

Company Surgeons.	Location
T. L. HANSEN, Chief Surgeon.....	Chicago
T. S. BOURKE, Division Surgeon and Examiner.....	Chicago
R. L. BOWER, Oculist-Aurist.....	Kansas City, Mo.
H. L. REGIER, Asst. Division Surgeon, Examiner.....	Kansas City, Kan.
R. BUSENBARK, Asst. Division Surgeon, Examiner.....	
E. P. SERERES, Asst. Division Surgeon, Examiner.....	
J. G. EVANS, Asst. Division Surgeon.....	
C. E. HASSIG, Asst. Oculist and Aurist.....	
J. A. BILLINGSLEY, Oculist, Aurist.....	
DEAN SAUER, Local Surgeon.....	
A. S. STEINER, Oculist and Aurist.....	
R. L. BYRD, Local Surgeon and Examiner.....	
M. F. HARMANN, Local Surgeon.....	
C. D. MAGEE.....	St. Louis, Mo.
J. O'CONNELL.....	
W. R. HEWITT.....	
C. H. DENNY.....	
P. H. LORHAN.....	
H. V. WOODS.....	
C. F. BRUMMITT.....	
A. E. DAVIS.....	
J. H. McCALL.....	
C. E. LOVETT.....	
A. S. BRISTOW.....	Overland
E. W. EWING.....	
E. A. DUFFY, Division Surgeon and Examiner.....	
O. F. DUFFY, Ass't. Division Surgeon.....	
H. C. KIMBERLIN, Consulting Oculist.....	
C. H. WILBUR.....	
EDWIN SHOUSE.....	
J. E. BAIRD.....	
G. D. JOHNSON.....	
PAUL FORGRAVE.....	
W. H. MINTON.....	Trenton
H. M. DENNY.....	
L. V. MURRAY.....	
C. E. WALLER.....	
A. E. CORDONIER, Asst. Local Surgeon.....	
J. MOTHERSHEAD.....	
GEO. M. EDMONDS.....	
R. H. MOSER.....	
B. M. MARSHALL, Dist. and Hos. Surgeon and Examiner.....	
M. C. NEWMAN, Asst. Surgeon and Examiner.....	
H. W. POWERS, Div. Oculist and Aurist.....	Topeka
O. M. RAINES, Asst. Dist. and Hos. Surgeon.....	
CLYDE S. SMITH.....	
J. W. LAUCK.....	
F. J. WAGNER.....	
E. B. McKNIGHT.....	
GEO. E. BRETHOUR.....	
J. E. BOWERS.....	
A. D. DANIELSON, Div. Surgeon and Examiner.....	
J. O. GILLILAND, Asst. Div. Surgeon and Examiner.....	
E. J. REICHLEY, Surgeon and Examiner.....	Herington
F. S. DOZIER, Asst. Division Surgeon.....	
C. A. SCHMIDT.....	
C. A. BUNGE.....	
R. H. SCHOENHALS, Ass't. Local Surgeon.....	
J. L. A. BUECHLOR.....	
H. G. ISENBERG.....	
GEO. H. SHIRLEY.....	
E. O. SHELTON, Surgeon and Examiner.....	
A. J. GUNN.....	
H. M. WALL.....	Bellefonte
E. N. ROBINSON.....	
D. M. EUBANK.....	
K. RAWLINS.....	
E. R. BEIDERWELL.....	
H. B. THOMAS.....	
A. C. ANTONY.....	
F. R. CROSON.....	
CARL RUFF, Asst. Local Surgeon.....	
R. G. SCHOONHOVEN.....	
HOWARD N. MOSES.....	Clay Center
L. G. HEINS.....	

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

R. E. JOHNSON, Superintendent	K. K. STOKES, Gen'l. Sup't. Transportation
M. R. WILSON, H. C. McCULLOUGH, Sup'ts Motive Power	C. L. FRANKLIN, Ass't. General Manager
G. P. TRACHTA, Gen'l. Sup't. Motive Power	G. W. RANEY, General Manager

W. H. HILLIS,  
Operating Officer

# Chicago, Rock Island & Pacific Railway

# TIME TABLE

## MISSOURI-KANSAS DIVISION SECOND DISTRICT

# No. 2

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

**SUNDAY, JANUARY 4, 1948**

**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. 2**

January 4, 1948

**FIRST CLASS**

**SECOND CLASS**

		M. P. from Chicago	Signs	FIRST CLASS						SECOND CLASS					
				43	3	15	17	39	507	93	911	909	91	915	
				South-west Express	Golden State	Mid Continent Special	Short Line Express	Imperial	Twin Star Rocket	Rocket Freight	Des Moines St. J., K.C. Red Ball Freight	Red Ball Freight	Chicago California Gold Ball Freight	Twin City K.C., St. J. Red Ball Freight	
<b>ON..</b>	<b>..... ELDON YARD..... TO</b>	296.6	RFWY Yd	A.M. 1.35	A.M. 3.55			P.M. 5.15			A.M. 9.50		P.M. 1.20	P.M. 10.45	
	5.9 ..... FLORIS.....P	302.5	.....	1.41	4.01			5.21			9.58		1.30	10.53	
<b>SW..</b>	6.0 ..... BELKNAP.....TO	308.5	.....	g 1.47	4.07			5.29			10.14		1.45	11.05 <sup>990</sup>	
	0.0 ..... Wabash Crossing.....	308.5	.....												
	3.1 ..... DRAKESVILLE.....P	311.6	.....	1.51	4.10			5.32			10.27		1.55	11.13	
	5.2 ..... PARIS.....P	316.8	.....	1.57	4.15			5.39			10.35		2.05	11.21	
	7.6 ..... SHARON.....P	324.4	.....	2.05	4.23			5.47			10.45		2.20	11.35 <sup>96</sup>	
	6.7 ..... CB&O Crossing.....	331.1	.....												
<b>CV..</b>	3.6 ..... CENTERVILLE.....TO	334.7	FWY	s 2.18 <sup>44</sup>	g 4.33			g 6.03			11.10 <sup>98</sup>		2.40	11.55 P.M.	
	5.0 ..... NUMA.....P	343.8	.....	2.31	4.38			6.11			11.16		2.55	12.10 A.M.	
<b>SR..</b>	0.3 ..... SEYMOUR.....	351.7	.....	g 2.40	4.46 <sup>4</sup>			6.21			11.26		3.15	12.20	
<b>F....</b>	7.8 ..... CMStP&P Crossing...TO	352.1	.....												
	7.8 ..... HARVARD.....P	359.8	.....	2.49	4.55			6.31			11.38		3.30	12.34	
<b>AR..</b>	5.2 ..... ALLERTON.....} TO	365.0	RFWY	g 3.00	5.02	s 4.25	s 9.35	6.38	g 6.30		11.50 A.M.	12.20	4.00	1.00	11.30 <sup>18</sup>
	7.2 ..... CLIO.....} P	372.2	.....	3.10 <sup>16</sup>	5.10	4.32	f 9.45	6.47	6.38						
<b>WR..</b>	5.9 ..... LINEVILLE, IA.....P	378.2	.....	3.16	5.16	4.38	f 9.54	6.53	6.43						
<b>Q....</b>	5.0 ..... MERCER, MO.....P	383.1	.....	g 3.21	5.21	4.43	s 10.02	6.59	6.47						
<b>PR..</b>	9.3 ..... PRINCETON.....P	392.4	W	g 3.31	5.31	4.52	s 10.12	7.11	6.55						
	5.9 ..... MILL GROVE.....P	399.8	.....	3.38	5.38	4.58	s 10.20	7.18	7.00						
<b>SB..</b>	4.5 ..... SPICKARDS.....P	404.3	.....	3.45	5.44	5.02	s 10.34	7.23	7.05						
	5.8 ..... TINDALL.....} P	410.3	.....	3.54	5.50	5.08	f 10.42	7.30	7.10						
<b>RN..</b>	5.8 ..... TRENTON.....} TO	415.9	RFWT Yd	s 4.15 A.M.	6.05 A.M.	s 5.20 A.M.	s 11.00 A.M.	s 7.45 P.M.	s 7.17 P.M.		2.00 P.M.	1.45 P.M.	6.30 P.M.	2.45 A.M.	12.55 A.M.
<b>DS..</b>	113.7														
<b>..... AVERAGE SPEED PER HOUR .....</b>				42.6	52.4	54.0	34.9	45.5	63.2	27.3	34.9	21.0	28.4	34.9	
<b>..... SCHEDULE TIME .....</b>				2.40	2.10	0.55	1.25	2.30	0.47	4.10	1.25	5.10	4.00	1.25	

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

RULES 93 AND D-93 ARE IN EFFECT AT TRENTON WITHIN SIGNAL INDICATION TERRITORY. RULES 525 to 551, Incl., except 534 (b) are in effect.

No. 3 Centerville receive Pullman passengers for El Paso or beyond.

No. 43 Mercer and Princeton receive for Kansas City or beyond, discharge from Davenport and East. Belknap, Seymour and Allerton receive and discharge passengers.

No. 39 discharge from Chicago and Englewood and receive for Kansas City or beyond.

No. 507 discharge from Des Moines or beyond, and receive for Kansas City or beyond.

Local extra leaves Eldon about 6:00 A. M. Tuesday, Thursday and Saturday for Trenton.

No. 17 Trenton, 20 mins. for lunch.

# Main Line Eastward

SUBDIVISION 28			FIRST CLASS							SECOND CLASS				
STATIONS			44	16	4	508	40	18	912	914	98	990	96	
Time Table No. 2			Southwest Express	Short Line Express	Golden State	Twin Star Rocket	Imperial	Mid Continent Special	Kan. City Twin City Red Ball Freight	Kan. City Twin Cities Nebraska Red Ball	Rocket Freight	Red Ball Freight	California Kan. City Red Ball Freight	
January 4, 1948														
295	ELDON YARD		A.M. 3:10		A.M. 5:45		P.M. 9:09 1:20					P.M. 12:25	P.M. 11:30	A.M. 12:45
301	FLORIS		2:55		5:32		1:05					P.M. 12:08	11:13	12:25
308	BELKNAP		g 2:48		5:25		12:57					A.M. 11:58	91 11:05	12:15
	Wabash Crossing													
311	DRAKESVILLE		2:43		5:22		12:52					11:50	10:45	A.M. 12:05
317	PARIS		2:37		5:17		12:46					11:43	10:35	P.M. 11:57
324	SHARON		2:29		5:10		12:38					11:30	10:25	91 11:35
	CB&Q Crossing													
335	CENTERVILLE		43 s 2:18		g 4:59		g 12:27				93 11:10	10:10	11:15	
344	NUMA		2:03		4:54		12:21				11:02	10:00	11:03	
	SEYMOUR		g 1:55		3 4:46		12:13				10:52	9:50	10:51	
	CMStP&P Crossing													
360	HARVARD		1:44		4:28		P.M. 12:04 A.M. 11:57							
365	ALLERTON		g 1:39	s 3:45	4:20	g 11:35	11:57	P.M. 9:15 11:33		A.M. 2:30	A.M. 8:30	10:35	9:20	10:30
372	CLIO		1:29	f 3:10	4:11	11:27	11:48	11:17						
378	LINEVILLE, IA		1:22	f 3:00	4:03	11:21	11:42	11:09						
383	MERCER, MO		g 1:16	f 2:55	3:56	11:16	11:37	11:03						
393	PRINCETON		g 1:03	s 2:45	3:45	11:06	11:26	10:52						
400	MILL GROVE		12:55	f 2:30	3:38	11:00	11:19	10:45						
404	SPICKARDS		12:49	f 2:23	3:31	10:56	11:13	10:39						
410	TINDALL		12:42	f 2:15	3:25	10:51	11:06	10:32						
416	TRENTON		12:35 A.M.	2:05 A.M.	3:18 A.M.	10:45 A.M.	11:00 A.M.	10:25 P.M.	12:15 A.M.	6:45 A.M.	8:55 A.M.	7:45 P.M.	8:50 P.M.	
	LEAVE		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	AVERAGE SPEED PER HOUR		44.1	29.7	46.4	59.4	48.7	43.7	22.0	28.3	32.5	30.3	29.0	
	SCHEDULE TIME		2:35	1:40	2:27	0:50	2:20	1:08	2:15	1:45	3:30	3:45	3:55	

SEE FOOT NOTES, PAGES 1 AND 3.

