
	Wabash Crossing P																	
W 19	NETTLETON P 110 12 g																	
W 25	SHOAL P 111 18 g																	
W 36	POLO TO 141 35 f 1.25 A.M.				12.05 P.M.	9.05 P.M.	9.38 P.M.	10.03 P.M.		6.35 A.M.	7.45 A.M.	7.50 P.M.		10.55 P.M.	12.15 A.M.			
W 43	Elmira P 55 12 g 1.17				11.59	8.50	9.30	9.53										
	Lawson Jct. P 110				1.12	11.55	8.45	9.24	9.47									
W 47	Lawson TO 110 50 g 1.10				11.54		9.22	9.45										
W 55	Excelsior Spgs. TO 87 27 s 1.01 g 11.48						s 9.14	g 9.35										
W 58	Moseby P 18 g 12.52				11.43		9.06	9.27										
	Moseby Jct. P 110				12.51	11.42	8.25	9.05	9.26									
W 61	Stockdale P 15 g 12.48				11.39	8.21	9.02	9.23										
W 66	Liberty TO 110 34 f 12.43				11.35	8.15	8.57	9.18										
W 72	Birmingham TO 65				12.35	11.29	8.05	8.50	9.10	5.35	6.35	6.35		9.35	P.M. 10.45			
W 75	Randolph P																	
	Block 222 TO																	
W 79	No. Kansas City P 95																	
	Block 223 P 77																	
W 80	Ustick TO																	
W 81	Broadway Twr. P																	
	St. Louis Ave. Tr. P																	
W 84	KAN. CITY, MO. TO Yd				12.15 A.M.	11.10 A.M.	7.45 P.M.	8.30 P.M.	8.50 P.M.									
	St. Louis Ave. Tr. P																	
	State Line P																	
	Armstrong P																	
	Terminal Jct. TO																	
W 85	KAN. CITY, Kan. Yd									5.00 A.M.	6.00 A.M.	6.00 P.M.		8.45 P.M.	10.00 P.M.			
	LEAVE				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday		
	AVERAGE SPEED PER HOUR				42.2	58.1	39.7	42.2	41.1	25.8	31.6	27.0	26.2	27.0	24.8	18.7		
	SCHEDULE TIME				2.15	1.39	2.25	2.15	2.20	3.40	3.00	3.30	0.25	3.30	3.50	0.35		

TRAINS 508, 18, 4 AND 16 OPERATE ON WESTWARD TRACK MOSEBY JCT. TO LAWSON JCT. VIA EXCELSIOR SPRINGS.
 No. 508 to receive for Des Moines and beyond and discharge from Kansas City and beyond.

No. 4 receive and discharge any point scheduled to stop. Receive at Airport, airplane passengers Tri-Cities and beyond.

No. 16 discharge from Kansas City and beyond and receive for north of Allerton.

Main Line Westward

SUBDIVISION 36 STATIONS Time Table No. 3 August 3, 1941				FIRST CLASS					SECOND CLASS						
				509	43	17	107	3							
				Rocket	Californian	Mid Continent Special	Rocky Mountain Rocket	Golden State Limited	991	91	95	93	97	995	
				Daily	Daily	Daily	Daily	Daily	St. Louis- Kan. City- Colo. Red Ball Frt.	California Gold Ball Freight	Mo. River Texas Red Ball Freight	Texas Special	Kan. City- Tucumcari Red Ball Freight	Red Ball Freight	
LEAVE									Daily	Daily	Daily	Daily	Daily	Daily Except Monday	
US...	KAN. CITY, Mo.	2.5	TO	RFWTFY	A.M. 9.15	A.M. 9.45	P.M. 1.15	P.M. 10.00	P.M. 11.10						
JC...	KAN. CITY, KAN. TERMINAL JCT.	0.8	TO		s 9.20	g 9.51	s 1.21	f 10.04	g 11.16						
	R. I. FRT. YARD	0.0	TO							A.M. 5.45	A.M. 11.45	P.M. 12.30	P.M. 7.15	P.M. 8.00	
	CRIP JCT.	0.9	TO	RYdF WT	9.23	9.55	1.25	10.06	11.20						
DA...	LAWRENCE	35.4	TO	W	g 9.57	g 10.35	f 2.08	g 10.38	g P.M. 12.01						
OT...	TOPEKA	28.5	TO	RW	s 10.23	s 11.10	s 2.40	s 11.08	s A.M. 12.35						
	TOPEKA JCT.	0.1	TO			11.16	2.47		12.41						
	ST. JOSEPH LINE JCT.	0.2	TO		10.25	11.17	2.48	11.10	12.42						
B...	TOPEKA YARD	0.6	TO	RYdF WY	10.27	11.19	2.52	11.12	12.45	7.45	1.30 P.M.	3.00	9.15	10.20	P.M. 11.20 11.30 P.M.
	BISHOP	5.6	P		10.33	11.25	2.58	11.18	12.50						
	VALENCIA	5.4	P		10.38	g 11.31	3.04	11.24	g 12.56						
	WILLARD	3.8	P			g 11.35	f 3.09		g 1.00						
RH...	MAPLE HILL	5.1	TO		10.45	g 11.40	f 3.17	11.32	g 1.05						
	VERA	3.8	P			11.44	3.22		1.09						
CA...	PAXICO	4.0	TO		10.51	g 11.48	f 3.27	11.39	g 1.13						
FA...	McFARLAND	3.8	TO	RYdF WY	10.55	g A.M. 12.06 P.M.	s 3.42	g 11.45 P.M.	g 1.30	8.35 A.M.	2.30	4.00	10.10	11.30 P.M.	
U...	ALMA	4.3	TO		10.59	g 12.12	s 3.49		g 1.38						
FN...	VOLLAND	7.5	TO		11.06	g 12.21	f 4.00		g 1.48						
VA...	ALTA VISTA	8.0	TO		11.15	g 12.32	s 4.15		g 2.00						
	JONES	2.9	P		11.19	12.37	4.20		2.05						
DW...	DWIGHT	3.0	TO	W	11.22	g 12.43	s 4.26		g 2.10						
WY...	MKT Crossing	3.3	TO												
WT...	WHITE CITY	0.7			11.29	g 12.53	s 4.38		g 2.20						
VS...	LATIMER	7.1	TO		11.35	g 1.02	f 4.50		g 2.30						
	MoPac Crossing	7.5													
RI...	HERINGTON	0.1 150.4	TO	RYdF WTY	s 11.45 A.M.	s 1.15 P.M.	s 5.10 P.M.		s 2.46 A.M.		4.30 P.M.	5.45 P.M.	11.45 P.M.	1.45 A.M.	
AVERAGE SPEED PER HOUR					60.1	42.9	38.4	57.7	41.7	34.5	30.9	28.0	32.7	28.4	3.6
SCHEDULE TIME					2.30	3.30	3.55	1.45	3.36	2.50	4.45	5.15	4.30	5.10	0.10

SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF Nos. 509 AND 107 NOT LESS THAN 10 MINUTES.

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

ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS EASTWARD ARE SUPERIOR TO TRAINS WESTWARD OF THE SAME CLASS.
TIME TABLE RULE NO. 14a IN EFFECT BETWEEN TOPEKA YARD AND HERINGTON.

Following trains have no time table authority on Subdiv. 36: Nos. 991, 91, 95, 93, 97 and 995.

Local Extra leaves Topeka Yard at 6:00 A. M. Tuesday, Thursday and Saturday for Herington.

No. 3 will reduce speed to 25 miles per hour passing Alma and White City stations daily to permit safe dispatch of U. S. mail.

No. 509 discharge from Tri-Cities, Des Moines and beyond and receive for Wichita and beyond.

Nos. 43 and 3 Kansas City to Herington except Lawrence, receive for Tucumcari and beyond.

Nos. 43 and 3 Lawrence, Kansas, [see special instructions in folder.]

No. 3 receive at Alma, Alta Vista and White City for Dalhart and beyond.

No. 3 McFarland receive from Colorado for Herington and beyond.

No. 107 Lawrence receive for regular stops in Kansas, not beyond.

No. 107 McFarland receive from Herington and beyond for Colorado.