No. 4 Centerville, discharge Pullman passengers from El Paso or beyond.

No. 40 discharge from Kansas City or beyond, receive for Englewood and Chicago.

Local extra leaves Trenton about 6:00 A. M. Monday, Wednesday and Friday for Eldon.

No. 44 Princeton and Mercer, discharge from Kansas City or beyond, receive for Davenport and East. Belknap, Seymour and Allerton receive and discharge passengers.

No. 508 receives for Des Moines or beyond, discharge from Kansas City or beyond.

# Main Line Westward

SUBDIVISION 29 STATIONS Time Table No. 2 January 4, 1948		M. P. from Chicago	Signs	FIRST CLASS						SECOND CLASS							
				43	15	3	17	507	39	915	395	91	303	911	93	909	
				South-west Express	Mid Continent Special	Golden State	Short Line Express	Twin Star Rocket	Imperial	Twin City Kan. City Red Ball Freight	Chicago Twin City K.C., St. J. Freight	Chicago California Gold Ball Freight	Mixed Motor	Des Moines Kan. City Red Ball Freight	Rocket Freight	Red Ball Freight	
LEAVE				Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily		
RN. DS.	TRENTON	TO	414.1	RFW TYd	A.M. 4.25	A.M. 5.25	A.M. 6.05	A.M. 11.20	P.M. 7.17	P.M. 7.48	A.M. 1.10	A.M. 2.00	A.M. 3.15	A.M. 7.30	P.M. 2.15	P.M. 2.30	P.M. 7.30
	YARD JCT.	P	415.0														
	LAKE	P	417.4														
	SCOTT	P	420.2		4.36	5.33	6.15	11.30	7.24	7.56							
	HICKORY CREEK	P	421.6										7.40				
	COBURN	P	425.0								2.20 A.M.	7.50 A.M.					
	SHEARWOOD	P	427.3														
	LOCK SPRINGS	P	434.8		4.53	5.50	6.28	11.50	7.36	8.13							
	Wabash Crossing	P	434.9														
	NETTLETON	P	443.5		5.01	6.00	6.38	11.59 A.M.	7.44	8.23							
	SHOAL	P	450.3	FW													
PO.	POLO	TO	460.5	FW	5.20	6.20	6.55	12.25 P.M.	8.02	8.45	3.00		4.40		3.25	4.00	9.45
	Elmira	P	467.6		5.27	6.28	7.05	12.33	8.09	8.53							
	Lawson Jct.	P	471.7	W	5.31	6.33	7.12	12.39	8.13	8.58							
ON.	Lawson	TO	472.9		5.33	6.34		12.41	8.14								
EX.	Excelsior Springs	TO	479.5	W	5.44	6.45		12.53	8.25								
	Moseby	P	484.3					1.00									
	Moseby Jct.	P	484.8		5.50	6.52	7.29	1.02	8.30	9.16							
	Stockdale	P	487.4		5.53	6.55	7.33	1.07	8.32	9.20							
BO.	Liberty	P	492.1	W	5.59	7.03	7.39	1.15	8.37	9.27							
BG.	Birmingham	TO	498.1		6.06	7.12	7.45	1.21	8.42	9.35	4.30		6.00		5.00	5.30	11.55 P.M.
	Missouri River Bridge				6.10	7.16	7.48	1.30	8.45	9.38							
	Frt. Line Jct.				6.13	7.17	7.51	1.33	8.46	9.40							
	Air Line Jct.				6.17	7.19	7.53	1.35	8.47	9.42							
	KCS Jct.				6.23	7.25	7.58	1.40	8.51	9.48							
US.	Kansas City, Mo.	TO	508.2	RFW TY	6.50 A.M.	7.50 A.M.	8.25 A.M.	2.05 P.M.	9.15 P.M.	10.15 P.M.							
W.	Block 222	TO	503.6								5.30 A.M.		7.00 A.M.		6.00 P.M.	6.30 P.M.	1.00 A.M.
GT.	Ustick	TO	506.3														
	St. Louis Ave. Tr.	P	507.6														
	State Line	P	507.7														
	Kaw Bridge	P	508.4														
	Kansas City, Kan.	P	509.7														
<b>AVERAGE SPEED PER HOUR</b>					38.9	38.9	40.3	34.2	47.9	38.4	22.6	32.7	25.5	32.7	25.5	23.9	17.4
<b>SCHEDULE TIME</b>					2.25	2.25	2.20	2.45	1.58	2.27	4.20	0.20	3.45	0.20	3.45	4.00	5.30

NORMAL ROUTING FOR TRAINS 3 AND 39 IS ON EASTWARD TRACK LAWSON JCT. TO MOSEBY JCT.

TRAINS OPERATING TO AND FROM UNION STATION, KANSAS CITY, MO., WILL MOVE NEW LINE VIA AIR LINE JCT.

TRAINS OPERATING TO AND FROM ARMOURDALE, YD. (KANSAS CITY, KAN.), WILL MOVE VIA CB&Q BETWEEN BIRMINGHAM AND ST. LOUIS AVE.

RULES 93 AND D-93 ARE IN EFFECT AT TRENTON WITHIN SIGNAL INDICATION TERRITORY. RULES 525 TO 551, Incl., except 534 (b) are in effect.

No. 43 Polo, receive for Tucumcari or beyond.

No. 507 and No. 15 discharge from Des Moines or beyond.

No. 17 receive Elmira for Kansas City or beyond, Liberty discharge from Allerton or beyond, receive for Kansas City. 20 mins. for lunch at Trenton.

# Main Line Eastward

Station Numbers		SUBDIVISION 29 STATIONS Time Table No. 2 January 4, 1948		Capacity of Sidings Capacity of Other Tracks		FIRST CLASS						SECOND CLASS						
						4	40	508	18	44	16	914	98	990	96	912	302	390
						Golden State	Imperial	Twin Star Rocket	Mid Continent Special	South-west Express	Short Line Express	Kan. City Twin Cities Nebraska Red Ball	Rocket Freight	Red Ball Freight	California Kan. City Red Ball Freight	Kan. City Twin City Red Ball Freight	Mixed Motor	St. J. Tw. C. Chi., K. C. Red Ball Freight
416	... TRENTON ...	TO	Yd	A.M. 3-18	A.M. 11-00	A.M. 10-45	P.M. 10-20	A.M. 12-30	A.M. 2-00	A.M. 6-30	A.M. 8-40	P.M. 7-30	P.M. 8-30	P.M. 11-45	P.M. 7-50	P.M. 8-30		
	0.9																	
	2.4	YARD JCT.	P	3-00	10-43	10-40	10-10	12-20	1-45									
	2.8	LAKE	P															
	1.4	SCOTT	P	2-54	10-37	10-35	10-01	12-12	1-38									
424	HICKORY CREEK	P	12												7-32			
427	COBURN	P													7-26	7-45		
W 2	SHEARWOOD	P	16												P.M.	P.M.		
W 10	LOCK SPRINGS	P	99 36	2-39	10-19	10-22	9-44	11-58	g 1-20									
	0.1	Wabash Crossing	P															
W 19	NETTLETON	P	100 12	2-30	10-10	10-14	9-36	11-48	g 1-11									
W 25	SHOAL	P	98 22															
W 36	POLO	TO	125 49	2-12	9-52	9-58	9-18	11-30	f 12-55	4-45	7-15	6-15	6-45	9-00				
W 43	Elmira	P	48 63	2.04	9.45	9.51	9.11	11.21	g 12.46									
	4.1	Lawson Jct.	P	2.00	9.41	9.47	9.07	11.17	12.41									
W 47	Lawson	TO	104 97			9.46	9.06	11.16	g 12.40									
W 55	Excelsior Spgs.	TO	82 19			g 9.39	g 8.58	s 11.09	s 12.33									
W 58	Moseby	P	17						g 12.24									
	0.5	Moseby Jct.	P	1.47	9.29	9.33	8.52	11.00	12.23									
W 61	Stockdale	P	18	1.44	9.25	9.30	8.49	10.56	g 12.20									
W 66	Liberty		100 66	1.39	9.20	9.25	8.44	10.51	f 12.15									
W 72	Birmingham	TO	57	1.32	9.14	9.20	8.38	10.43	12.08	3.45	5.45	4.45	5.45	7.45				
	2.4	Missouri River Bridge		1.29	9.10	9.16	8.33	10.39	12.03									
	1.3	Frt. Line Jct.		1.27	9.08	9.15	8.30	10.37	A.M. 12.01									
	0.4	Air Line Jct.		1.26	9.07	9.14	8.29	10.36	P.M. 11.59									
	0.6	KCS Jct.		1.22	9.02	9.09	8.25	10.32	11.55									
W 84	Kansas City, Mo.			1.10	8.50	9.00	8.15	10.20	11.45									
	94.1			A.M.	A.M.	A.M.	P.M.	P.M.	P.M.									
	5.5	Block 222	TO															
W 80	Ustick	TO																
	2.3	St. Louis Ave. Tr.	P															
	0.1	State Line																
	0.7	Kaw Bridge																
W 85	Kansas City, Kan.									3.00	5.00	4.00	5.00	7.00				
	95.6									A.M.	A.M.	P.M.	P.M.	P.M.				
		LEAVE		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday		
		AVERAGE SPEED PER HOUR		44.1	43.4	53.8	45.1	43.4	41.1	27.3	25.9	27.3	27.3	20.1	25.1	14.5		
		SCHEDULE TIME		2.08	2.10	1.45	2.05	2.10	2.15	3.30	3.40	3.30	3.30	4.45	0.24	0.45		

SEE FOOT NOTES ON PAGE 3.

NORMAL ROUTING FOR TRAINS 508, 18, 44 AND 16 IS ON WESTWARD TRACK MOSEBY JCT. TO LAWSON JCT. VIA EXCELSIOR SPRINGS

No. 508 receive for Des Moines or beyond and discharge from Kansas City or beyond.  
No. 16 discharge from Kansas City or beyond and receive for north of Allerton.

No. 44 Polo, discharge from Tucumcari or beyond.  
No. 18 receive for Des Moines or beyond.