Main Line Eastward

SUBDIVISION 36 STATIONS Time Table No. 3 August 3, 1941				FIRST CLASS					SECOND CLASS							
				32	44	4	510	108	996	92	96	98	94 (998)	992 (994)		
				Passenger	Californian	Golden State Limited	Rocket	Rocky Mountain Rocket	Red Ball Freight	California-Chicago Gold Ball Freight	Texas-Kans. City Red Ball Freight	Texas-Kan. City Red Ball Freight	Colo., Okla. St. Louis Chicago Red Ball Freight	Colorado Kan. City St. Louis Red Ball Freight		
OC54	KANSAS CITY, MO... 2.5	.TO	A.M. 7.30	P.M. 7.00	P.M. 8.05	P.M. 8.15	A.M. 12.55									
	KANSAS CITY, KAN... 0.8	} See T T Rule 16-1 TWO MAIN TRACKS	s 7.23	g 6.47	g 7.52	s 8.08	12.49									
	TERMINAL JCT... 0.0		.TO	7.20	6.45	7.50	8.06	12.47								
OC55	R. I. FRT. YARD... 0.9	} See Time Table Rule 16-1 TWO MAIN TRACKS							P.M. 1.00	P.M. 2.30	P.M. 4.30	A.M. 3.30	A.M. 2.00			
	CRI&P JCT... 35.4		.TO	7.18	6.43	7.48	8.05	12.45								
	LAWRENCE... 28.5	} See Time Table Rule 16-1 TWO MAIN TRACKS	g 6.35	g 6.03	g 7.08	g 7.32	12.10									
	TOPEKA... 0.1		.TO	s 6.05	s 5.30	s 6.35	s 7.07	11.45								
	TOPEKA JCT... 0.2	} See Time Table Rule 16-1 TWO MAIN TRACKS	5.52	5.21	6.29											
	ST. JOSEPH LINE JCT... 0.6		.TO	5.51	5.20	6.27	7.02	11.43	A.M. 1.35							
588	TOPEKA YARD... 5.6	.TO	175	796	5.48	5.15	6.24	7.00	11.41	A.M. 1.30	P.M. 10.35	P.M. 12.35	2.40	1.40	A.M. 12.15	
	BISHOP... 5.4	.P			5.38	5.08	6.18	6.54	11.35	A.M.						
600	VALENCIA... 3.8	.P	150	25	g 5.31	g 5.03	g 6.12	6.49	11.30							
604	WILLARD... 5.1	.P	20		f 5.26	g 4.59	g 6.08									
609	MAPLE HILL... 3.8	.TO	100 E}	100 W}	71	f 5.19	g 4.54	g 6.03	6.42	11.22						
613	VERA... 4.0	.P	15		5.11	4.50	5.59									
617	PAXICO... 3.8	.TO	37		f 5.06	g 4.46	g 5.55	6.35	11.15							
621	McFARLAND... 4.3	.TO	125 W}	80 E}	592	s 5.00	s 4.42	g 5.49	g 6.31	11.10 992 P.M.	9.00	A.M. 10.45	1.55	A.M. 12.30	108 11.15 P.M.	
625	ALMA... 7.5	.TO	95		s 4.49	g 4.28	g 5.32	6.27								
632	VOLLAND... 8.0	.TO	100 E}	100 W}	17	f 4.40	g 4.20	g 5.24	6.21							
640	ALTA VISTA... 2.9	.TO	111		s 4.30	g 4.10	g 5.14	6.14								
643	JONES... 3.0	.P	100 E}	100 W}		4.24	4.07	5.10	6.11							
646	DWIGHT... 8.3	.TO	29		s 4.20	g 4.04	g 5.06	6.08								
	MKT Crossing... 0.7	.TO														
655	WHITE CITY... 7.1	.TO	100 E}	120 W}	29	s 4.08	g 3.54	g 4.56	6.00							
662	LATIMER... 7.5	.TO	25		f 3.54	g 3.46	g 4.46	5.54								
	MoPac Crossing... 0.1	.TO														
670	HERINGTON... 150.4	.TO	2123		3.40 A.M.	s 3.35 P.M.	s 4.35 P.M.	s 5.45 P.M.			7.00 A.M.	8.45 A.M.	12.30 P.M.	10.30 P.M.		
	LEAVE				Daily	Daily	Daily	Daily	Daily		Daily Except Sunday	Daily	Daily	Daily	Daily	Daily
	AVERAGE SPEED PER HOUR...				39.3	44.0	42.9	60.1	57.7		7.2	25.1	25.6	36.8	30.1	34.1
	SCHEDULE TIME.....				3.50	3.25	3.30	2.30	1.45		0.05	6.00	5.45	4.00	5.00	2.50

SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF Nos. 510 AND 108 NOT LESS THAN 10 MINUTES.

SEE FOOT NOTES ON PAGE 5.

Following trains have no time table authority on Subdivision 36: Nos. 996, 92, 96, 98, 94-998 and 992-994.

Local extra leaves Herington 6:00 a.m. Monday, Wednesday and Friday for Topeka. Nos. 44 and 4 except Lawrence, discharge from Tucumcari and beyond. Herington — Receive for Kansas City and beyond.

Nos. 44 and 4 Lawrence discharge from Tucumcari and west, except from California points receive for Chicago and Englewood, [see folder].

No. 44 Lawrence discharge from Herington and beyond except from California points.

No. 510 discharge from Wichita and beyond, receive for Tri-Cities, Des Moines and beyond.

No. 510 McFarland discharge from Herington and beyond for Colorado.

No. 108 McFarland discharge from Colorado for Herington and beyond.

Lawrence discharge from Kansas points, not from beyond, [see folder.]

No. 32 Lawrence receive for Kansas City, Mo. and R. I. stations beyond, discharge from any Kansas station.

Valencia receive for Kansas City and beyond and discharge from McFarland and beyond.

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS					SUBDIVISION 34 STATIONS						FIRST CLASS		SECOND CLASS	
95	93	23					STATIONS						24	96	92	
St. Louis Kansas City Texas Red Ball	St. Louis Texas Oklahoma Red Ball	Passenger Motor		Capacity of Siding	Capacity of Other Tracks	Station Numbers	Time Table No. 3			M. P. Distance from St. Louis	Distance from Eldon	Signs	Passenger Motor	Kansas City St. Louis Red Ball	California St. Louis Gold and Red Ball	
Daily	Daily	Daily					August 3, 1941									
		A.M.					LEAVE									
		8.30					US...ST. LOUIS.....									
		s 8.53			710	v B	QN.CARRIE AVE. YD.....									
							..Easton Ave. Junction.....									
		9.09					..R. I. JUNCTION.....									
							..StLB&T Crossing.....									
		s 9.15		72	89	v 13	CK...LACKLAND.....				12.8	147.1	YdW	s 5.04	93	
		f 9.19			22	v 15	..MARYLAND HGTS.....				15.7	144.2		f 4.59	7.09	
		f 9.23		46		v 18	..VIGUS.....				18.0	141.9		f 4.55	7.04	
		f 9.31			20	v 24	..HINE.....				23.5	136.4		f 4.46	6.51	
		s 9.36		72	24	v 27	CF.CHESTERFIELD.....			TO	26.8	133.1		s 4.41	6.44	
		f 9.43			15	v 32	..MONARCH.....				31.9	128.0		f 4.32	6.32	
		f 9.45		47	2	v 33	..CENTAUR.....				33.4	126.5		f 4.29	6.30	
		9.55		64		v 39	..TAVERN ROCK.....				39.0	120.9		4.19	6.18	
		f 9.56			22	v 40	..ST. ALBANS.....				39.9	120.0	W	f 4.18	6.16	
		f10.07		60	5	v 46	..LABADIE.....				46.0	113.9		f 4.07	6.06	
		f10.17		55	22	v 51	..VILLA RIDGE.....				51.2	108.7		f 3.57	5.56	
		s10.30		56	120	v 60	UN...UNION.....			TO	59.5	100.4	W	s 3.44	5.42	
		f10.41		53	3	v 65	..JEFFRIESBURG.....				64.9	95.0		f 3.35	5.26	
		f10.52			18	v 72	..BEAUFORT.....				71.6	88.3		f 3.25	5.12	
		f10.57		49	11	v 74	..LESLIE.....				74.0	85.9	FW	f 3.21	5.05	
		s11.08		48	27	v 81	RA...GERALD.....			TO	80.7	79.2		s 3.10	4.51	
		s11.15		57	22	v 85	RB...ROSEBUD.....			TO	84.7	75.2		s 3.03	4.43	
		s11.27		48	47	v 92	OW.OWENSVILLE.....			TO	91.5	68.4		s 2.52	4.29	
		f11.35			18	v 96	..CANAAN.....				95.5	64.4		f 2.46	4.20	
		s11.42		81	56	v100	ND...BLAND.....			TO	100.1	59.8		s 2.38	4.10	
		s11.51		91	125	v105	X...BELLE.....			TO	105.2	54.7	WY	s 2.29	3.57	
		f12.01		65	10	v111	..SUMMERFIELD.....				110.8	49.1		f 2.17	3.32	
		f12.07				v114	..GASCONDY.....				114.3	45.6		f 2.10	3.20	
		s12.16		35	27	v118	FR..FREEBURG.....			TO	118.2	41.7		s 2.04	3.10	
		s12.28		78	17	v125	KN...ARGYLE.....			TO	125.1	34.8	W	s 1.53	2.55	
		s12.45		44	29	v134	MA...META.....			TO	134.6	25.3		s 1.36	2.30	
		f12.58			5	v143	..HOECKER.....				142.8	17.1		f 1.22	2.14	
		s 1.01		68	14	v145	..HENLEY.....				144.7	15.2	W	s 1.19	2.10	
		s 1.10		49	20	v149	G...EUGENE.....			TO	149.5	10.4		s 1.10	1.56	
		f 1.18		49	17	v153	..ETTERVILLE.....				153.6	6.3		f 1.00	1.45	
		1.30		50	321	v160	DO...ELDON.....			TO	159.9		RYdF WT	12.50 P.M.	1.30 P.M.	
		P.M. 96					LEAVE							Daily	Daily	
		26.2 30.9		32.8			...AVERAGE SPEED PER HOUR...							32.8	20.9	23.3
		6.00 5.05		5.00			...SCHEDULE TIME.....							5.00	7.30	6.45

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 93 IS SUPERIOR TO Nos. 96 AND 92.

TIME TABLE RULE NO. 14a IN EFFECT.

Local Extra leaves Carrie Ave. Yd. 7:30 A. M. daily except Sunday for Eldon.

Local Extra leaves Eldon 6:00 A. M. daily except Sunday for Carrie Ave. Yd.