# Main Line Westward

SUBDIVISION 38 STATIONS Time Table No. 2 January 4, 1948			M. P. from St. Joseph	Signs	FIRST CLASS							SECOND CLASS					
					43	3	509	17	507	39		991	91	95	93	97	
					South-west Express	Golden State	Texas Rocket	Passenger	Twin Star Rocket	Imperial		St. Louis-Kan. City-Colo. Red Ball. Frt.	California Gold Ball Freight	Mo. River Texas Red Ball Freight	Rocket Freight	Kan. City-Tucumcari Red Ball Freight	
LEAVE					Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	
US.....	KAN. CITY, Mo.....	TO	.....	RFWY	A.M. 7.20	A.M. 8.40	A.M. 9.15	P.M. 8.10	P.M. 9.40	P.M. 10.45							
	2.5																
	.....	KAN. CITY, KAN.....	TO	.....	f 7.27	8.45	s 9.20	s 8.17	g 9.45	10.51							
	0.8																
JC.....	TERMINAL JCT.....	TO	.....	.....	7.28	8.46	9.21	8.18	9.46	10.52							
	0.0																
	.....	R. I. FRT. YARD.....	TO	.....													
	0.9			RFWY													
	.....	CRISP JCT.....	TO	.....	Yd	7.30	8.48	9.23	8.20	9.48	10.54						
	35.4																
DA.....	LAWRENCE.....	TO	.....	W	g 8.13	9.25	g 9.55	f 9.00	10.20	11.33							
	28.5																
OT.....	TOPEKA.....	TO	89.2	RW	s 8.50	s 9.50	s 10.20	s 9.40	s 10.45	s 12.10							
	0.1																
	.....	TOPEKA JCT.....	TO	.....													
	0.2																
	.....	ST. JOSEPH LINE JCT.....	TO	89.3	.....	8.52	9.51	10.21	9.41	10.46	12.11						
	0.6																
B.....	TOPEKA YARD.....	TO	90.5	RFWY	8.55	9.54	10.23	9.45	10.48	12.15		8.00	12.40	2.30	10.15	1.00	
	11.0			Yd								P.M.				A.M.	
	.....	VALENCIA.....	P	101.5	.....	9.07	10.07	10.34	10.00	10.59	12.28						
	3.8																
	.....	WILLARD.....	P	105.3	.....	9.12	10.12		f10.07		12.32						
	5.1																
RH..	MAPLE HILL.....	TO	110.4	.....	9.18	10.17	10.42	f10.17	11.07	12.37							
	3.8																
	.....	VERA.....	P	114.2	.....												
	4.0																
CA..	PAXICO.....	TO	118.2	.....	9.27	10.24	10.49	f10.31	11.14	12.46							
	3.8																
FA..	McFARLAND.....	TO	122.0	RFWY	s 9.48	10.28	10.53	s10.50	11.18	12.55		9.00	1.45	3.30	11.05	2.30	
	4.3			Yd				507 11.20	17			A.M.			P.M.		
	.....	ALMA.....	TO	126.3	.....	9.53	10.32	10.57	s11.28	11.22	1.00						
	7.5																
FN..	VOLLAND.....	P	133.8	.....	10.02	10.40	11.04	f11.42	11.29	1.09							
	8.0																
VA..	ALTA VISTA.....	TO	141.8	.....	10.13	10.50	11.12	s11.59	11.37	1.20							
	2.9							P.M. 12.04	11.40	1.24							
	.....	JONES.....	P	144.7	.....	10.17	10.54	11.15	A.M. 12.04	11.40	1.24						
	3.0																
DW..	DWIGHT.....	TO	147.7	W	10.21	10.57	11.18	s12.15	11.43	1.27							
	8.3																
WY..	MKT Crossing.....	TO	156.2	.....													
	0.5																
WT..	WHITE CITY.....	.....	156.7	.....	10.31	11.06	11.26	s12.35	11.51	1.37							
	7.1																
	.....	LATIMER.....	.....	163.8	.....	10.39	11.13	11.33	f12.50	11.58	1.47						
	7.5									P.M.							
	.....	MoPac Crossing.....	.....	171.3	.....												
	0.1																
RI..	HERINGTON.....	TO	171.4	RFWY	s11.00	s11.25	s11.45	s 1.15	12.10	s 2.10			3.45	5.45	1.15	5.45	
	150.4			Yd	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.			P.M.	P.M.	A.M.	A.M.	
	.....	AVERAGE SPEED PER HOUR.....			41.1	54.7	60.2	29.6	60.2	44.2		32.7	30.6	28.0	30.6	21.8	
	.....	SCHEDULE TIME.....			3.40	2.45	2.30	5.05	2.30	3.25		3.00	4.45	5.15	4.45	6.45	

**SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 507, 508, 509 AND 510 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.

Local extra leaves McFarland about 9:00 P. M. daily for Herington.

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

No. 43 Lawrence, discharge from Chicago and Englewood, receive for regular stop points in Kansas and all points beyond Tucumcari, except California destinations, and all stations McFarland to Belleville.

No. 507 Kansas City, Kansas, receive and discharge to and from any point where scheduled to stop.

# Main Line Eastward

STATION NUMBERS		SUBDIVISION 36 STATIONS		Capacity of Sidings Capacity of Other Tracks		FIRST CLASS						SECOND CLASS									
						18	40	508	510	44	4	92	98	96	992						
						Passenger	Imperial	Twin Star Rocket	Texas Rocket	South-west Express	Golden State	California-Chicago Gold Ball Freight	Rocket Freight	Colo., Okla. St. Louis Chicago Red Ball Freight	Colorado Kan. City St. Louis Red Ball Freight						
0084		KANSAS CITY, MO. 2 5		TO		A.M.	A.M.	A.M.	P.M.	P.M.	A.M.										
						8.00	8.25	8.30	7.20	9.50	12.55										
0085		KANSAS CITY, KAN. 0 8		TO		f	7.50	8.16	g	8.21	s	7.11	g	9.40	12.46						
							7.47	8.14	8.19	7.09	9.37	12.45									
0086		R. I. FRT. YARD 0 9		Yard																	
0087		CRI&P JCT. 35 4		TO			7.45	8.12	8.17	7.07	9.35	12.43									
							7.08	7.32	7.45	g	6.35	g	8.55	A.M.	12.05						
0088		LAWRENCE 28 5		TO		s	6.35	s	7.00	s	7.20	s	6.10	s	8.20						
0089		TOPEKA 0 1		TO																	
0090		TOPEKA JCT. 0 2		TO			6.24	6.57	7.12	6.03	8.13	11.32									
588		TOPEKA YARD 11 0		TO		175	Yard	6.23	6.55	7.10	6.02	8.11	11.30	A.M.	10.30	6.00	1.01	A.M.	12.50		
600		VALENCIA 3 8		P		147		f	6.12	6.43	7.00	5.52	7.58	11.18							
604		WILLARD 5.1		P		17		f	6.08				7.54								
609		MAPLE HILL 3 8		TO		95 E 96 W	71	f	6.01	6.34	6.53	5.45	7.48	11.09							
613		VERA 4 0		P		13															
617		PAXICO 3 8		TO		37		f	5.51	6.26	6.46	5.38	7.40	11.02							
621		McFARLAND 4 3		TO		122 W 70 E	Yard	s	5.45	6.22	6.42	5.35	s	7.35	10.59	9.15	4.00	A.M.	12.01	P.M.	11.20
625		ALMA 7 5		TO		96		s	3.33	6.10	6.38	5.31	7.10	10.54							
632		VOLLAND 8 0		P		93 E 95 W	40	f	3.21	6.02	6.31	5.25	7.01	10.46							
640		ALTA VISTA 2 9		TO		101		s	3.10	5.54	6.24	5.17	6.52	10.38							
643		JONES 3 0		P		93 E 93 W			3.03	5.51	6.21	5.14	6.49	10.35							
646		DWIGHT 8 3		TO		31		s	3.00	5.48	6.18	5.12	6.46	10.33							
655		MKT Crossing 0 5		TO																	
656		WHITE CITY 7 1		P		91 E 120 W	48	s	2.45	5.40	6.10	5.04	6.36	10.25							
662		LATIMER 7 5		P		22		f	2.30	5.33	6.04	4.58	6.29	10.18							
670		NoPac Crossing 0 1		TO																	
670		HERINGTON 150.4		Yard					2.20	5.25	5.55	4.50	6.20	10.10	7.30	2.35	10.00				
		LEAVE						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
		AVERAGE SPEED PER HOUR						40.1	50.1	58.3	60.2	42.9	54.7	26.7	24.9	24.5	22.4				
		SCHEDULE TIME						5.40	3.00	2.35	2.30	3.30	2.45	5.30	5.55	6.00	4.10				

SEE FOOT NOTES ON PAGE 5.

Following trains have no time table authority on Subdiv. 36: Nos. 92, 98, 96 and 992.

Local extra leaves Herington about 3:00 P. M. Daily for McFarland.

No. 44 Kansas City, Kansas, discharge passengers. Lawrence discharge from Herington or beyond, except from California; also discharge from all points Belleville to McFarland, and to receive for Englewood and Chicago.

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

No. 508 Kansas City, Kansas, receive and discharge to and from any point where scheduled to stop.

# Westward

# Clay Center Line

# Eastward

SECOND CLASS			FIRST CLASS					SUBDIVISION 37						FIRST CLASS		SECOND CLASS	
	<b>991</b>		<b>225</b>	<b>243</b>					<b>STATIONS</b>					<b>226</b>	<b>244</b>	<b>992</b>	
	St. Louis Kans. City Colorado Red Ball Freight		Passenger	Passenger					<b>Time Table No. 2</b>		M. P. from St. Joseph			Passenger	Passenger	Colorado Kans. City St. Louis Red Ball Freight	
	Daily		Daily	Daily	Capacity of Sidings	Capacity of Other Tracks	Station Numbers		<b>January 4, 1948</b>			Signs					
	A.M. 9:40		P.M. 11:10	A.M. 10:05	W122) E 70)	Yard	621		<b>LEAVE</b>					A.M. 5:25	P.M. 6:30	P.M. 10:40	
	10:00		11:24	10:17	42	20	Q 9		<b>FA.....McFARLAND.....TO</b>	122.0		RFWY Yd	s	f	f		
	<del>10:25</del> 243		11:33	<del>10:25</del> 991	56	23	Q14		..... <sup>9 0</sup> <b>WABAUNSEE.....P</b>	131.0			5:10	6:11	10:15		
	10:40		11:57	10:39	71	121	Q21		..... <sup>4 8</sup> <b>ZEANDALE.....P</b>	135.8			5:03	6:01	10:05		
	11:10		12:08	10:52	55	21	Q30		..... <sup>7 2</sup> <b>UP Crossing.....UX</b>	143.0							
	11:30		12:21	11:05	55	20	Q39		..... <sup>0 2</sup> <b>HD.....MANHATTAN.....TO</b>	143.2		W	s	s	9:50		
	11:57		12:32	11:16	55	33	Q46		..... <sup>6 3</sup> <b>KEATS.....P</b>	152.1			4:35	5:31	9:35		
	<del>12:15</del> P.M.		12:44	11:29	67	17	Q52		..... <sup>8 6</sup> <b>RY.....RILEY.....TO</b>	160.7			g	s	9:20		
	12:38		1:04	11:43	67	86	Q57		..... <sup>6 8</sup> <b>BALA.....P</b>	167.5			4:16	5:08	9:08		
	1:00		1:17	11:56	50	48	Q65		..... <sup>6 1</sup> <b>BROUGHTON.....P</b>	173.6			4:05	4:58	8:55		
	1:13		1:33	12:14	48	71	Q73		..... <sup>5 8</sup> <b>GF.....CLAY CENTER.....TO</b>	179.4		WYd	s	s	8:40		
	1:37		1:50	12:24	60	40	Q79		..... <sup>7 7</sup> <b>VN.....MORGANVILLE.....TO</b>	187.1			3:41	4:33	8:25		
	1:59		2:07	12:39	55	20	Q88		..... <sup>7 9</sup> <b>FO.....CLIFTON.....TO</b>	195.0			g	s	8:10		
	2:30		2:20	12:48	55	20	Q94		..... <sup>1 7</sup> <b>MoPac Crossing.....UX</b>	196.7							
	3:00		2:35	1:05	.....	Yard	A468		..... <sup>4 6</sup> <b>FR.....CLYDE.....TO</b>	201.3		W	s	s	7:57		
	P.M.		226-A.M.	P.M.	.....	.....	.....		..... <sup>8 5</sup> <b>CN.....AGENDA.....TO</b>	209.8			g	s	7:45		
	19.5		30.5	34.6	.....	.....	.....		..... <sup>6 4</sup> <b>BD.....CUBA.....TO</b>	216.2			g	s	7:35		
	5.20		3.25	3.00	.....	.....	.....		..... <sup>9 9</sup> <b>VI.....BELLEVILLE.....TO</b>	226.1		RFWY Yd	2:35	3:30	7:10		
					.....	.....	.....		..... <sup>104 1</sup> <b>LEAVE</b>				A.M.	P.M.	P.M.		
					.....	.....	.....		<b>AVERAGE SPEED PER HOUR....</b>				Daily	Daily	Daily		
					.....	.....	.....		<b>SCHEDULE TIME.....</b>				40.3	34.6	29.7		
					.....	.....	.....						2.50	3.00	3.30		

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

Local Extra leaves McFarland about 7:00 A. M. Tuesday, Thursday and Saturday for Belleville. Nos. 225 and 226 for passengers only.