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS		SUBDIVISION 35 STATIONS				FIRST CLASS		SECOND CLASS	
95	93	23		STATIONS				24	96	92	
St. Louis Kans. City Texas Red Ball	St. Louis Texas Oklahoma Red Ball	Passenger Motor		Time Table No. 3				Passenger Motor	Kansas City St. Louis Red Ball	California St. Louis Gold and Red Ball	
Daily	Daily	Daily		August 3, 1941							
A.M. 3:15	A.M. 12:20	P.M. 1:50		LEAVE				M. P. Distance from St. Louis	Distance from Eldon	Signs	
3:28	12:35	2:01		50	321	v160	DO.... ELDON..... TO	159.9		RYdF WT	
3:43	12:50	2:17		48	28	v166	..... MoPac Crossing..... UX	160.1	0.2	
3:55	1:02	2:31		79	127	v177	5.8 BA... BARNETT..... TO	165.9	6.0		
4:07	1:13	2:43		57	26	v186	11.1 V... VERSAILLES..... TO	177.0	17.1	W	
4:13	1:19	2:50		57	17	v194	8.9 SR.... STOVER..... TO	185.9	26.0		
4:22	1:28	2:59		57	17	v199	8.4 CREST..... TO	194.3	34.4		
4:28	1:36	3:07		57	17	v205	4.5 COLE CAMP..... TO	198.8	38.9		
4:40	1:48	3:21		56	17	v211	6.6 FA.... IONIA..... TO	205.4	45.5		
4:50	1:56	3:37		12	v216	5.5 BRANDON..... TO	210.9	51.0		
5:00	2:05	3:51		65	166	v221	5.4 W.... WINDSOR..... TO	216.3	56.4	YdFWY	
5:05	2:09	4:01		50	71	v227	4.4 BOWEN..... TO	220.7	60.3	Yd	
5:12	2:18	4:15		56	16	v230	6.3 N.... LEETON..... TO	227.0	67.1	W	
5:18	2:25	4:30		19	v235	2.6 POST OAK..... TO	229.6	69.7		
5:24	2:32	4:45		72	24	v240	5.8 CA... CHILHOWEE..... TO	235.4	75.5		
5:36	2:42	5:00		17	v245	4.9 DENTON..... TO	240.3	80.4		
5:51	2:56	5:15		59	17	v253	5.1 MEDFORD..... TO	245.4	85.5		
5:53	2:58	5:30		57	12	v263	7.6 HADSELL..... TO	253.0	93.1		
6:03	3:06	5:45		40	v268	9.5 MoPac Crossing..... TO	262.5	102.6		
6:13	3:12	6:00		70	26	v272	0.4 SA. PLEASANT HILL..... TO	262.9	103.0	YdW	
6:20	3:20	6:15		26	v277	0.5 F.... MoPac JCT..... TO	263.4	103.5		
6:30	3:29	6:30		57	24	v281	5.3 GREENWOOD..... TO	268.7	108.8		
6:39	3:38	6:45		16	v287	3.3 SOUTH LEE..... TO	272.0	112.1		
6:43	3:40	6:50		57	16	v291	5.5 VALE..... TO	277.5	117.6		
6:45	3:42	7:00		100	26	v295	5.2 WN... RAYTOWN..... TO	282.7	122.8		
6:55	3:47	7:15		26	v299	5.6 SF. LEEDS JUNCTION..... TO	288.3	128.4		
7:00	3:50	7:30		49	372	v303	0.6 UNA..... TO	288.9	129.0		
		7:45		31	v307	0.8 MD. CENTROPOLIS..... TO	289.7	129.8	R	
		8:00		31	v311	1.1 SHEFFIELD JCT..... TO	290.8	130.9		
		8:15		31	v315	0.2 K. C. BELT JCT..... TO	291.0	131.1		
		8:30		31	v319	4.5 US. KANSAS CITY, MO. TO	295.5	135.6	R	
		8:45		31	v323	1.5 KANSAS AVE..... TO	297.0	137.1		
9:00 A.M.	4:30 A.M.	9:00 P.M.		31	oc55	1.0 KANSAS CITY, KAN. TO	298.0	138.1	RYdF WT	
		9:15		31	v327	138.1 LEAVE				
24.0	33.1	36.9		... AVERAGE SPEED PER HOUR...							
5.45	4.10	3.40		..... SCHEDULE TIME.....						

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

TIME TABLE RULE No. 14A IN EFFECT.

Local Extra leaves Kansas City, Kansas, 6:30 A. M. Monday, Wednesday and Friday for Eldon.

Local Extra leaves Eldon 7:15 A. M. Tuesday, Thursday and Saturday for Kansas City, Kansas.

Westward

Clay Center Line

Eastward

SECOND CLASS		FIRST CLASS		SUBDIVISION 37				FIRST CLASS		SECOND CLASS				
991	997	107	225	STATIONS				226	108	994	992			
St. Louis Kans. City Colorado Red Ball Freight	St. Louis Kans. City Colorado Red Ball Freight	Rocky Mountain Rocket	Passenger	Time Table No. 3				Passenger	Rocky Mountain Rocket	Colorado Kans. City St. Louis Red Ball Freight	Colorado Kans. City St. Louis Red Ball Freight			
Daily	Daily	Daily	Daily	August 5, 1941										
A.M.	A.M.	P.M.	P.M.	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	M. P. Distance from St. Joseph	Distance from McFarland	Signs	P.M.	P.M.	P.M. 225	P.M.
9:00	3:30	11:45	2:30	y'd.	796	621	FA.....McFARLAND.....TO	122.0	.....	Ryd FWY	1:50	11:10	2:30	10:25
9:18	3:45	11:55	2:47	45	24	Q 9	.....WABAUNSEE.....P	131.0	9.0	.....	f 1:27	11:00	2:03	10:03
9:27	3:55	12:01	2:56	60	28	Q14	.....ZEANDALE.....P	135.8	13.8	.....	f 1:19	10:55	1:51	9:54
9:44	4:15	12:12	3:10	80	110	Q21	.....UP Crossing.....UX	143.0	21.0	.....			
9:59	4:30	12:21	3:25	60	23	Q30	HD.....MANHATTAN.....TO	143.2	21.2	W	s 1:07	10:46	1:33	9:41
10:14	4:55	12:30	3:40	60	24	Q39	.....KEATS.....P	152.1	30.1	.....	f 12:50	10:34	1:13	9:21
10:26	5:08	12:37	3:52	56	38	Q46	RY.....RILEY.....TO	160.7	38.7	.....	s 12:34	10:25	12:53	9:06
10:37	5:21	12:44	4:03	67	20	Q52	.....BALA.....P	167.5	45.5	.....	f 12:22	10:18	12:38	8:55
10:51	5:45	12:54	4:18	72	112	Q57	.....BROUGHTON.....P	173.6	51.6	.....	f 12:11	10:12	12:23	8:48
11:03	6:05	1:02	4:33	56	49	Q65	GF.....CLAY CENTER.....TO	179.4	57.4	YdW	P.M. 994 s 12:01	10:05	P.M. 226 12:01	8:34
11:20	6:30	1:11	4:48	53	83	Q73	VN.....MORGANVILLE.....TO	187.1	65.1	.....	A.M. 991 s 11:40	9:55	A.M. 991 11:03	8:21
11:31	7:00	1:21	5:00	54	57	Q79	FO.....CLIFTON.....TO	195.0	73.0	.....	991 s 11:20	9:47	10:45	8:08
11:46	7:25	1:30	5:18	61	24	Q88	.....MoPac Crossing.....UX	196.7	74.7	.....			
11:57	7:45	1:37	5:30	62	24	Q94	FR.....CLYDE.....TO	201.3	79.3	W	s 11:05	9:39	10:28	7:56
12:15	8:30	1:50	5:50	403	A468	A468	CN.....AGENDA.....TO	209.8	87.8	.....	s 10:53	9:27	10:08	7:38
							BD.....CUBA.....TO	216.2	94.2	.....	s 10:44	9:20	9:52	7:25
							VI.....BELLEVILLE.....TO	226.1	104.1	RYdF WTY	10:30	9:10	9:30	7:10
							LEAVE				A.M.	P.M.	A.M.	P.M.
32.3	20.8	50.0	31.2				.....AVERAGE SPEED PER HOUR.....				Daily	Daily	Daily	Daily
3:15	5:00	2:05	3:20				.....SCHEDULE TIME.....				3:12	52.1	20.1	32.3
											3:20	2:00	5:00	3:15

SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF 107 AND 108 NOT LESS THAN 15 MINUTES.
 TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
 TIME TABLE RULE No. 14-A IN EFFECT.

Westward

St. Joseph-Atchison Branch

Eastward

SECOND CLASS				First Class	SUBDIVISION 30-A STATIONS				First Class	SECOND CLASS					
1043	677	161	671	151	Time Table No. 3				150	1042	678	160	672		
Mixed Motor	MoPac Freight	ATSF Freight	MoPac Freight	ATSF Passenger Motor	August 3, 1941				ATSF Passenger Motor	Mixed Motor	MoPac Freight	ATSF Freight	MoPac Freight		
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	M. P. Distance from Chicago	Distance from St. Joseph	Signs	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	
P.M. 12.40							OA30	.....	21.4	FWT					
s 12.45	A.M. 7.55	A.M. 6.25	A.M. 2.15	s P.M. 5.15			OA30	.....	20.8	R	s A.M. 8.45	s P.M. 11.10	P.M. 3.30	P.M. 6.45	P.M. 8.00
12.47	7.58	6.27	2.18	5.17	60			.....	20.3		8.41	11.05	3.25	6.40	7.55
								.....	15.9						
								.....	15.9	Yd					
s 1.03	8.10	6.37	2.32	f 5.24	56	17	OA25	.....	15.7	Yd	f 8.34	s 10.45	3.12	6.30	7.43
1.10	8.18	6.43	2.42	5.29	56		OB12	.....	12.3		8.29	f 10.34	3.02	6.23	7.33
1.17	8.24	6.51	2.52	5.33	56	19	OB 9	.....	9.3		f 8.24	f 10.25	2.56	6.17	7.26
1.26	8.40	7.05	3.15	5.40	93		OB 4	.....	3.8	RYd	8.17	f 10.15	2.45	6.08	7.15
	A.M. -		A.M. -	s 5.42			OB 3	.....	2.8	Yd	s 8.14		P.M. -		P.M. -
1.31		7.15		5.45	40		OB 2	.....	1.6	Yd	8.11	10.01		6.03	
1.34		7.25		5.50				.....	1.1						
		A.M. -		P.M. -				.....	0.7		8.08	9.58		6.00	
								.....	0.7						
1.40						695	498	.....	0.3	RYd FWY		9.55			
								.....	0.2						
1.45							498	.....	0.0	RYd		9.45			
P.M.								.....	21.4			A.M.			
								.....			Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily
19.8	22.7	19.8	17.0	33.6				.....			32.1	14.3	22.7	26.4	22.7
1.05	0.45	1.00	1.00	0.35				.....			0.37	1.30	0.45	0.45	0.45

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

Westward

St. Joseph Line

Eastward

SECOND CLASS		FIRST CLASS		SUBDIVISION 36A			FIRST CLASS		SECOND CLASS				
995	217	501	543	STATIONS			502	544	220	996	218		
Red Ball Freight	UnPac Local Freight	UnPac Passenger Motor	UnPac Passenger Motor	Time Table No. 3			UnPac Passenger Motor	UnPac Passenger Motor	UnPac Time Freight	Red Ball Freight	UnPac Local Freight		
Daily Except Sunday	Daily	Daily	Daily	August 3, 1941									
P.M. 7.00	P.M. 6.35			LEAVE									
				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	M. P. Distance from St. Joseph	Signs					
				742	498	SY.....ST. JOSEPH YD.....TO	0.3	RYdF WTY			A.M. 5.00	A.M. 6.45	P.M. 3.00
						.....CB&Q Crossing.....UX	0.0						
		P.M. 7.40	A.M. 8.00		498	UN.....ST. JOSEPH, MO., U. D.....TO	0.2	R	A.M. 4.50	P.M. 3.00			
						.....CB&Q Crossing.....UX	0.0						
						.....UTRR Crossing.....UX	1.2						
7.10	6.40	7.45	s 8.05	75	21	499.....ELWOOD, KAN.....	3.9	1.1 Yd	4.44	s 2.48	3.30	5.45	2.35
7.20	6.50	s 7.55	s 8.15	25	118	503 WA.....WATHENA.....TO	3.8	5.0	f 4.34	s 2.38	3.20	5.35	2.15
7.30	7.00	f 8.02	s 8.25	80	25	507 BA.....BLAIR.....TO	4.7	8.8	f 4.27	s 2.28	3.10	5.25	2.06
7.45	7.10	s 8.12	s 8.35	44	52	512 RO.....TROY.....TO	5.7	13.5 RYd	s 4.18	s 2.15	3.00	5.10	1.50
7.55	P.M. -	P.M. -	A.M. -		34	518.....BENDENA.....	4.9	19.2	A.M. -	P.M. -	A.M. -	4.55	P.M. -
8.05				54	45	523 DN.....DENTON.....TO	5.0	24.1				4.45	
8.25					29	528.....PURCELL.....	4.5	29.1				4.30	
8.40					25	532.....PIERCE JCT.....	7.2	33.6				4.20	
9.00					411	539 HN.....HORTON.....TO	8.2	40.8 YdF WTY				4.00	
9.25				77	21	547.....WHITING.....	5.1	49.0				3.30	
9.40					8	553.....STRAIGHT CREEK.....	6.0	54.1				3.10	
10.10					55	558 Q.....HOLTON.....TO	9.3	60.1 W				2.50	
10.35				55	32	567 MA.....MAYETTA.....TO	6.4	69.4				2.25	
10.55				56	32	574 HO.....HOYT.....TO	6.2	75.8				2.10	
11.10				34	20	580.....ELMONT.....	7.1	82.0				1.50	
					290	.....TOPEKA.....TO	0.1	89.2 RYdW					
						.....UP Crossing.....	0.1	89.3					
11.20 P.M.						.....ST. JOSEPH LINE JCT.....	89.3					1.35 A.M.	
						LEAVE			Daily	Daily	Daily	Daily Except Sunday	Daily
18.6	23.7	25.3	23.7			.....AVERAGE SPEED PER HOUR.....			25.3	18.0	8.5	17.3	13.7
4.20	0.35	0.32	0.35			.....SCHEDULE TIME.....			0.32	0.45	2.00	5.10	1.10

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
TIME TABLE RULE No. 14 IN EFFECT.

Westward

Salina Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 36B STATIONS Time Table No. 3 August 3, 1941			M. P. Distance from St. Joseph	Distance from Herington	Signs	SECOND CLASS			
565							LEAVE						566			
			Mixed												Mixed	
			Daily Except Sunday												P.M. 2:00	
			A.M. 5:45	.....	2260	670	RI.....	HERINGTON.....	TO 171.4	.....		RYdWTY			
				.....	3	R 5		SHADY BROOK.....	176.2	4.8					
			s 6:20	.....	36	R 9	WO.....	WOODBINE.....	TO 180.3	8.9			s 1:00		
			f 6:37	.....	17	R15		PEARL.....	186.7	15.3			f 12:40		
				.....				AT&SF Crossing.....	UX 192.8	21.4					
			s 7:08	29	75	R22	Z.....	ENTERPRISE.....	TO 193.1	21.7			s 12:20 P.M.			
			s 7:32	23	59	R27	BE.....	ABILENE.....	TO 198.4	27.0	RW		s 12:01 A.M.			
			7:35	.....				CRISP JCT.....	199.1	27.7			11:45		
			7:40	.....				WEST ABILENE.....	199.5	28.1			11:29		
				.....	16	R31		SAND SPRINGS.....	202.1	30.7					
			f 8:00	45		R35	SN.....	SOLOMON.....	TO 206.7	35.3			f 11:07			
			8:18	91				NEW CAMBRIA.....	214.5	43.1			10:52			
			8:30	.....				EAST SALINA.....	219.1	47.7			10:45		
				.....				AB JCT.....	219.2	47.8					
				.....				UP Crossing.....	UX 220.3	48.9					
			8:45 A.M.	.....	132	R49	SA.....	SALINA.....	TO 220.8	49.4	RYdWT		10:00 A.M.		
				.....									Daily Except Sunday		
			16.5	.....				LEAVE					12.4		
			3.00	.....				AVERAGE SPEED PER HOUR.....					4.00		
				.....				SCHEDULE TIME.....							

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
TIME TABLE RULE No. 14 IN EFFECT.

Westward

St. Joseph Branch

Eastward

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 30 STATIONS			M. P. Distance from Chicago	Distance from St. Joseph	Signs	SECOND CLASS							
		395	303				302	390												
		Chicago Twin Cities Kans. City St. Joseph Red Ball Freight	Mixed Motor				Time Table No. 3													
		Daily Except Sunday	Daily Except Sunday				LEAVE													
		A.M. 12:20	A.M. 7:10			427	..... COBURN			427.1	70.9						P.M. 6:55	P.M. 10:40		
		12:30	s 7:20		46	431	RT..... JAMESPORT..... TO			431.5	66.5						s 6:44	9:40		
							..... Wabash Crossing			439.8	58.2									
		12:50	s 7:41		24	441	QD..... GALLATIN..... TO			441.2	56.8						s 6:20	9:10		
		1:05	s 7:55		77	449	..... ALTAMONT			448.7	49.3	W					s 6:03	8:55		
		1:25	s 8:13		14	458	..... WEATHERBY			458.0	40.0						s 5:42	8:30		
		1:40	s 8:28	35	25	466	MC..... MAYSVILLE..... TO			465.6	32.4						s 5:25	8:15		
		2:00	s 8:37		17	470	..... AMITY			469.9	28.1						s 5:15	8:00		
		2:30	s 8:52	56	15	478	..... CLARKSDALE.....			478.2	19.8						s 4:55	7:40		
		5:55 A.M.	9:29		695	498	SY..... ST. JOSEPH YD..... TO			497.7	0.3	RYdFWY					4:10	7:00 P.M.		
							..... CB&Q Crossing..... UX			497.8	0.2									
			9:35 A.M.			498	UN..... ST. JOSEPH, U. D..... TO			498.0		RYd					4:00 P.M.			
							LEAVE										Daily Except Sunday	Daily Except Sunday		
		12:6	29:3				..... AVERAGE SPEED PER HOUR.....										24:3	19:3		
		5:35	2:25				..... SCHEDULE TIME.....										2:55	3:40		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
TIME TABLE RULE No. 14 IN EFFECT.

SPEED RESTRICTIONS

Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. **ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE THEIR TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.**

Within the limits of municipalities, engineers will operate their trains at a reasonable rate of speed, considering the conditions existing and to be expected, and with due regard to the safety of their trains and of the public generally.

5000 engines with 74-inch drivers, when hauling passenger trains, will observe passenger train speed restrictions.

5000 engines not equipped with 74-inch drivers will not exceed a speed of 50 MPH in passenger service.