Local Extra leaves Belleville about 7:00 A. M. Monday, Wednesday and Friday for McFarland.



# Westward

# Main Line

# Eastward

SECOND CLASS		FIRST CLASS		Capacity of Sliding	Capacity of Other Tracks	Station Numbers	SUBDIVISION 34 STATIONS		M. P. from St. Louis	Signs	FIRST CLASS		SECOND CLASS	
93	95		23				Passenger Motor	Time Table No. 2			LEAVE	TO	24	
							US... ST. LOUIS.....				P.M. 5.50			
P.M. 9.00	P.M. 3.00		A.M. 8.30				6 9 QM. CARRIE AVE. YD.....	TO			s 5.25	P.M. 8.00	A.M. 6.00	
			B 8.55		Yard	v B	4 6 ..Easton Ave. Junction.....							
9.20	3.20		9.12				3 1 ..R. I. JUNCTION.....				5.05	7.25	5.28	
							0 1 ..StLB&T Crossing.....	UX						
9.30	3.30		s 9.17	63	89	v 13	2 4 CK... LACKLAND.....	TO	12.8	WYd	s 5.00	7.07	5.10	
9.35	3.35		f 9.22		42	v 15	2 9 ..MARYLAND HGTS.....		15.7		f 4.53	6.57	4.57	
9.40	3.40		f 9.26	41		v 18	2 3 ..VIGUS.....		18.0		f 4.48	6.52	4.51	
9.50	3.52		9.34		16	v 24	5 5 ..HINE.....		23.5		4.37	6.40	4.41	
9.55	4.00		s 9.40	66	23	v 27	3 3 CF. CHESTERFIELD.....	TO	26.8		s 4.31	6.32	4.31	
10.05	4.08		9.47		15	v 32	5 1 ..MONARCH.....		31.9		4.20	6.22	4.20	
10.08	4.17		f 9.50	47	2	v 33	1 5 ..CENTAUR.....		33.4		s 4.17	6.17	4.15	
10.17	4.27		9.59	59		v 39	5 6 ..TAVERN ROCK.....		39.0		4.07	6.07	4.06	
10.19	4.29		f10.01		18	v 40	0 9 ..ST. ALBANS.....		39.9	W	s 4.05	6.05	4.04	
10.33	4.42		f10.10	53	4	v 46	6 1 ..LABADIE.....		46.0		s 3.54	5.55	3.52	
10.46	4.57		f10.20	49	18	v 51	5 2 ..VILLA RIDGE.....		51.2		f 3.43	5.40	3.37	
11.06	5.20		s10.35	50	95	v 60	8 3 UN... UNION.....	TO	59.5	WYd	s 3.31	5.20	3.22	
11.25	5.38		10.47	48		v 65	5 4 ..JEFFRESSBURG.....		64.9		3.20	4.59	3.11	
11.37	5.50		f10.58		15	v 72	6 7 ..BEAUFORT.....		71.6		f 3.10	4.45	3.02	
11.51	6.05		f11.04	75	22	v 74	2 4 ..LESLIE.....		74.0	FWYD	f 3.05	4.35	2.55	
P.M. 12.06	6.20		s11.15	42	39	v 81	6 7 RA... GERALD.....	TO	80.7		s 2.55	4.14	2.40	
A.M. 12.12	6.26		s11.22	52	17	v 85	4 0 RE... ROSEBUD.....	TO	84.7		s 2.48	4.06	2.34	
12.26	6.40		s11.34	42	39	v 92	6 8 OW. OWENSVILLE.....	TO	91.5		s 2.37	3.51	2.22	
12.33	6.50		f11.40		15	v 96	4 0 ..CANAAN.....		95.5		f 2.28	3.38	2.16	
12.41	6.59		s11.47	75	50	v100	1 6 ND... BLAND.....	TO	100.1		s 2.22	3.30	2.10	
12.49	7.10		s11.57	83	81	v105	5 1 X... BELLE.....	TO	105.2	WYYd	s 2.14	3.20	2.01	
12.59	7.20		f12.07	59		v111	5 6 ..SUMMERFIELD.....		110.8		f 1.59	2.58	1.41	
1.08	7.28		f12.15			v114	3 5 ..GASCONDY.....		114.3		f 1.51	2.42	1.26	
1.17	7.38		s12.21	31	24	v118	3 9 FR... FREESBURG.....	TO	118.2		s 1.47	2.31	1.17	
92 1.35	7.53		s12.33	72	21	v125	6 9 KN... ARGYLE.....	TO	125.1	WYd	s 1.37	2.15	12.55	
1.55	8.13		s12.52	41	20	v134	9 5 MA... META.....	TO	134.6		s 1.21	1.40	12.24	
2.10	8.28		1.04		5	v143	8 2 ..HOECKER.....		142.8		1.10	1.27	12.10	
2.15	8.33		s 1.07	80	10	v145	1 9 ..HENLEY.....		144.7	W	s 1.07	1.23	12.05	
2.30	8.46		s 1.15	44	16	v149	4 8 G... EUGENE.....	TO	149.5		s12.50	1.15	11.55	
2.40	8.57		f 1.24	44		v153	4 1 ..ETTERVILLE.....		153.6		f12.40	12.55	11.45	
2.55	9.10		1.40			v160	6 3 DO... ELDON.....	TO	159.9	RFWT Yd	12.30 P.M.	12.40 P.M.	11.30 P.M.	
A.M. 9.10	P.M. 3.00		P.M. 8.30		Yard		164.2				Daily	Daily	Daily	
26.6	25.5		31.8				LEAVE				30.8	21.4	24.2	
5.55	6.10		5.10				...AVERAGE SPEED PER HOUR...				5.20	7.20	6.30	
							.....SCHEDULE TIME.....							

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

TIME TABLE RULE NO. 14a IN EFFECT.

Local extra leaves Carrie Ave. Yd. about 7:30 A. M. Daily Except Sunday for Belle. Local extra leaves Belle about 8:00 A. M. Daily Except Sunday for Carrie Ave. Yd. Belle.

# Westward

# Main Line

# Eastward

SECOND CLASS		FIRST CLASS					SUBDIVISION 35 STATIONS				FIRST CLASS		SECOND CLASS	
95	93	23									24	96	92	
St. Louis Kana. City Texas Red Ball	St. Louis Texas Oklahoma Red Ball	Passenger Motor		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Time Table No. 2 January 4, 1948		M. P. from St. Louis	Signs	Passenger Motor	California St. Louis Gold and Red Ball	Kansas City St. Louis Red Ball	
Daily	Daily	Daily					LEAVE				P.M. 12-10	A.M. 11-45	P.M. 11-00	
P.M. 9-40	A.M. 3-30	P.M. 2-01			Yard	v160	DO...ELDON.....TO	159.9	RFWT Yd					
							MoPac Crossing.....UX	160.1						
9-55	3-45	s 2-12	43	17	v166		BARNETT.....	165.9		-A.M.-		11-30	10-45	
10-25	4-04	s 2-28	72	121	v177		V...VERSAILLES.....TO	177.0	W	s11-50		11-10	10-25	
10-41	4-21	s 2-42	52	26	v186		SR...STOVER.....TO	185.9		s11-20		10-50	10-10	
10-55	4-35	2-54	51	.....	v194		CREST.....	194.3		11-07		10-30	9-57	
11-03	4-43	s 3-01	52	3	v199		COLE CAMP.....	198.8		f11-00		10-20	9-47	
11-13	4-52	s 3-10	50	16	v205		FA...IONIA.....TO	205.4		s10-50		10-10	9-37	
11-22	5-00	f 3-18	.....	11	v211		BRANDON.....	210.9		f10-41		9-55	9-25	
11-40	5-12	s 3-32	72	100	v216		W...WINDSOR.....TO	216.3	FWYYd	s10-32		9-45	9-15	
11-47	5-19	f 3-40	64N 41S	70	v221		BOWEN.....	220.7	Yd	f10-19		9-25	8-55	
11-53	5-25	g 3-45	.....	122	v223		NEW CASTLE.....	223.4		g10-15		9-20	8-50	
11-59	5-31	s 3-50	50	16	v227		N...LEETON.....TO	227.0	W	s10-11		9-15	8-45	
P.M. 12-04	5-36	f 3-54	.....	16	v230		POST OAK.....	229.6		f10-07		9-05	8-40	
A.M. 12-16	5-49	s 4-03	67	23	v235		CA...CHILHOWEE.....TO	235.4		s 9-59		8-55	8-30	
12-24	5-57	f 4-10	.....	4	v240		DENTON.....	240.3		f 9-51		8-45	8-22	
12-33	6-06	f 4-18	51	4	v245		MEDFORD.....	245.4		f 9-44		8-35	8-15	
12-44	6-17	f 4-30	51	6	v253		HADSELL.....	253.0		f 9-35		8-20	8-05	
							MoPac Crossing.....	262.5						
1-06	6-40	s 4-45	66	35	v263		SA...PLEASANT HILL.....TO	262.9	WYd	s 9-23		8-01	7-45	
1-07	6-41	4-46	.....	.....	.....		MoPac JCT.....	263.4		9-18		7-50	7-35	
1-17	6-51	f 4-54	64	26	v268		GREENWOOD.....	268.7		f 9-12		7-40	7-28	
1-23	6-57	4-59	51	8	v272		SOUTH LEE.....	272.0		9-08		7-30	7-23	
1-33	7-15	5-06	51	.....	v277		VALE.....	277.5		9-00		7-15	7-10	
1-46	7-30	s 5-14	91	25	v281		WN...RAYTOWN.....TO	282.7		s 8-53		7-05	7-00	
1-56	7-40	5-25	.....	.....	v287		LEEDS JUNCTION.....	288.3		8-44		6-45	6-45	
1-59	7-43	5-27	75	372	v290		UNA.....	288.9		8-42		6-42	6-42	
2-03	7-47	5-30	.....	.....	.....		MD. CENTROPOLIS.....TO	289.7	R	8-39		6-38	6-38	
2-09	8-03	5-34	31	.....	.....		SHEFFIELD JCT.....	290.8		8-35		6-32	6-32	
2-11	8-05	5-36	.....	.....	v291		K. C. BELT JCT.....	291.0		8-33		6-30	6-30	
		6-00 P.M.-	.....	.....	v295		US. KANSAS CITY, MO.....TO	295.5	R	8-20 -A.M.-				
							KANSAS AVE.....	297.0						
					Yard	oo55	KANSAS CITY, KAN.....	298.0	RFWT Yd			6-00 A.M.	6-00 P.M.	
3-00 A.M.	9-00 A.M.						LEAVE			Daily		Daily	Daily	
25-9	25-1	34-0					AVERAGE SPEED PER HOUR...			35-3		24-2	27-6	
5-20	5-30	3-59					SCHEDULE TIME.....			3-50		5-45	5-00	

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

Local extra leaves Kansas City, Kansas, about 6:30 A. M. Tuesday, Thursday and Saturday for Eldon. Local Extra leaves Eldon about 7:15 A. M. Monday, Wednesday and Friday for Kansas City, Kansas.

No. 23 New Castle receive when conductor notified by agent at Windsor.

No. 24 New Castle discharge revenue passengers.