Steam trains operating on Rocket train schedules will not exceed speed authorized for other passenger trains.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
ALL SUBDIVISIONS				
Through switch leads of turnouts (except end of two or more tracks).....		10		10
Through switch leads of turnouts at end of two or more tracks (except Lake and Scott).....		25		25
Through switch lead of turn-out at Lake and Scott.....		35		25
Tangent track movement through spring switches.....	35		35	
Over following facing point spring switches, which are not equipped with automatic locking device:				
Herington, end of two main tracks.....	30		30	
When running against current of traffic:				
Maple Hill, east end east siding, and west end west siding; Volland, east end east siding and west end west siding; Jones, east end east siding and west end west siding; White City, east end east siding and west end west siding; Herington, east end of yard.....	30		30	
Class C-39, C-41, C-43 and Mikado engines handling passenger trains.....	45	35		
3000 engines with Scullin driver.....	45	45	45	45
Without Scullin driver.....	30	30	30	30
Draw bridges.....	6	6	6	6
Gas-electric motor cars without trailers or Diesel engines without cars, approaching home signal and between home signal limits.....	10	10	10	10
Railroad crossings not protected by interlocking (Engine only).....	10	10	10	10
Trains hauling dead engines, side rods up.....			25	20
Trains hauling dead engines, side rods down.....			15	15
Switch Engines without Engine Trucks.....			18	18
Engines running forward without cars not to exceed freight train speed.....				
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, ditcher spreaders and any similar machines when on own trucks (See note). With boom supported.....			25	15
With boom removed or not supported.....			15	15
NOTE: These instructions will not apply to wrecking derricks with boom supported when trianed behind engine in wreck train service, in such case speed restrictions will be as follows:				
Eldon, Iowa to Kansas City.....			40	40
Kansas City to Herington.....			40	40
St. Louis to Kansas City.....			25	25
McFarland to Belleville.....			25	25
Coburn to St. Joseph.....			20	20
St. Joseph to Atchison.....			20	20
St. Joseph to Topeka.....			20	20
Herington to Salina.....			20	20

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
Engines with drivers blocked up.....	30	30	30	30
Limit of Locomotive or Car Speeds in operation or when handled dead-in-train:				
260 HP Diesel-Electric Switchers, D-B-C-W.	25	25	25	25
360 HP Diesel-Electric Switchers, D-B-C-W.	25	25	25	25
600 HP Diesel-Electric Switchers, in 500 Series	35	35	35	35
900 HP Diesel-Electric Switchers, in 700 Series	35	35	35	35
275 HP Gas-Electric Motor Cars Nos. 9050-9051 with Freight Gears.....	35	35	35	35
Motor Car No. 9012 towed or handled dead-in-train.....	40	40	40	40
Other motor cars towed or handled in train	60	60	60	60

Air rail loaders must not be moved in through trains, with boom up. When moved in through trains the boom must be disconnected, taken down, and securely fastened to the floor of car.

NOTE: Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 28..... (Except as shown below)	60	60	50	40
MP 297-14 to 297-28.....				
MP 299-11 to 299-38.....				
MP 304-3 to 304-22.....				
MP 329-25 to 329-36.....		45		40
MP 331-9 to 331-27.....				
MP 308-33 to MP 310-30.....				
MP 311-19 to MP 312-1.....		50		40
MP 320-37 to MP 324-30.....				
MP 308-28 Wabash Crossing.....	60		50	
MP 336-1 CB&Q Crossing.....		20		20
MP 352.0 CM&P&P Crossing.....		40		40
Allerton Yard—First class trains between West Crossover switch MP365.4 and Cantilever Signal MP 364.1.....		Restric	ted Speed.	
MP 385-12 to 385-22.....				
MP 389-33 to 390-12.....		45		40
MP 393-17 to 393-31.....				
MP 396-32 to 397-5.....		30		20
MP 396-32 to 397-5 3000—5000 engines (Buckeye Bend).....		20		20
MP 401-25 to 401-32.....		45		40
Centerville—Engines heavier than 1400's must not use house track back of depot and 5000 engines will not go beyond east scale track switch. K-67 and heavier engines must not use wye. 5000 engines must not use high line track.				
SUBDIVISION 29..... (Except as shown below)	60	60	50	40
MP 415 to 417-15.....	40	40	40	40
MP 415 to 434-8 Gas Electric Motor Cars without trailers.....	25	25		
MP 419-20 to 419-31.....		50		40
MP 434-39 Wabash Crossing.....	50		50	
Lake, Scott, Coburn, Shearwood Gas Electric Motor Cars through Entrance Signal limits	15	15		
3000 engines over Union Pacific between Hickory Jct. and Hickory St. and Rock Island Jct., Kansas City.....	15	15	15	15
5000 engines must not use Stock track, Hickory Creek, East side Stock Yards to 100 feet of depot.				
SUBDIVISION 36..... (Except as shown below)	70	70	50	50
5000 engines in passenger service, (except as below).....	70	60		
Not equipped with 74 inch drivers.....	50	50		
Between Kansas City and Topeka, 5000 to 5064, inc.....	65	65		
Through Topeka Interlocking.....	10	10	10	10
On curve MP 97-7.....		45		40
MP 121-20 to 122-15.....	50			
On curves MP 142-10.....		45		40
On curves Eastward main track MP 123-25, 136-30, 138-5, 139-35, 140-16, 141.....		55		45
Westward main track MP 123-25.....		55		45
On curves Westward main track MP 138-5, 139-35, 140-16, 141.....		45		40
MP 156-0 MKT Crossing.....	50		35	
Westward main track MP 170-20.....	45			
MoPac Crossing Herington.....	15		15	
4000 and 5000 engines must not use elevator track Willard and Maple Hill.				

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains		Freight Trains		LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve		Tangent	Curve	Tangent	Curve
SUBDIVISION 34 (Except as shown below)	50	40	45	35	SUBDIVISION 30 (Except as shown below)	45	45	35	35
MP 10-16 StLB&TCo Crossing.....	25		25		Coburn: Intersection Subdivisions 29 and 30.		20		20
MP 19-28.....		30		20	MP 425-14 to 428-18.....		30		20
Hine—2500 or larger engines must not use old Water Works spur beyond derail.					MP 434-5 to 434-12.....		40		30
MP 24 to 35.....	40	35	40	35	MP 436-10 to 436-20.....		40		30
MP 41-5 to 41-15 (Big Eddy curves).....	15	15	12	12	MP 439-8 Wabash Crossing.....	20		20	
MP 54-10 to 55-0.....	25	25	20	20	MP 448-7 to 496-27.....			30	30
MP 55-3 (Bridge 551, Bourbeuse River), engines 2500 or larger must not be double-headed over Bridge 551.					Consolidated type engines with auxiliary tanks or doubleheading engines 831 to 894, inclusive, and 1600 to 2144, inclusive:				
MP 86-5 to 86-25.....	25	25	20	20	MP 461-16—Bridge 4614.....	15		15	
MP 94 to 106.....	40	35	40	25	MP 464-20—Bridge 4645.....	5		5	
MP 114-21 (Bridge 1146, Gasconade River).....					MP 476-18—Bridge 4763.....	5		5	
MP 128-21 (Tunnel No. 2).....					MP 483-20—Bridge 4835.....	15		15	
MP 143-11 (Bridge 1433, Osage River).....	20	20	20	20	MP 464-20 (Br. 4645) and MP 476-18 (Br. 4763).				
MP 149-0 (Tunnel No. 3).....					Mikado engines dead in train and engines numbered 1931 to 2064 and 2100 engines.	10		10	
Eldon Yard, East switch to MoPac Crossing.	15	15	10	10	MP 496-27 to 497.....		6		6
Trains hauling Dead Engines, side rods up.....			20	15	Between St. Joseph Yd. and Missouri River Bridge.....				Restrict ed Spee d.
					St. Joseph, Mo., Consolidation engines must not move, 5th St. to Union Station.				
					Steam derricks of 160 ton capacity over bridges 4567, 4614, 4645, 4763, 4835, 4893.....			5	
SUBDIVISION 35 (Except as shown below)	50	40	45	35	SUBDIVISION 36-B (Except as shown below)	30	30	25	25
MP 160-4 MoPac Crossing.....	15		15		Trains handling steam derrick 95020 must have two or more empty cars immediately ahead and behind derrick and not exceed 5 miles per hour over bridges.				
MP 189-15 to 189-25.....	35		25		Light engines between Herington and Abilene Reverse curves, Abilene connection to AT&SF Ry.	15		15	
MP 248-15.....	15	15	15	15	MP 192-24 AT&SF Crossing.....	15	10	10	10
MP 249-19 to 249-26.....	20		20		Between Abilene and West Abilene.....	15	15	15	15
MP 262-20 MoPac Crossing.....	20		20		Between East Salina and Salina.....				Restrict ed Spee d.
MP 279-20.....	20	20	15	15	Bridge 1836-S.....	15		15	
MP 288-10 through turnout SL-SF intersection, Leeds Jct.....		15		15	Engines must not be double-headed over Bridge 1836-S.				
K-67-B or heavier engines are not permitted to doublehead over StL-SF Little Blue River Bridge at MP 7.3.									
Sheffield Connection between KC Terminal and StL-SF.....		10		10					
Trains hauling dead Engines, side rods up.....			20	15					
SUBDIVISION 37 (Except as shown below)	50	50	35	35					
McFarland and Belleville yards.....									
Clay Center, engines not permitted on curve Snell Mills track Grant Ave., nor on Marshall Spur.....									
Clay Center, west end house track, engines.				5					
Clifton, engines not permitted beyond frog Creamery Spur.....									
SUBDIVISION 30-A (Except as shown below)	60	60	35	35					
Between St. Joseph Yd. and coal chute.....									
MP 513-36 CB&Q Crossing.....	40		25						
MP 516-22 to 516-29.....		35		20					
MP 517-2 to 517-9.....			15						
Atchison over Missouri River Bridge.....	15		15						
SUBDIVISION 36-A (Except as shown below)	40	40	40	40					
MP 7 to St. Joseph Line Jct.....			30	30					
Consolidation Engines must not move 5th St. to Union Station, St. Joseph.									
Missouri River Bridge at St. Joseph.....	6		6						
St. Joseph and Elwood Yard.....									
On curve MP 4-28.....									
Horton to Mayetta steam locomotives.....	35	35	25	25					
UP Crossing MP 89-2, Topeka.....	15		15						
Trains handling steam derrick 95020, 1900 and 2000 engines, 6-wheel engines, or Mikado engines dead in train over Bridge 346, MP 34-24.....	15		15						
Engines 831 to 894, inclusive, and 1600 to 1930, inclusive, or lighter doubleheaded directly connected over Bridge 346.....	10		10						
Engines 895 to 944, inclusive, 1931 to 2144, inclusive, may be doubleheaded directly connected. K-55 and heavier engines handled dead in train must be separated by at least one car over Bridge 594, MP 59-16.....	10		10						
Engines 1931 to 2144, inclusive, when singly operated over Bridge 594.....	15		15						

SPECIAL INSTRUCTIONS COVERING THE MAXIMUM SPEEDS OF ROCKET TRAINS.

Distinctive roadway signs indicate maximum speeds of Rocket trains.

A sign with crystal reflex letter "Z" indicates zone territory and the maximum speed is indicated by numerals thereon, which will govern until the next zone is reached.

Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone sign is located approximately 4000 feet from the point where the lower speed becomes effective.

Where speed restrictions are required on curves within a zone, a sign with amber reflex diagonal bar and numerals thereon, located approximately 4000 feet from point of curve will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

Between Yard Junction and Lake and between Scott and Shearwood, zone and curve signals are located for operation in either direction on both main tracks.

When using any turnout, crossover, drawbridge, railroad crossing, or moving through towns or cities will not exceed speed designated for other passenger trains unless otherwise specified.

Rocket trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received. The delivery of train orders or clearances will be made on right hand side, except at regular stops delivery will be made on station side.

Headlight on Rocket trains must be burning dimly during daylight hours.

Mars signal lights on Rocket engines shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains; except between Ustick Tower and St. Louis Ave. over all tracks of KCT Ry Co.; through Topeka yard on CRI&P tracks and through Herington yard.

Passenger trains consisting of Rocket equipment hauled by steam locomotives of P-31, P-32, P-33, P-40 or 4000 class, and passenger trains consisting of standard equipment hauled by Diesel passenger locomotives may operate at speed of 10 MPH less than speed authorized for Rocket trains, except will not be required to operate at a lower speed than authorized for steam passenger trains.

Diesel passenger locomotives operating light without cars must not exceed maximum speed of 55 MPH and where rule specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed.

The following equipment must not be towed or operated under own power at speed exceeding 3 MPH through water in excess of that shown below:

	Maximum Height of Water Above Rail
Rocket Diesel power units and Diesel switchers.....	4½ inches
Rocket train cars only.....	7 inches
Gas-electric motor cars.....	3 inches

When operating under own power controller should be in Series position.

SPECIAL INSTRUCTIONS

2. Polo is the initial station for Eastward trains, Subdivision 29.
- 2a. Atchison U. D. is the initial station for trains leaving Atchison Yd. or Atchison U. D.
- 2b. St. Louis is the initial station for Westward trains.
- 2c. Carrie Avenue Yd. is the initial station for Westward trains originating there.
- 2d. Kansas City, Mo. Subdivision 35, is the initial station for Eastward trains originating there.
- 2e. Kansas City, Kan. Subdivision 35, is the initial station for Eastward trains originating there.
- 2f. Topeka Jct. is the initial station for Westward trains on Subdivision 36. The time shown for second class trains at R. I. Freight Yd. is for information only.
3. On Subdivision 29, between Yard Jct., and Westward home signal just east of end of two main tracks at Polo, trains will be operated on both single and Eastward and Westward tracks on signal indication and Rules S-71, D-71, S-72, D-72, 73, S-83 and D-83 of The Uniform Code of Operating Rules are ineffective between these points, except all trains departing from Trenton or Yard Jct. will obtain Clearance.
- 3a. Trains originating at Terminal Jct., Subdivision 30a, will obtain Clearance at St. Joseph Yd., except first class trains will obtain Clearance at St. Joseph U. D.
- 3b. Trains will leave Coburn without Clearance.
- 3c. Eastward freight trains, Subdivision 35, will obtain Clearance at Centropolis instead of Kansas City, Kan.
- 3d. Westward freight trains, Subdiv. 34 will obtain Clearance at Lackland instead of Carrie Ave. Yd.
- 3e. Westward MoPac trains leaving Mo. Pac. Junction via Rock Island rails between the hours of 8:01 A. M. and 4:01 P. M. will obtain Clearance at Mo. Pac. telegraph office, Pleasant Hill.
- 3f. All Westward first class trains, Subdiv. 36, except train No. 3, will obtain Clearance at UP station, Topeka, instead of Topeka Yd. Train No. 3 and other Westward trains will obtain Clearance at Topeka Yd.
- Eastward first class trains, Subdiv. 36, will obtain UP Clearance at UP station Topeka. Other Eastward trains will obtain UP Clearance at Topeka Yd.
- Trains cleared at UP station need not obtain Rock Island Clearance at Topeka Yd.
- 3g. Eastward trains, Subdiv. 36a, will obtain Clearance at Topeka Yd. instead of at St. Joseph Line Jct.
- Westward trains from St. Joseph Line will not be required to obtain Clearance at St. Joseph Line Jct., and will be governed by interlocking signals between St. Joseph Line Jct. and Topeka Yd.
- 3h. When operator is on duty trains will obtain Clearance at Horton.
- 3i. Eastward trains, Subdiv. 36b, will obtain UP Clearance at Union Station, Salina, and Rock Island Clearance at Rock Island Depot at Abilene, and Westward trains will obtain UP Clearance at Rock Island Depot, Abilene.
- 3j. On two main tracks between Topeka and Herington, extra trains will be run, moving with current of traffic without train orders on authority of Clearance Form "A" (DT).
- 3k. Eastward trains before leaving Lackland and Westward trains before leaving Easton Ave. Jct., must obtain Clearance authorizing movements between Lackland and Rock Island Jct.
- 3l. When no operator on duty at Lackland or Easton Ave. Jct., verbal authority must be secured from TRRA train dispatcher.
- 3m. When communication with TRRA train dispatcher is interrupted, all train movements between Lackland and Rock Island Jct. will be made in accordance with time table authority.
4. Restricted use of Train Register Books as follows:
Allerton and Donovan—Trains originating or terminating.
St. Joseph U. D.—Psg. trains only.
St. Louis (Union Station)—Psg. trains only.
Kansas City, Mo. U. D.—Psg. trains only.
Kansas City, Kans. Yard Office—Trains originating and terminating.
Topeka Telegraph Office, Union Pacific passenger station—Psg. trains only.
McFarland—For trains originating and terminating.
- 4a. First class trains may register by Form 1339 at Eldon Yard and Trenton.
- 4b. Trains may register by Form 1339 at Polo.
- 4c. Eastward trains will not be required to obtain Check of register at Polo, and Westward first class trains will not be required to obtain Check of register at Trenton. Eastward trains may leave Polo without Clearance when Train order signal is in proceed position.
- 4d. Westward MoPac trains may register by Form 1339 at Donovan.
- 4f. Conductors Eastward U. P. trains, Troy, will furnish enginemen train register check Form CT-107-B.
Trains 501, 502, 543 and 544 will register at Troy by Form 1339.
- 4g. First class trains will register by Form 1339 at Topeka Yd. First class trains, except Train No. 3 not originating at Topeka Yd., will not be required to check this register or obtain Clearance of register by train order. Train No. 3 will be given check of train register and Clearance at Topeka Yd.
- 4h. Trains 107 and 108 will register by Form 1339 at McFarland.
- 4i. Trains 29, 30, 509 and 510 will register by Form 1339 at Herington.

5. Bulletin Boards and General Order Books are located at:
- Eldon, Iowa—Engine House.
Eldon Yard—Yard Office.
Allerton.
St. Louis—Union Station.
St. Louis—TRRA Roundhouse.
Carrie Ave.—Yard Office.
Eldon, Mo.—Yard Office.
Eldon, Mo.—Engineer's Room.
St. Joseph—U. T. Yard Office for Mo. Pac. Trains.
St. Joseph—U. D. Telegraph Office.
St. Joseph—Yard Office.
Kansas City, Mo.—Union Depot Telegraph Office.
Kansas City, Kan.—Yard Office and Engine House.
Horton—Telegraph Office.
Topeka Yard—Yard Office.
- Topeka Yard—Engine House.
McFarland—Yard Office.
Marysville, Kan.—For Union Pacific Joint Employees.
Trenton—Yard Office.
Trenton—Engine House.
Nevada—Tower.
Pleasant Hill—Mo. Pac.
Pleasant Hill—Telegraph Office.
For MoPac Trains.
Kan. City, Mo.—Mo. Pac. Yard Office and Engine House.
For Mo. Pac. Trains.
Belleville—Telegraph Office.
Herington—Yard Office.
Herington—Engine House.
Pratt—Yard Office.
Caldwell—Telegraph Office.
- 5a. Conductors and Enginemen are not required to consult Bulletin Boards and General Order books at intermediate points on Subdivision.
- 5b. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at the initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.
6. Standard clocks are located at:
- Eldon Yard—Yard Office.
Allerton.
Trenton.
Polo.
Atchison—Union Depot.
St. Louis—Union Station.
Carrie Ave.—Yard Office.
Belle—Telegraph Office.
Eldon, Mo.—Yard Office.
McFarland—Tel. Office.
Herington—Yard Office.
- St. Joseph—Yard Office.
St. Joseph—Union Depot.
St. Joseph—U. T. Co. Yard Office.
Kansas City, Mo.—Union Depot.
Kansas City, Kan.—Yard Office.
Kansas City, Kan.—Round House.
Horton—Telegraph Office.
Topeka—Passenger Depot.
Topeka—Interlocking Tower.
Belleville—Telegraph Office.
8. "g" Conditional stops for revenue passengers only.
9. No. 23 and No. 24 stop on flag at Oetters Spur, Marvin and Wingate.
11. CLIO: Dwarf Signal 3721 between Eastward and Westward main tracks governs westward movement from eastward main track over spring switch to single track. Signal equipped with push button which clears signal after two minutes elapses if block unoccupied.
- 11a. TINDALL: Dwarf Signal 4104 between eastward and westward main tracks governs eastward movement from the westward main track over spring switch to single track. Signal equipped with push button which clears signal after two minutes elapses if block unoccupied.
- 11b. When trains are stopped by automatic block signal No. 3723 at Clío or automatic block signal No. 4102 at Tindall which govern movements from two main tracks to single track at these locations, and no train seen in block, trainmen must throw spring switch by hand to permit train to pass over switch.
- 11c. COBURN: Eastward automatic block signal 4262, Subdiv. 30, located approximately 4000 feet west of the Entrance Signal at Coburn, will also serve as a distant signal to repeat the indications of the eastward Entrance Signal at Coburn.
- 11d. FLORENCE: Signal 4994, just west thereof, on left side of track governs movement of eastward trains.
- 11e. All Railroad crossings at grade are protected by interlocking signals, except as follows:

Subdiv.	MP Loca.	Crossing	Remarks	Operated by	Normal Position Gates AGAINST	Light Arrangement for	
						Stop	Proceed
30	497.8	CB&Q	.....	.....	.....	.....	.....
30a	498.2	CB&Q	.....	.....	.....	.....	.....
30a	498.7	CB&Q	.....	.....	.....	.....	.....
30a	498.7	AT&SF	.....	.....	.....	.....	.....
30a	499.1	CB&Q	.....	.....	.....	.....	.....
34	7.7	StLB&TCo	Gate	Trainmen	StLB&TCo	Red	Yellow
35	160.1	MoPac	Gate	Trainmen	MoPac	Red	Yellow
36a	0.3	CB&Q	.....	.....	.....	.....	.....
36a	0.4	CB&Q	Gate	Gate	.....	.....	.....
36a	0.5	UTRR	.....	.....	.....	.....	.....
37	143.0	UP	.....	.....	.....	.....	.....
37	196.7	MoPac	.....	.....	.....	.....	.....
36b	192.8	AT&SF	Gate	Trainmen	CRI&P	Red	Green
36b	220.3	UP	.....	.....	.....	.....	.....

11g. Railroad crossings at grade are protected by automatic interlocking as shown below:

Subdiv.	MP Loca.	Crossing	Subdivision	MP Location	Crossing
30	439.8	Wabash	35	262.5	Mo. Pac.

SPECIAL INSTRUCTIONS—Continued

Sub-div.	Mile Post	Kind of Structure	CLEARANCE	
			Height Above Top of Rail	Width of Load at Height Shown
34	118.0	Tunnel No. 1	20 ft.- 4 1/2 in.	1 ft.- 0 in.
34	121.5	Marles River Bridge	22 ft.- 3 in.	5 ft.- 4 in.
34	128.6	Tunnel No. 2	19 ft.- 9 in.	1 ft.- 0 in.
34	135.5	Through Plate Truss	22 ft.- 3 in.	5 ft.- 4 in.
34	137.0	Through Plate Truss	22 ft.- 5 in.	5 ft.- 4 in.
34	138.8	Through Plate Truss	22 ft.- 4 in.	5 ft.- 4 in.
34	143.3	Osage River Bridge	22 ft.- 5 in.	5 ft.- 4 in.
34	149.0	Tunnel No. 3	19 ft.- 0 in.	1 ft.- 0 in.
34	150.3	Overhead Highway	23 ft.- 8 in.	14 ft.- 0 in.
35	160.4	Overhead Highway	23 ft.- 0 in.	14 ft.- 0 in.
35	166.8	Overhead Highway	21 ft.- 5 in.	14 ft.- 0 in.
35	182.5	Overhead Highway	21 ft.- 6 in.	14 ft.- 0 in.
35	184.5	Overhead Highway	22 ft.- 3 in.	14 ft.- 0 in.
35	216.6	Overhead MKTRy	21 ft.- 1 in.	14 ft.- 0 in.
35	241.5	Overhead Highway	22 ft.- 8 in.	14 ft.- 0 in.
35	248.0	Overhead Highway	21 ft.- 6 in.	14 ft.- 5 in.
35	277.8	Tunnel No. 4	21 ft.- 6 in.	1 ft.- 0 in.
35	282.7	Overhead Highway	23 ft.- 0 in.	14 ft.- 0 in.
35	Harrison St.	Viaduct KCT	17 ft.- 6 in.	13 ft.- 0 in.
36a	0.6	Missouri River Bridge	22 ft.- 4 in.	7 ft.- 6 in.
36a	15.0	Overhead Crossing St.J&G IRy	19 ft.-10 in.	14 ft.- 0 in.
36a	34.6	Bridge 346, West of Pierce Jct.	21 ft.- 2 in.	7 ft.- 0 in.
36a	40.7	Viaduct, Horton Yard, East End	21 ft.- 6 in.	14 ft.- 0 in.
36a	46.6	Bridge 466, West of Horton	22 ft.- 0 in.	7 ft.- 0 in.
36a	48.6	Overhead Crossing, Mo Pac, Whiting	20 ft.- 8 in.	14 ft.- 0 in.
36a	50.6	Overhead Highway, West of Whiting	23 ft.- 6 in.	14 ft.- 0 in.
36a	59.7	Bridge 597, East of Holton	22 ft.- 6 in.	9 ft.- 0 in.
36a	86.5	Bridge 865, West of Elmont	22 ft.- 0 in.	7 ft.- 0 in.
36	89.2	Bridge 892, Kaw River, Topeka	22 ft.- 0 in.	8 ft.- 8 in.
36	116.5	Bridge 1165, East of Paxico	22 ft.- 0 in.	8 ft.- 8 in.
36b	193.4	Bridge 1934S, West of Enterprise	20 ft.- 5 in.	7 ft.- 0 in.
37	143.0	Bridge 1430C, Kaw River, Manhattan	22 ft.- 0 in.	9 ft.- 0 in.
37	146.5	Bridge 1465C, West of Manhattan	22 ft.- 0 in.	7 ft.- 0 in.

Loads for Kansas City and connections, and St. Louis line from Missouri district exceeding 16 ft. high must set out at Block 223 for handling.

Loads exceeding 16 ft. 2 inches high set out at Block 223 must be handled via Diversion route.

Loads 16 ft. to 16 ft. 2 inches high can be handled by switch engine under St. Louis Ave. viaduct at speed not exceeding three miles per hour.

Loads 16 ft. 2 inches high to 19 ft. 7 inches high destined Topeka and beyond will be set out Trenton for handling via St. Joseph.

All loads higher than 19 ft. 7 inches must be set out at Block 223 for handling via Diversion route.

Eastbound loads originating Topeka and beyond destined Trenton and beyond 16 ft. to 19 ft. 7 inches high will be routed via St. Joseph.

Loads higher than 19 ft. 7 inches must be routed via Kansas City for special handling.

Subdivision 30A.

Atchison: Train sheds in Atchison U. D. will not clear man on side of car.

Subdivision 35.

Bowen, Mo.: Spangler-Parks Tipple will not clear engine or man on top or side of car.

31. Industrial or spur tracks between stations are located at:

Sub-div.	Location	Name	Car Capacity
28	MP 297.3	Haynes Mine	12
28	MP 341.0	Casale Coal Mine	20
34	MP 10.8	Nuzol Oil Co.	6
34	MP 24.2	City St. Louis W. W.	50
34	MP 28.6	Helwig Bros.	4
34	MP 41.8	Otters Spur	3
34	MP 53.0	Davis Oil Co.	2
34	MP 83.0	Johnson	18
34	MP 92.0	Evans & Howard	54
34	MP 97.3	Ellis	3
35	MP 273.9	R. A. Long	4
35	MP 278.4	Kansas Buff Brick Co.	27
35	MP 284.8	U. Smile Spur	4
36	MP 94.6	Security Benefit Ass'n Spur	8
36a	MP 7.1	Hunt Spur	5
36a	MP 81.0	Crusher Spur Track	7
37	MP 192.6	Gas Spur	23

32. Lights on train order signals will not be displayed when train order offices are closed.

32a. At interlocking stations where Train Order Signal is operated by Signalman, Train Order Signal will not be displayed in proceed indication for a train or engine until the route is set and Interlocking Signals cleared to permit its movement, when no train orders are held for delivery.

DISPATCHERS

34. When heavy rains are reported dispatchers will give train and engine notification of same by train order in following form:

"Heavy rains between and
All trains run carefully watching for places likely to be affected."

TRAINMEN AND ENGINEERS

34a. All trains must run carefully during and after heavy storms, particularly when the track is liable to be affected. When fogs, storms or other conditions obscure track or signals, speed of train must be reduced to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

35. Emergency telephone connected with train dispatcher circuit:

Gilo.

Polo—East End of Siding.

McFarland—East End and West End Yard.

Celia.

Emergency telephones connected with stations:

Trenton—Seventh Street (with Yardmaster's Office.)

Trenton—Yard Jct. (with Yardmaster's Office.)

Lackland—East End of Yard (with Telegraph Office.)

Eldon, Mo.—East End of Yard (with Yard Office.)

The following letters indicate—

F—Fuel Station.

P—Train Dispatchers Telephone.

R—Train Register Station.

T—Turn Table.

W—Water Station.

Y—Wye.

UX—Railroad Crossing not protected by Interlocking.

TO—Train Order Station.

Yd—Station where yard limit signs are maintained.

TABLE OF TRAIN SPEEDS

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

Official Hospitals.