**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. 2							150	1042	678	160	672	
Mixed Motor	MoPac Freight	ATSF Freight	MoPac Freight	ATSF Passenger Motor				January 4, 1948							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	LEAVE				M. P. from Chicago	Signs							
P.M. 12.40							OA30	.....	.....	.....	.....	519.4	FWT		A.M. 11.30					
s 12.45	A.M. 7.55	A.M. 6.25	A.M. 1.15	s P.M. 5.15			OA30	.....	.....	.....	.....	518.8	R	s 8.35	s 11.05	P.M. 5.00	P.M. 6.15	P.M. 8.00		
12.47	7.58	6.27	1.18	5.17	60			.....	.....	.....	.....	518.3			8.27	11.00	4.55	6.10	7.55	
								.....	.....	.....	.....	513.9								
								.....	.....	.....	.....	513.9	Yd							
s 1.03	8.19	6.37	1.32	f 5.24	56	17	OA25	.....	.....	.....	.....	513.7	Yd	f 8.19	s 10.53	4.42	6.00	7.43		
1.17	8.31	6.51	1.52	5.33	46		OB 9	.....	.....	.....	.....	507.3		f 8.09	f 10.45	4.26	5.49	7.26		
1.26	8.40	7.05	2.15	5.40	93		OB 4	.....	.....	.....	.....	501.8	RYd	8.02	f 10.38	4.15	5.40	7.15		
	A.M.		A.M.	s 5.42			OB 3	.....	.....	.....	.....	500.8	Yd	s 7.59		P.M.		P.M.		
1.31		7.15		5.45	40		OB 2	.....	.....	.....	.....	499.6	Yd	7.56	10.34		5.33			
1.34		7.25		5.50				.....	.....	.....	.....	499.0	Yd	7.53	10.32		5.30			
		A.M.		P.M.				.....	.....	.....	.....	498.7		A.M.						
1.40							Yard	498	.....	.....	.....	498.7	RFWY		10.30					
								498	.....	.....	.....	498.3	Yd							
1.45								498	.....	.....	.....	498.2			10.25					
P.M.									.....	.....	.....	498.0	RYd		A.M.					
									.....	.....	.....			Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily		
19.8	22.7	19.8	17.0	33.9					.....	.....	.....			28.3	19.8	22.7	26.4	22.7		
1.05	0.45	1.00	1.00	0.35					.....	.....	.....			0.42	1.05	0.45	0.45	0.45		
.....AVERAGE SPEED PER HOUR																				
.....SCHEDULE TIME																				

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		543				STATIONS			544		996	218
Red Ball Freight	UnPac Local Freight		UnPac Passenger Motor				Time Table No. 2			UnPac Passenger Motor		Red Ball Freight	UnPac Local Freight
Daily Except Sunday	Daily		Daily				January 4, 1948						
P.M. 7.00	P.M. 6.35						LEAVE					A.M. 6.45	P.M. 11.00
				Capacity of Sidings	Capacity of Other Tracks	Station Numbers		M. P. from St. Joseph	Signs				
				Yard		498	SY.....ST. JOSEPH YD.....TO		RFWYd				
							0.3						
							CB&Q Crossing.....UX						
			A.M. 8.30			498	UN.....ST. JOSEPH, MO., U. D.....TO		R	P.M. 4.45			
							0.2						
							CB&Q Crossing.....UX						
							0.0						
							UTRR Crossing.....UX						
							1.2						
			s 8.35	75		499	ELWOOD, KAN.....TO	1.1	Yd	s 4.37		5.45	10.37
							3.9						
						503	WA.....WATHENA.....TO	5.0	Yd	s 4.30		5.35	10.30
							3.8						
						507	BLAIR.....TO	8.8		s 4.23		5.25	10.20
							4.7						
						512	RO.....TROY.....TO	13.5	RYd	4.15		5.10	10.10
							5.7			P.M. -			
						518	BENDENA.....TO	19.2				4.55	P.M. -
							4.9						
						523	DN.....DENTON.....TO	24.1				4.45	
							5.0						
						528	PURCELL.....TO	29.1				4.30	
							4.5						
						532	PIERCE JCT.....TO	33.6				4.20	
							7.2						
						539	HN.....HORTON.....TO	40.8	FWT Yd			4.00	
							8.2						
						547	WHITING.....TO	49.0				3.30	
							11.1						
						558	H.....HOLTON.....TO	60.1	W			2.50	
							9.3						
						567	MA.....MAYETTA.....TO	69.4				2.25	
							6.4						
						574	HO.....HOYT.....TO	75.8				2.10	
							6.2						
						580	ELMONT.....TO	82.0				1.50	
							7.1						
							Yard						
							OT.....TOPEKA.....TO	89.2	RWYd				
							0.1						
							UP Crossing.....UX	89.2					
							0.1						
							ST. JOSEPH LINE JCT.....TO	89.3				1.35	
							89.3					A.M.	
							LEAVE			Daily		Daily Except Sunday	Daily
							AVERAGE SPEED PER HOUR.....			27.0		17.3	16.2
							SCHEDULE TIME.....			0.30		5.10	0.50
20.6	23.7		23.7										
4.20	0.35		0.35										

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

# Westward

# Salina Branch

# Eastward

SECOND CLASS						SUBDIVISION 36B STATIONS						SECOND CLASS		
		<b>565</b>						<b>STATIONS</b>						<b>566</b>
		Mixed	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE			M. P. from St. Joseph	Signs				Mixed
		Daily Except Sunday												
		A.M. 5:45		Yard	670	RI	HERINGTON	TO	171.4	RWTTYd				P.M. 2:00
				3	R 5		SHADY BROOK		176.2					
		6:20		36	R 9	WO	WOODBINE	TO	180.3					1:00
		6:37		17	R15		PEARL		186.7					12:40
							AT&SF Crossing	UX	192.8					
		7:08		29	R22	Z	ENTERPRISE	TO	193.1					12:20 P.M.
		7:32		23	R27	BE	ABILENE	TO	198.4	RW				12:01 A.M.
		7:35					CRISP JCT.		199.1					11:45
		7:46					WEST ABILENE		199.5					11:35
				16	R31		SAND SPRINGS		202.1					
		8:03		45	R35	SN	SOLOMON	TO	206.7					11:20
		8:18		91			NEW CAMBRIA		214.5					11:05
		8:30					EAST SALINA		219.1					10:45
							AB JCT.		219.2					
							UP Crossing	UX	220.3					
		8:45 A.M.		132	R49	SA	SALINA	TO	220.8	RWTTYd				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, EXCEPT No. 565 IS SUPERIOR TO No. 566. TIME TABLE RULE No. 14 IN EFFECT.

			Hickory Creek
			Over cinder pits, coal of
			SUBDIVISION 36
			(Except as sh
			5100 series engines
			Engine 5040 in passeng
			below)
			Engine 5040 between Ka
			Through Topeka Interl
			MP 97-7
			Westward Main Track
			Westward Main Track
			Eastward Main Track
			Eastward Main Track
			MP 121-20 to 122-15
			MP 142-10
			Eastward main track
			138-5, 139-35, 140-16,
			Westward main track
			Westward main track
			140-16, 141
			MP 156-2 MKT Crossin
			Westward main track
			MoPac Crossing Hering
			4000 and 5000 engines n
			track Maple Hill
			Engines heavier than 26
			Track 1 south of rour
			Over following facing p
			which are not equip
			locking device:
			Herington end of ty
			When running again

**Westward**

**St. Joseph Branch**

**Eastward**

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 30 STATIONS			M. P. from Chicago	Signs	SECOND CLASS			
	395	303					302	390							
	Chicago Twin Cities Kans. City St. Joseph Red Ball Freight	Mixed Motor					Mixed Motor	St. Joseph Twin Cities Chicago Kans. City Red Ball Freight							
	Daily Except Sunday	Daily Except Sunday					LEAVE								
	A.M. 2.20	A.M. 7.50			427	.....	.....	427.1			P.M. 7.26	P.M. 7.45			
	2.35	8.00		46	431	RT.....	JAMESPORT..... TO	431.5			s 7.16	7.35			
							Wabash Crossing.....	439.8							
	2.55	8.20		24	441	QD.....	GALLATIN..... TO	441.2			s 6.58	7.05			
	3.10	8.35		34	449	.....	ALTAMONT.....	448.7	W		s 6.43	6.43			
	3.30	8.50		14	458	.....	WEATHERBY.....	458.0			s 6.26	6.12			
	3.45	9.03		25	466	MC.....	MAYSVILLE..... TO	465.6			s 6.12	5.50			
	3.55	9.11		17	470	.....	AMITY.....	469.9			s 6.01	5.35			
	4.20	9.26		56	478	.....	CLARKSDALE.....	478.2			s 5.46	5.15			
	5.00 A.M.	10.00		Yard	498	SY.....	ST. JOSEPH YD..... TO	497.7	RFWYYd		5.06	4.30 P.M.			
		10.15 A.M.			498	.....	CB&Q Crossing..... UX	497.8							
							UN.....	498.0	RYd		5.01 P.M.				
							.....				Daily Except Sunday	Daily Except Sunday			
	26.6	29.3					.....				29.3	21.7			
	2.40	2.25					.....				2.25	3.15			

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

LOCATIONS No. 15 and No. 20 TURNOUTS

No. 15 turnouts:

Subdivision 28.

- MP 306 pole 37 siding.
- MP 308 pole 8 siding.
- MP 316 pole 32 siding.
- MP 317 pole 35 siding.
- MP 323 pole 34 siding.
- MP 325 pole 2 siding.
- MP 334 pole 36 siding.
- MP 340 pole 7 siding.
- MP 350 pole 35 siding.
- MP 364 pole 23 end of two main
- MP 364 pole 26 West end Long si
- MP 381 pole 32 siding.
- MP 383 pole 5 siding.
- MP 391 pole 36 siding.
- MP 392 pole 38 siding.
- MP 399 pole 26 siding.
- MP 400 pole 31 siding.

Subdivision 29.

- MP 425 pole 0 Branch Line.
- MP 427 pole 36 End of two main
- MP 433 pole 30 siding.
- MP 434 pole 33 siding.
- MP 443 pole 18 siding.
- MP 444 pole 18 siding.
- MP 449 pole 22 siding.
- MP 450 pole 23 siding.
- MP 458 pole 34 siding.
- MP 460 pole 4 Eastward Crosso
- MP 460 pole 9 End of two main
- MP 471 pole 28 Westward Cross
- MP 482 pole 20 siding.

Subdivision 36.

- MP 133 pole 32 Westward Crossover.
- MP 144 pole 31 Eastward Crossover.

LEAVE	
.....	AVERAGE SPEED PER HOUR.....
.....	SCHEDULE TIME.....

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

- P 372 pole 21 End of two main tracks.
- P 410 pole 5 End of two main tracks.

- P 417 pole 17 End of two main tracks.
- P 420 pole 10 End of two main tracks.
- P 471 pole 25 Eastward Crossover.

## 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 the public generally.

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

Authorized speed through switch leads of turnouts as follows: (See page 13 for location No. 15 and 20 Turnouts.)

	Rockets	Steam	
		Psg.	Frt.
No. 20.....	40	35	20
No. 15.....	30	25	15
No. 10.....	15	15	10
Less than No. 10.....	10	10	10

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
<b>ALL SUBDIVISIONS</b>				
Class C-39, C-41, C-43 engines handling passenger trains.....	Freight		Train Speed.	
Mikado engines.....	60	50	50	40
3000 series engines.....	45	45	45	45
5000 series engines.....	60	60		
Except Engines 5040 and 5100 series engines.....	70	60		
Tangent track movement through spring switches.....	35		35	
Trains and engines making movement against current of traffic on two main tracks over facing switches.....	30		30	
Railroad crossing not protected by interlocking, except where higher speed authorized in this rule (engine only).....	10	10	10	10
Trains hauling dead engines with main rods removed and side rods in place.....			25	20
With all rods down.....			10	10
Switch engines without engine trucks;.....			18	18
Steam engines or Diesel freight engines running forward without cars, or with cabooses only, must not exceed a speed of 10 MPH below authorized freight train speed.....				
Engines with drivers blocked up.....	30	30	30	30
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, ditcher spreaders and any similar machines, when moving on their own car or trucks:				
With boom supported.....			25	15
With boom removed or not supported.....			15	15
<b>NOTE:</b>				
These instructions will not apply to wrecking derricks, with boom supported, when trained behind engine in wreck train service. In such cases following speed on the territory involved will govern.				
Subdivision 28, 29 and 36.....			40	40
34, 35 and 37.....			25	25
30, 30A, 36A and 36B.....			20	20
<b>NOTE:</b>				
Ditchers or other types of spreaders, handled in trains in through movements, must have wings in trailing position when practical, while movement being made.				
<b>NOTE:</b>				
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
<b>Limit of locomotive or car speed in operation or when handled dead in train:</b>				
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.....				
900 HP Diesel-Electric Switchers In 700 Series.....	35	35	35	35
275 HP Gas-Electric Motor Cars Nos. 9047 and 9057 with freight gears.....				
9045, 9050 and 9051 with passenger gears.....	60	60	60	60
Gas electric motor car 9012.....	40	40	40	40
All other gas electric motor cars.....	60	60	50	45
Gas-electric motor cars without trallers or Diesel engines without cars, approaching home signal and between home signal limits.....	10	10	10	10
<b>SUBDIVISION 28.....</b>	70	60	50	40
(Except as shown below)				
5100 series engines.....	70	60	50	40
MP 298-24 to MP 298-38.....		45		40
MP 300.0 to MP 334.0.....	60	60	45	40
MP 308.5 Wabash Crossing.....	70		50	
MP 331-1 CB&Q Crossing.....	70		50	
MP 352.0 CMStP&P Crossing.....		30		25
MP 382-20 to MP 396.0.....	60	60	45	40
Trains using siding between east siding switch Allerton and Des Moines Div. connection east of coal chute, will run at Low Speed and must know switch to east leg of wye and switches to storage track are properly lined for movement.				
MP 399-24.....		50		
MP 401-25 to 401-32.....		45		
Over cinder pits, coal chute Trenton.....	20	20	20	20
Centerville—Engines heavier than 1400's must not use house track. Engines heavier than Mikado type must not use wye.				
Initial move to turn must be made on east leg of wye.				
<b>SUBDIVISION 29.....</b>	70	60	50	40
(Except as shown below)				
5100 series engines.....	70	60	50	40
MP 416 to 416-35 South Track.....	20	20	20	20
MP 415 to 434-3 Gas Electric Motor Cars without trailers.....	25	25		
MP 419-20 to 419-31.....		50		
MP 434-39 Wabash Crossing.....	60		50	
Lake, Scott, Coburn, Shearwood Gas Electric Motor Cars through Entrance Signal limits 3000 engines over Union Pacific between Hickory Jct. and Hickory St. and Rock Island Jct., Kansas City.....	15	15		
5000 engines must not use House track, Hickory Creek.....	15	15	15	15
Over cinder pits, coal chute Trenton.....	20	20	20	20
<b>SUBDIVISION 36.....</b>	70	70	50	50
(Except as shown below)				
5100 series engines.....	70	70	50	50
Engine 5040 in passenger service, (except as below).....	70	60		
Engine 5040 between Kansas City and Topeka Through Topeka Interlocking.....	65	65	10	10
MP 97-7.....	10	10		40
Westward Main Track MP 100-24, 115-34.....		60		
Westward Main Track MP 110-28, 119-24.....		65		
Eastward Main Track MP 119-24, 110-28.....		65		
Eastward Main Track MP 115-34, 100-24.....		60		
MP 121-20 to 122-15.....	50			
MP 142-10.....		45		40
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
Westward main track MP 138-5, 139-35, 140-16, 141.....		45		40
MP 156-2 MKT Crossing.....	60		35	
Westward main track MP 170-20.....	45			
MoPac Crossing Herington.....	15		15	
4000 and 5000 engines must not use elevator track Maple Hill.....				
Engines heavier than 2600 series can not use Track 1 south of roundhouse at Topeka.				
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, Volland, Jones, White City, east end east siding and west end west siding; Herington east end of yard.....	30		30	

## SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains		Freight Trains		LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve		Tangent	Curve	Tangent	Curve
<b>SUBDIVISION 34</b> ..... (Except as shown below)	50	40	45	35	<b>SUBDIVISION 36-A—Continued</b>				
MP 10-16 St.L&TCo Crossing.....	10	15	10	15	Engines 831 to 894, inclusive, and 1600 to 1930, inclusive, or lighter doubleheaded directly connected over Bridge 346.....	10	10	10	10
MP 19-28.....		30		20	Engines 895 to 944, inclusive, and 1931 to 2144, inclusive, or heavier engines, must not be doubleheaded over Bridge 346.				
Hine—2500 or larger engines must not use old Water Works spur beyond derail.					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	10	10
MP 24 to 35.....	40	35	40	35	Engines 1931 to 2144, inclusive, when singly operated over Bridge 594.....	15	15	15	15
MP 41-5 to 41-15 (Big Eddy curves).....	15	15	12	12	Engines heavier than C-43 class cannot be operated on Subdivision 36A.				
MP 54-10 to 55-0.....	25	25	20	20	<b>SUBDIVISION 30 (Except as shown below)</b>	35	35	35	35
MP 86-5 to 86-25.....	25	25	20	20	Coburn: Intersection Subdivisions 29 and 30.	15	15	15	15
MP 114-21 (Bridge 1146, Gasconade River).....					MP 425-14 to 428-18.....	30	30	30	30
MP 128-21 (Tunnel No. 2).....	20	20	20	20	MP 434-5 to 434-12.....	35	35	35	35
MP 143-11 (Bridge 1433, Osage River).....					MP 436-10 to 436-20.....	20	20	20	20
MP 149-0 (Tunnel No. 3).....					MP 439-8 Wabash Crossing.....		30	30	30
MP 150-28 to 151-6.....		25		25	MP 448-7 to 496-27.....				
Eldon Yard East switch to MoPac Crossing.....	15	15	10	10	Consolidated type engines with auxiliary tanks or doubleheading engines 831 to 944, inclusive, and 1600 to 2144, inclusive:				
Engines 2500 to 2715, inclusive, 4000 to 4061, inclusive, with tank capacity exceeding 14,000 gallons and engines heavier than 4061 cannot be operated over Subdivision No. 34.					MP 461-16—Bridge 4614.....	15	15	15	15
Engines 950 to 979, 2300 to 2319, or larger, must not exceed a speed of 15 MPH when operated singly and must not exceed a speed of 10 MPH when doubleheaded over Bridges 1146 and 1433.					MP 464-20—Bridge 4645.....	5	5	5	5
<b>SUBDIVISION 35</b> ..... (Except as shown below)	50	40	45	35	MP 476-18—Bridge 4763.....	5	5	5	5
MP 160-4 MoPac Crossing.....	10	15	10	15	MP 483-20—Bridge 4835.....	18	18	18	18
MP 162-19 to 163-1 (Morgan Curve).....		35		25	Engines 895 to 944, 1931 to 2144 series, when operated singly, must not exceed a speed of 5 MPH over Bridge 4645 at MP 464 pole 20 and over Bridge 4763 at MP 476 pole 18.				
MP 189-15 to 189-25.....	35	35	25	25	MP 496-27 to 497.....	5	5	5	5
MP 248-15.....	15	15	15	15	Between St. Joseph Yd. and Missouri River Bridge.....		Low	Speed.	Speed.
MP 249-19 to 249-26.....	20	20	20	20	St. Joseph, Mo., Consolidation engines must not move, 5th St. to Union Station.				
MP 262-20 MoPac Crossing.....	20	20	15	15	Steam derricks of 160 ton capacity over bridges 4667, 4614, 4645, 4763, 4835, 4893.....			5	5
MP 279-20.....					Engines heavier than C-43 class cannot be operated between Altamont and St. Joseph.				
MP 288-10 through turnout SL-SF Intersection, Leeds Jct.		15		15	<b>SUBDIVISION 36-B (Except as shown below)</b>	30	30	25	25
K-67-B or heavier engines are not permitted to doublehead over SL-SF Little Blue River Bridge at MP 7.3.					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.				
Sheffield Connection between KC Terminal and SL-SF.....		10		10	Light engines between Herington and Abilene Reverse curves, Abilene connection to AT&SF Ry.....	15	15	15	15
Engines 2500 to 2715, inclusive, 4000 to 4061, inclusive, with tank capacity exceeding 14,000 gallons and engines heavier than 4061 cannot be operated over Subdivision No. 35.					MP 192-24 AT&SF Crossing.....	10	10	10	10
Windsor—Engines turning on Wye, must make initial move on east leg of wye.					Between Abilene and West Abilene.....		Low	Speed.	Speed.
<b>SUBDIVISION 37</b> ..... (Except as shown below)	50	45	40	35	Between East Salina and Salina.....		Low	Speed.	Speed.
5000 Class Engines.....	40	30	40	30	Engines heavier than C-43 class cannot be operated on Subdivision 36B.				
McFarland and Belleville yards.....		Restrict	Restrict	Restrict	<b>SPECIAL INSTRUCTIONS GOVERNING ROCKET PASSENGER TRAINS</b>				
Clay Center, engines not permitted on curve Snell Mills track Grant Ave., nor on Marshall Spur.				5	Distinctive roadway signs indicate maximum speeds of Rocket trains.				
Clay Center, west end house track, engines.					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 sign is reached.				
Clifton, engines not permitted beyond frog Creamery Spur.					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.				
<b>SUBDIVISION 30-A</b> ..... (Except as shown below)	45	40	35	30	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 St. Joseph Yd. and coal chute.....		Restrict	Restrict	Restrict	Other restrictions for Rocket trains are as follows:				
So. St. Joseph—Illinois Ave.....	10		10		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.				
MP 513-36 CB&Q Crossing.....	40		25		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.				
MP 516-22 to 516-29.....		35		20	Headlight on Rocket trains must be burning dimly during daylight hours.				
MP 517-2 to 517-9.....					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 Air Line Jct. and KCS Jct.; over all tracks of KCT Ry Co.; through Topeka yard on CRI&P tracks and through Herington yard.				
Atchison over Missouri River Bridge.....	15		15		Passenger trains consisting of Rocket equipment handled by steam engines and scheduled Rocket trains handling conventional type of equipment handled by passenger Diesel engines, may operate at speed of 10 MPH less than speed authorized for Rocket type trains, except will not be required to operate at a lower speed than authorized for steam passenger trains.				
<b>SUBDIVISION 36-A</b> ..... (Except as shown below)	40	40	40	40					
MP 0-4 CB&Q Crossing.....	10		10						
MP 7 to St. Joseph Line Jct.....	35	35	30	25					
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.....		Restrict	Restrict	Restrict					
Horton to Mayetta steam locomotives.....			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.	15								



## SPECIAL INSTRUCTIONS

When for any reason HSC (electric) brake equipment is operated with automatic brake control, a maximum speed of 79 MPH must not be exceeded.

Diesel passenger engines 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 through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of 3 MPH must not be exceeded.

	Maximum Height of Water Above Rail
Rocket Diesel power units and Diesel Switchers.....	4 1/2 Inches
Rocket train cars only.....	7 Inches
Conventional passenger cars.....	12 Inches
Gas-Electric motor cars.....	3 Inches

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

### SPECIAL INSTRUCTIONS

#### 1. USE OF RED HEADLIGHT, ON TWO OR MORE TRACKS:

When a train is disabled or stopped suddenly by an emergency application of air brakes or when engineman finds it necessary to stop train due to some defect or under circumstances which might cause derailments, resulting in fouling adjacent tracks, or when necessary to provide protection when doing station work, enginemen will immediately display Red Headlight. Enginemen on approaching train on adjacent tracks will immediately stop and proceed only after knowing track is clear.

The operation and use of Red Headlight will not relieve enginemen or trainmen from complying with Rule 102.