Name	Place	Telephone
Wright Memorial	Trenton, 415 East 9th St.	117
Evangelical Deaconess	St. Louis, 6140 Oakland Ave.	HIland 8510
Peoples (for Colored)	St. Louis, 3449 Pine St.	JEfferson 5468
St. Lukes Hospital	Kansas City, Mo., 44th & Mill Creek Blvd.	VAIntine 7500
Providence Hospital	Kansas City, Kans., 18th and Barnett.	DRexel 3140
Bell Memorial Hospital	Kansas City, Kans., 40th and Hudson Road.	VAIntine 4814
Stormont Hospital	Topeka, 334 Greenwood Ave.	2-7296
Horton Hospital	Horton, East Front St.	25

Emergency Hospitals.

Name	Place	Telephone
St. John's	Leavenworth, 7th & Kiowa St.	780
Atchison	Atchison, 2nd and N. St.	34
Dickinson Co. Mem. Hosp.	Abilene, Tenth & Campbell St.	984 North East
Clay Center Hospital	Clay Center, 1508 Sixth St.	232

C. E. MEKOTA, General Claim Agent, Chicago.

SPECIAL INSTRUCTIONS—Concluded

TRAIN ORDER OFFICES

Office Hours Week Days		*Sundays and Holidays †Holidays Only	
From	To	From	To
SUBDIVISION 28			
Eldon Yd.....	Continuous		
Belknap.....	8:00 a.m. 4:00 p.m.		
	9:00 p.m. 5:00 a.m.		
CB&Q Crossing-Centerville CMStP&P Crossing- Seymour.....	Continuous		
Allerton.....	Continuous		
Clio.....	8:30 a.m. 5:30 p.m.		
Lineville.....	* 8:00 a.m. 5:00 p.m.		
	* 9:00 a.m. 11:00 a.m.		
Mercer.....	7:30 a.m. 3:30 p.m.		
	8:30 p.m. 4:30 a.m.		
	* 8:30 p.m. 4:30 a.m.		
Princeton.....	8:00 a.m. 4:00 p.m.		
	* 9:15 a.m. 11:15 a.m.		
	10:00 p.m. 6:00 a.m.		
	*10:00 p.m. 6:00 a.m.		
Spickards.....	7:00 a.m. 12 noon		
	1:00 p.m. 4:00 p.m.		
Trenton.....	Continuous		

SUBDIVISION 29

Polo..... Continuous

SUBDIVISION 36

Topeka Yd.....	Continuous		
Maple Hill.....	* 8:00 a.m. 5:00 p.m.		
	* 8:00 a.m. 5:00 p.m.		
Paxico.....	8:00 a.m. 5:00 p.m.		
McFarland.....	Continuous		
Alma.....	8:00 a.m. 5:00 p.m.		
	* 1:30 p.m. 4:15 p.m.		
Volland.....	8:00 a.m. 5:00 p.m.		
Alta Vista.....	8:00 a.m. 5:00 p.m.		
	*12:30 p.m. 2:30 p.m.		
Dwight.....	8:00 a.m. 5:00 p.m.		
MKT Crossing.....	* 7:00 a.m. 11:00 p.m.		
	* 7:00 a.m. 11:00 p.m.		
Latimer.....	8:30 a.m. 5:30 p.m.		
Herington.....	Continuous		

Office Hours Week Days

*Sundays and Holidays
†Holidays Only

From To

SUBDIVISION 34

Carrie Ave.....	8:20 a.m. 5:20 p.m.		
	8:20 a.m. 10:20 a.m.		
Lackland.....	8:00 a.m. 4:00 p.m.		
	4:30 p.m. 12:30 a.m.		
Chesterfield.....	* 4:30 p.m. 12:30 a.m.		
	8:00 a.m. 5:00 p.m.		
Union.....	* 8:30 a.m. 5:30 p.m.		
	8:30 a.m. 5:30 p.m.		
Gerald.....	8:00 a.m. 5:00 p.m.		
Rosebud.....	8:00 a.m. 5:00 p.m.		
Owensville.....	* 8:30 a.m. 5:30 p.m.		
	8:00 a.m. 5:30 p.m.		
Bland.....	7:00 a.m. 4:00 p.m.		
	8:00 a.m. 4:00 p.m.		
Belle.....	* 10:00 p.m. 6:00 a.m.		
	* 8:00 a.m. 4:00 p.m.		
	*10:00 p.m. 6:00 a.m.		
Freeburg.....	8:00 a.m. 5:00 p.m.		
Argyle.....	7:00 a.m. 4:00 p.m.		
Meta.....	7:00 a.m. 4:00 p.m.		
Eugene.....	7:00 a.m. 4:00 p.m.		
Eldon.....	Continuous		

SUBDIVISION 35

Barnett.....	6:30 a.m. 3:30 p.m.		
Versailles.....	7:30 a.m. 4:30 p.m.		
	*11:30 a.m. 2:30 p.m.		
Stover.....	8:00 a.m. 5:00 p.m.		
Ionia.....	7:00 a.m. 4:00 p.m.		
Windsor.....	* 8:00 a.m. 5:00 p.m.		
	8:00 a.m. 5:00 p.m.		
Leeton.....	8:30 a.m. 5:30 p.m.		
Chilhowee.....	7:00 a.m. 4:00 p.m.		
Pleasant Hill.....	* 7:45 a.m. 4:45 p.m.		
	* 8:00 a.m. 10:00 a.m.		
Mo. Pac. Jct.....	* 8:00 p.m. 5:00 a.m.		
	* 8:00 p.m. 5:00 a.m.		
Raytown.....	* 7:30 a.m. 5:30 p.m.		
	* 7:30 a.m. 9:30 a.m.		
Leeds Jct.....	9:00 a.m. 6:00 p.m.		

SUBDIVISION 37

McFarland.....	Continuous		
	10:00 a.m. 6:00 p.m.		
Manhattan.....	7:00 p.m. 3:00 a.m.		
	*Same Hours		
Riley.....	8:30 a.m. 5:30 p.m.		
	9:30 a.m. 5:30 p.m.		
Clay Center.....	5:30 p.m. 1:30 a.m.		
	*Same Hours		
Morganville.....	8:30 a.m. 5:30 p.m.		

Office Hours Week Days

*Sundays and Holidays
†Holidays Only

From To

SUBDIVISION 37 Con'd.

Clifton.....	* 8:30 a.m. 5:30 p.m.		
	* 3:15 p.m. 5:15 p.m.		
Clyde.....	8:30 a.m. 5:30 p.m.		
Agenda.....	8:30 a.m. 5:30 p.m.		
Cuba.....	8:30 a.m. 5:30 p.m.		
Belleville.....	Continuous		

SUBDIVISION 30-A

Davies.....	Continuous		
Donovan.....	Continuous		
St. Joseph Yd.....	8:30 a.m. 5:30 p.m.		
St. Joseph U. D.....	Continuous		

SUBDIVISION 36-A

Wathena.....	8:00 a.m. 5:00 p.m.		
Blair.....	8:00 a.m. 5:00 p.m.		
	2:45 a.m. 10:45 a.m.		
	1:00 p.m. 9:00 p.m.		
Troy.....	*Same Hours		
Denton.....	8:00 a.m. 5:00 p.m.		
Horton.....	8:30 a.m. 5:30 p.m.		
Holton.....	8:00 a.m. 5:00 p.m.		
Mayetta.....	8:00 a.m. 5:00 p.m.		
Hoyt.....	7:45 a.m. 4:45 p.m.		

SUBDIVISION 30

Jamesport.....	7:15 a.m. 4:15 p.m.		
Gallatin.....	7:15 a.m. 4:15 p.m.		
Maysville.....	8:00 a.m. 5:00 p.m.		

SUBDIVISION 36-B

Woodbine.....	6:30 a.m. 3:30 p.m.		
Enterprise.....	7:15 a.m. 4:15 p.m.		
	† 7:15 a.m. 9:15 a.m.		
Abilene.....	7:15 a.m. 4:15 p.m.		
	† 7:15 a.m. 4:15 p.m.		
Sallina.....	8:00 a.m. 5:00 p.m.		
	† 8:00 a.m. 5:00 p.m.		

R. E. JOHNSON, Asst. Sup't., Trenton, Mo.
Subdivisions 28, 29, 30 and 30a.

G. E. TATUM, Terminal Trainmaster, Kansas City, Kan.
W. O. BRUCE, Acting Terminal Trainmaster, Kansas City, Kan.
Kansas City Terminal.

J. M. HARRISON, Trainmaster, Eldon, Mo.
Subdivisions 34 and 35.

R. H. SPICER, Trainmaster, Herington, Kan.
Subdivisions 36, 36a, 36b and 37.

R. C. WARD, Terminal Trainmaster, Herington, Kan.
Herington Terminal.

E. E. SMITH, Ass't Trainmaster, St. Joseph, Mo.
Subdivision 30a and St. Joseph Terminal.

R. E. DETRICK, Master Mechanic, Kansas City, Kan.

O. A. WETHERALD, Road Foreman Equipment, Trenton, Mo.
Subdivisions 28, 29, 30 and 30a.

H. J. CROWLEY, Road Foreman Equipment, Kansas City, Mo.
Subdivisions 34, 35, 36, 36a, 36b and 37.

C. C. EVANS, Chief Dispatcher, Trenton, Mo.

G. T. STABLEIN,
R. S. McCOLLOM,
S. E. STROFF,
W. F. RUSH,
F. M. McKINNEY,
W. E. MITCHELL,
W. H. WEBSTER,

Train Dispatchers,
Trenton, Mo.
Subdivisions 28, 29, 30,
30a and 36a.

P. H. JOHNSON, Chief Dispatcher, Kansas City, Mo.

B. JOHNSON,
F. P. CARTER,
A. G. DOUGLAS,
E. J. DUNN,
R. E. MASSENGILL,

Train Dispatchers,
Kansas City, Mo.
Subdivisions 34, 35, 36,
36b and 37.