#### ON SINGLE TRACK:

When head-end protection is required as provided by Rule 99, enginemen will immediately display Red Headlight. This will not relieve forward trainman or fireman from complying with fourth paragraph of Rule 99.

When occupying main track meeting an opposing train, Red Headlight will be displayed approaching and while standing on main track awaiting arrival of opposing train.

1a. On trains equipped with red oscillating rear-end light, trainmen and enginemen will be governed by the following instructions:

When a train stops or is moving under circumstances in which it may be overtaken by another train, the trainmen, acting as flagman, will immediately display the red oscillating light, and it will not be extinguished until normal speed of train is resumed.

When signal is displayed, enginemen on approaching train will immediately proceed at Low Speed.

The operation and use of rear-end red oscillating light will not in any way relieve trainmen from complying with Rules 99 and 885.

1b. Headlight on freight Diesel engines must be burning dimly during daylight hours, except will be concealed or extinguished when train turns out to meet another and has stopped clear of main track.

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 first class 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.

3. Trains departing from Trenton or Yard Jct. must 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 may leave Coburn without Clearance.

3c. Eastward freight trains, Subdivision 35, will obtain Clearance at Centropolis instead of Kansas City.

3d. Westward freight trains, Subdiv. 34 will obtain Clearance at Lackland instead of Carrie Ave. Yd.

3e. Westward first class trains, Subdiv. 36, will obtain Clearance at UP station, Topeka.

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.

3f. Eastward trains, Subdiv. 36a, will obtain Clearance at Topeka Yd.

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.

3g. 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.

3h. On two main tracks between Topeka and Herington, extra trains may be run, moving with current of traffic without train orders on authority of Clearance Form "A" (DT)

3j. Eastward trains before leaving Lackland and Westward trains before leaving Easton Ave. Jct., must obtain Clearance authorizing movements between Lackland and Rock Island Jct. When no operator on duty at Lackland or Easton Ave. Jct., verbal authority must be secured from TRRA train dispatcher.

#### 4. Restricted use of Train Register Books as follows:

Allerton and Donovan—Trains originating or terminating.  
St. Joseph U. D.—Psgr. trains only.  
St. Louis (Union Depot)—Psgr. trains only.  
Kansas City, Mo. U. D.—Psgr. trains only.  
Kansas City, Kans. Yard Office—Trains originating and terminating  
Topeka Telegraph Office, Union Pacific passenger station—Psgr. trains only.  
McFarland—For trains originating and terminating.

4a. First class trains may register by Form 1339 at Eldon Yard and Trenton.

4b. Westward first class trains will not be required to obtain Check of trains, not originating at Topeka Yd., will not be required to check this register to obtain check of register at Allerton and may leave there without Clearance when train order signal is in proceed indication.

4c. Westward MoPac trains may register by Form 1339 at Donovan.

4d. Conductors Eastward U. P. trains, Troy will furnish enginemen train register check Form CT-107-B.

Trains 543 and 544 will register at Troy by Form 1339.

4e. First class trains will register by Form 1339 at Topeka Yd. First class trains, not originating at Topeka Yd., will not be required to check this register or obtain Clearance of register by train order.

4f. Trains 3, 4, 507, 508, 509 and 510 will register by Form 1339 at Herington

#### 5. Bulletin Boards and General Order Books are located at:

Eldon, Iowa—Engine House.	Kansas City, Kan.—Yard Office
Eldon Yard—Yard Office.	and Engine House.
Allerton.	Topeka Yard—Yard Office.
St. Louis—Union Station.	Topeka Yard—Engine House.
St. Louis—TRRA Roundhouse.	McFarland—Yard Office.
Carrie Ave.—Yard Office.	Trenton—Yard Office.
Eldon, Mo.—Yard Office.	Trenton—Engine House.
Eldon, Mo.—Engineer's Room.	Belleville—Telegraph Office.
St. Joseph—U. D. Telegraph Office.	Herington—Yard Office.
St. Joseph—Yard Office.	Herington—Engine House.
Kansas City, Mo.—Union Depot	
Telegraph Office.	

5a. Conductors and Enginemen are not required to consult Bulletin Boards and General Order Books at Intermediate points on a Subdivision.

5b. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at 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.	Herington—Yard Office.
Allerton.	St. Joseph—Yard Office.
Trenton.	St. Joseph—Union Depot.
Polo.	St. Joseph—U. T. Co. Yard Office.
Atchison—Union Depot.	Kansas City, Mo.—Union Depot.
St. Louis—Union Station.	Kansas City, Kan.—Yard Office.
Carrie Ave.—Yard Office.	Kansas City, Kan.—Round House.
Belle—Telegraph Office.	Horton—Telegraph Office.
Eldon, Mo.—Yard Office.	Topeka—Passenger Depot.
Eldon, Mo.—Engrs. wash room.	Topeka—Interlocking Tower.
McFarland—Telegraph Office.	Belleville—Telegraph Office.

#### 7. 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 5488
St. Lukes Hospital.....	Kansas City, Mo., 44th & Mill Creek Blvd.....	VAIntine 7500
Providence Hospital.....	Kansas City, Kans., 18th and Barnett.....	DRexel 3140
University Kansas Hospital... ..	Kansas City, Kans., 39th and Rainbow Blvd.....	VAIntine 4814
Stormont Hospital.....	Topeka, 334 Greenwood Ave... ..	2-7296
Horton Hospital.....	Horton, East Front St.....	25

#### 7a. Emergency Hospitals.

Name	Place	Telephone
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

8. "g" Conditional stops for revenue passengers only.

9. No. 23 and No. 24 stop on flag at Oetters Spur, Marvin and Wingate.

11. FLORENCE: Signal 4994, just west thereof, on left side of track governs movement of eastward trains.

## SPECIAL INSTRUCTIONS—Continued

11a. Railroad crossings at grade are protected by interlocking signals, except as follows:

Subdiv.	MP	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	10.4	StLB&TCo.....	Gate	Trainmen	StLB&TCo...	Red	Yellow
35	160.1	MoPac.....	Gate	Trainmen	MoPac.....	Red	Yellow
35a	0.3	CB&Q.....					
36a	0.4	CB&Q.....	Gate	Gate Tender	CB&Q.....	Red	Yellow
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.....					

11b. Railroad crossings at grade are protected by Automatic Interlocking as shown below:

Sub-Div.	MP	Crossing	Speed MPH
30	439.8	Wabash.....	20
35	262.5	Mo. Pac.....	20
28	331.1	CB&Q.....	70
28	308.5	Wabash.....	70

14. Following rule in effect on subdivisions where so specified in foot notes of Time Table.

Freight trains and mixed trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned, as follows:  
"C. & E. .... after (time) protect against

Extra....." Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains and mixed trains may occupy the main track between STATION SIGNS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION SIGN, and thereafter proceed as the way is seen or known to be clear.

14a. Following rule in effect on subdivisions where so specified in foot notes of schedule pages of time table:

When train order is received reading eastward-northward (or westward-southward) extra trains or eastward-northward or westward-southward extra trains except extra..... wait at..... (a station in rear) until..... the train addressed is relieved from protecting its rear against such following extra trains, or extra train, until the time named in the order.

15. Schedule time and train order restrictions apply at crossover switch just east of water tank at Lackland, MP 12-23 Subdiv. 34 for westward trains.

15a. Union Pacific R. R. Jct. is located at MP 13.5 (Troy). The Jct. switch will be left lined for CRI&P main track. Telegraphers at Troy during hours on duty are authorized to handle switches for UP trains.

16. Trains between Polo and Air Line Jct. will be governed by CMS&P RR time table and operating rules.

16a. Trains between Birmingham and St. Louis Ave., Kansas City, Mo., will be governed by CB&Q and Wabash joint time table, Central District.

16b. Trains between Air Line Jct. and KCS Jct. will be governed by KCS rules and between KCS Jct. and Kansas City, Mo. Union Station and between St. Louis Ave. Tower and State Line will be governed by Kansas City Terminal Ry. Co. rules.

16c. Between State Line and UPRR connection at Kaw Bridge, between Terminal Jct. or CRI&P Jct. and Topeka Jct. Subdiv. 36 and between West Abilene and East Salina Subdiv. 36B, trains will be governed by time tables and rules of UPRR.

16d. Trains between Winthrop and Atchison U. D. will be governed by rules of the Atchison & Eastern Bridge Co.

16e. Trains between Atchison U. D. and Atchison Yd. and between CRI&P Jct. and West Abilene, and between East Salina and A. B. Jct. Subdiv. 36B, trains will be governed by time table and rules of the AT&SF Ry.

16f. Between Union Station and Rock Island Jct. (St. Louis) trains will be governed by TRRA time table and rules.

16g. Between Leeds Junction and Kansas City Belt Junction Subdiv. 35, trains will be governed by SL-SF Time Table and Rules.

16h. Between Kansas City Belt Jct. and Kansas Avenue Subdiv. 35, between Kansas City, Mo. and Terminal Jct. Subdiv. 36 on tracks of the KCTRY used, trains be governed by Kansas City Terminal Ry. rules and be provided with Union Station time table.

16i. All train movements between Lackland and Rock Island Jct. will be under the supervision and authority of TRRA train dispatchers. And be governed by TRRA rules. This authority supersedes time table schedules.

17. Trains or engines must stop before entering limits of Highway on industrial track at MP 28-30 serving Hellwig Bros. at Bon Homme, and must be preceded by Flagman to warn Highway traffic before movement is made onto crossing.

18. FIRST CLASS TRAINS APPROACHING STATIONS USED JOINTLY WITH OTHER DIVISIONS, IF THE TIME OF TRAINS OF ALL DIVISIONS USING THE SAME TRACKS AT SUCH STATION IS NOT SHOWN ON THE TIME TABLES OF ALL DIVISIONS, SHALL APPROACH SUCH STATIONS AT LOW SPEED.

18a. Topeka interlocking extends from Topeka Jct. and St. Joseph Line Jct. over Kaw River Bridge to west end of plant on two main tracks. Westward trains at Topeka Jct. or St. Joseph Line Jct. finding home interlocking signal displaying stop indication will immediately communicate with leverman by telephone and must secure his permission before passing home signal.

18b. For eastward trains at St. Joseph Line Jct. the top light on the home interlocking signal governs route to Kansas City. Lower light governs route to St. Joseph Line.

18c. Switches leading to Curtis St. track and Material Yd. track, North Topeka, are hand-thrown switches and must not be used without first securing permission from towerman.

18d. Branch line trains must protect against approaching main line trains at junction points.

21. At interlocking following whistle signals designate route desired:  
Seymour..... Eastward—For siding..... 4 short.

At Topeka	At White City
North Topeka..... 2 long.	Main Track..... 2 long.
West Main..... 3 long.	Siding..... 2 long 1 short.
East Main..... 3 long 1 short.	Other Tracks..... 1 short 1 long.
East Yard Lead..... 2 long 1 short.	
City..... 3 short 1 long.	
Roundhouse (North Side)..... 1 short 1 long	At St. Joseph, Missouri River Bridge and Interlocking:
	East End of Missouri River Bridge:
Roundhouse (South Side)..... 1 short 1 long	CRI&P Routs..... 1 long 1 short
	Union Pacific Routs..... 1 long 1 short.

26. Automatic Block Signal Rules, except 509(b), in effect as follows:  
Subdivision 28, between Eldon Yard and MP 363 pole 14, Allerton.  
Subdivision 28, between MP 363 Pole 14 Allerton and Trenton (Rules 525 to 551 Incl.) except 534(b) are in effect.  
Subdivision 29, between Trenton and Polo (Rules 525 to 551 Incl.) except 534(b) are in effect.

Subdivision 30a, between Terminal Jct. and Rushville, and Subdivision 36, between Topeka Jct. and Herlington.

26a. On Subdivision 29, between Trenton and westward home signal just east of end of two main tracks at Polo, and on Subdivision 28 between MP 363 Pole 14 east end Allerton to Trenton trains will be operated on single and on two or more tracks on signal indication (Rules 525 to 551 Incl.) except 534(b), are in effect.

27. Draw bridges are located at:  
Atchison—Missouri River.  
St. Joseph—Missouri River.  
Kansas City, Mo.—Missouri River.

28. Minimum clearance of bridges, tunnels, etc. Height, 16 feet 2 inches; width, 11 feet 4 inches.

28a. All employees are hereby notified that it is dangerous to stand erect upon cars, especially cars of extraordinary height, while passing over, through or under the following-named bridges or viaducts.

Subdivision	Mill Post	Kind of Structure
28	300.1	Thru Truss
28	328.7	Thru Truss
28	364.8	Coal Chute—Allerton
28	399.4	Thru Truss
28	415.8	Viaduct
29	414.3	Coal Chute—Trenton
29	419.5	Thru Truss
29	435.5	Thru Truss
29	451.3	Thru Truss

## SPECIAL INSTRUCTIONS—Continued

Subdivision	Mile Post	Kind of Structure
29	460.4	Delivery Chute and Apron, Polo South Track
29	507.1	Hannibal Br. Mo. River, Thru Truss
29	St. Louis Ave.	Viaduct
29	St. Louis Ave.	Viaduct Street Railway
29	James St.	Viaduct
29	U. P. Ry. Br.	Thru Truss Kansas River
29	Near Berger St.	Viaduct KCT
29	10th St. K. C. Ks.	Viaduct
30	456.7	Thru Truss
30	484.4	Viaduct
30	489.2	Thru Truss
30A	499.3	Viaduct 6th St. St. Joseph
30A	518.7	Thru Truss Mo. River
30A	Atchison Yard	Viaduct 6th St.
34	Near TRRA Yard Office	Tank Spout (E.B.M. only)
34	Broadway	Viaduct
34	Florissant Ave.	Viaduct
34	Kingshighway	Viaduct
34	Natural Bridge Rd.	Viaduct
34	Suburban Ry.	Viaduct
34	Klenlan Ave.	Viaduct
34	St. Louis Ave.	Viaduct
34	Easton Ave.	Viaduct
34	200 ft. West of Easton Ave.	Water Tank Spout
34	15.6	Viaduct
34	42.1	Thru Truss
34	45.8	Thru Truss
34	49.0	Viaduct
34	55.1	Thru Truss
34	74.0	Coal Chute—Leslie
34	118.0	Tunnel No. 1
34	121.5	Thru Truss
34	128.6	Tunnel No. 2
34	135.5	Thru Truss
34	137.0	Thru Truss
34	138.8	Thru Truss
34	143.3	Thru Truss Osage River
34	149.0	Tunnel No. 3
35	165.8	Viaduct
35	182.5	Viaduct
35	184.5	Viaduct
35	216.3	Coal Chute Apron
35	216.6	Viaduct MKT Ry.
35	248.0	Viaduct
35	277.8	Tunnel No. 4
35	Bridge 71	Thru Truss on Frisco
35	200 ft. E. of 9th Street	Signal Bridge No. 20
35	18th St. KC Mo.	Viaduct
35	Prospect Ave.	Viaduct
35	Vine St.	Viaduct
35	The Paseo	Viaduct
35	Forest Ave.	Viaduct
35	Harrison St.	Viaduct
35	McGee St.	Viaduct
35	Grand Ave.	Viaduct
35	Main St.	Viaduct
35	Broadway Ave.	Viaduct
35	Pennsylvania Ave.	Viaduct
35	10th St.	Viaduct
36	89.2	Thru Truss Kaw River
36	116.5	Thru Truss
36A	0.6	Missouri River Bridge
36A	15.0	Viaduct St. Joe & G. I. Ry.
36A	34.6	Thru Truss
36A	46.6	Thru Truss
36A	48.6	Viaduct Mo. Pac. Ry.
36A	59.7	Thru Truss
36A	86.6	Thru Truss
36B	193.5	Thru Truss Smoky Hill River
37	143.0	Thru Truss Kaw River
37	146.4	Thru Truss

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 a 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 28.

Centerville, Iowa. The mine tippie at Cascale coal mine spur at New Block Coal Co., MP 341.0 will not clear box cars or engines on tracks Nos. 2 and 3.

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

Subdiv.	Mile Post	Name	Car Capacity
28	MP 297.3	Haynes Mine	12
28	MP 341.0	Cascale 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	Davis Spur	2
34	MP 83.2	Johnson Spur	6
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
35	MP 286.8	Reich and Sons	8
36	MP 94.6	Security Benefit Ass'n Spur	8
36a	MP 7.1	Hunt Spur	9
36a	MP 7.1	Rock Spur	9
37	MP 144.4	Viking Spur	10
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 enginemen 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 ENGINEMEN

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. At stations where telephones are located, conductor should communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen, approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, conductors must call operator to office when delay has reached thirty minutes in excess of time expected, in case the expected train is not seen, or heard approaching.

35a. Emergency telephones, connected with train dispatcher circuit, are located at pole sets, or in booth at the following locations:

Subdivision 28—	MP 331.1
	MP 365.17
	MP 366.14
	MP 386.3
	MP 389
	MP 396.25
	MP 402.2
	MP 405.11

35b. Freight trains stalled in tunnels 2 or 3, subdivision 34, when not able to immediately get under way and pull their train out should be backed out of tunnel as quickly as proper protection can be afforded the move. If unable to back out account broken hose, break-in-two, or for any unknown reason, crew should immediately set hand brakes on train, cut engine off and run it out of tunnel, remaining outside until they complete investigation as to cause of trouble and determine what necessary to get train under way; after which, and understanding has been reached by all members of the crew, engine may be coupled on and proceed with train. Necessary reports should be made from first available point of communication.

In event engine is disabled and unable to move, engine crew should immediately turn out fire, if an oil burner, or knock the fire, if a coal burner. After this is done, crew should leave the tunnel and take prompt steps to obtain necessary help so that train may proceed with as little delay as possible.

### 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.

**TRAIN ORDER OFFICES**

Office Hours  
Week Days  
\*Sundays and Holidays  
†Holidays Only  
From To

**SUBDIVISION 28**

Eldon Yd. .... Continuous  
Belknap. .... 8:00 a.m. 5:00 p.m.  
Centerville. .... Continuous  
CMStP&P Crossing-  
Seymour. .... Continuous  
Allerton. .... Continuous  
Trenton. .... Continuous

**SUBDIVISION 29**

Pole. .... Continuous

**SUBDIVISION 36**

Topeka Yd. .... Continuous  
Maple Hill. .... 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.  
Aita Vista. .... 8:00 a.m. 5:00 p.m.  
Dwight. .... 8:00 a.m. 5:00 p.m.  
MKT Crossing. .... { 8:00 a.m. 11:59 p.m.  
                                  \*10:45 a.m. 1:45 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. .... Continuous  
Chesterfield. .... { 7:30 a.m. 4:30 p.m.  
                                  8:30 a.m. 5:30 p.m.  
Union. .... { 10:00 a.m. 11:59 a.m.  
                                  3:00 p.m. 5:00 p.m.  
Gerald. .... { 8:00 a.m. 5:00 p.m.  
Rosebud. .... { 8:00 a.m. 5:00 p.m.  
                                  8:30 a.m. 5:30 p.m.  
Owensville. .... { \*11:00 a.m. 1:00 p.m.  
                                  2:00 p.m. 4:00 p.m.  
Bland. .... { 7:00 a.m. 4:00 p.m.  
                                  7:00 a.m. 3:00 p.m.  
Belle. .... { 9:00 p.m. 5:00 a.m.  
                                  \*Same Hours  
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**

Versailles. .... { 7:30 a.m. 4:30 p.m.  
                                  \*10:45 a.m. 2:45 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.  
                                  \*Same Hours  
Leeton. .... { 8:30 a.m. 5:30 p.m.  
Chilhowee. .... { 6:00 p.m. 3:00 a.m.  
                                  \*Same Hours  
Pleasant Hill. .... { 7:45 a.m. 4:45 p.m.  
Raytown. .... { 8:00 a.m. 6:00 p.m.  
                                  8:00 a.m. 10:00 a.m.

**SUBDIVISION 37**

McFarland. .... Continuous  
Manhattan. .... { 10:00 a.m. 6:00 p.m.  
                                  11:00 p.m. 7:00 a.m.  
Riley. .... { \*Same Hours  
                                  8:30 a.m. 5:30 p.m.  
Clay Center. .... { 9:00 a.m. 5:00 p.m.  
                                  9:30 p.m. 5:30 a.m.  
Morganville. .... { \*Same Hours  
                                  7:45 a.m. 4:45 p.m.

Office Hours  
Week Days  
\*Sundays and Holidays  
†Holidays Only  
From To

**SUBDIVISION 37 Con'd.**

Clifton. .... { 8:00 a.m. 5:00 p.m.  
                                  3:15 p.m. 5:15 p.m.  
Clyde. .... { 8:00 a.m. 5:00 p.m.  
Agenda. .... { 8:30 a.m. 5:30 p.m.  
Cubs. .... { 8:00 a.m. 5:00 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.  
Troy. .... { 8:45 a.m. 12:45 a.m.  
                                  \*Same Hours  
Denton. .... { 7:00 a.m. 4:00 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.  
Salina. .... { 8:00 a.m. 5:00 p.m.  
                                  8:00 a.m. 5:00 p.m.

- R. W. FRIDAY, Ass't Sup't, Trenton, Mo.  
Subdivisions 28, 29, 30 and 30a.
- J. C. GEARY, Asst. Sup't., Kansas City, Kan.  
Kansas City Terminal.
- R. L. COWICK, Terminal Supervisor, Kansas City, Kan.  
Kansas City Terminal.
- H. SCOTT, Terminal Trainmaster, Kansas City, Kan.  
Kansas City Terminal.
- W. L. HUNT, Trainmaster, Eldon, Mo.  
Subdivisions 34 and 35.
- R. W. ANDERSON, Trainmaster, Herington, Kan.  
Subdivisions 36, 36a, 36b and 37.
- R. C. BOELLING, Terminal Trainmaster, Herington, Kan.  
Herington Terminal.
- R. C. WARD, Ass't Trainmaster, Topeka, Kan.  
Subdivisions 36, 36a, 36b and 37.
- E. E. SMITH, Ass't Trainmaster, St. Joseph, Mo.  
Subdivision 30a and St. Joseph Terminal.
- K. O. THOMAS, Master Mechanic, Kansas City, Kan.
- E. KOONTZ, Road Foreman Equipment, Kansas City, Mo.  
Subdivisions 34, 35, 36, 36a, 36b, 37 Kansas City Terminal.

- J. E. LONDRY, Road Foreman Equipment, Trenton, Mo.  
Subdivisions 28, 29, 30 and 30a.
- F. J. BRONDEL, Road Foreman Equipment, Trenton, Mo.  
Subdivision 28.
- C. C. EVANS, Chief Dispatcher, Trenton, Mo.  
R. S. McCOLLOM,  
S. E. STROFF, } Train Dispatchers,  
W. F. RUSH, } Trenton, Mo.  
W. H. WEBSTER, } Subdivisions 28 and 29.
- J. L. WILSON, Chief Dispatcher, Kansas City, Mo.
- O. H. LOONEY, Night Chief Dispatcher, Kansas City, Mo.
- P. H. JOHNSON,  
A. G. DOUGLAS,  
J. B. JOHNSON,  
S. G. KEETON,  
A. P. USSARY,  
D. K. OWEN,  
E. M. RECTOR,  
C. L. LOVE, } Train Dispatchers,  
                                  } Kansas City, Mo.  
                                  } Subdivisions 30, 30a, 34,  
                                  } 35, 36, 36a, 36b and 37.