

Radio conversation between foreman in charge of work and engineer to be worded as follows when using "Proceed Prepared To Stop" and "Conditional Stop" signs.

**FOREMAN'S FORM U  
TRAIN ORDER CLEARANCE**

RI \_\_\_\_\_  
(Occupation) (Name)

in charge of work at MP \_\_\_\_\_, calling  
(Train No.) \_\_\_\_\_ (after train answers giving  
his identification): \_\_\_\_\_

This is RI \_\_\_\_\_  
(Occupation) (Name)

in charge of the work between MP \_\_\_\_\_ and  
MP \_\_\_\_\_ Train Order No. \_\_\_\_\_

We are in the clear and you may proceed past the  
red conditional stop sign and through the limits of  
order at \_\_\_\_\_ MPH.

Where rule 10 (i) (2) is authorized, Foreman will  
omit the words, "Train Order No. \_\_\_\_\_."

**ENGINEER'S ORAL ACKNOWLEDGMENT  
OF FORM U CLEARANCE**

This is engineer of RI Train

\_\_\_\_\_  
(Train No.) (Direction)

I may proceed past the red conditional stop sign  
and through the limits of Order No. \_\_\_\_\_

between MP \_\_\_\_\_ and MP \_\_\_\_\_ at  
\_\_\_\_\_ repeat \_\_\_\_\_ miles per hour.  
(Speed) (Speed)

Where rule 10 (i) (2) is authorized, Engineer will  
omit the words, "of Order No. \_\_\_\_\_."

**PREVENT INJURY**



**SAFETY FIRST**

5000-12-28-69

**Chicago, Rock Island & Pacific Railroad**



**TIME  
TABLE**

**MISSOURI-KANSAS DIVISION**

**No. 1**

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

**SUNDAY, DEC. 28, 1969**

**D. E. VISNEY  
Superintendent**

**F. J. GARNER  
Asst. Gen. Manager**

**C. R. HURT  
Asst. Gen. Manager**

**W. C. HOENIG  
General Manager**

**This Time Table for the exclusive use  
and guidance of employees**

**Westward**

**Main Line**

**Eastward**

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 18 STATIONS TIME TABLE NO. 1 Dec. 28, 1969	M.P. from St. Louis	Signs	SECOND CLASS			
	71	73	74							72			
	Freight	Freight	Freight							Freight			
	Daily	Daily	Daily	Daily									
	A.M. 2.00	P.M. 9.00											
			Yard		09001	.....	CARRIE AVE. .... *	2.6	RFWT CB	A.M. 4.30	P.M. 1.00		
						.....	4.6 EASTON AVE. JCT. ....	7.2	.....				
	2.20	9.15				.....	3.1 R. I. JUNCTION .....	10.3	Yd	2.47	A.M. 9.30		
						.....	0.1 SILB&T Crossing .....	10.4	.....				
	2.37 74	9.25	3550	89	09013	CK	LACKLAND .....	12.8	YdBC	71 2.37	9.20		
	2.49	9.37	2000		09018		5.2 VIGUS .....	18.0	Yd	2.22	9.03		
	3.01	9.54		25	09027	CF	8.8 CHESTERFIELD .....	26.8	.....	2.12	8.53		
	3.14	10.02	6600		09033		6.6 CENTAUR .....	33.4	.....	2.04	8.45		
				18	09040		6.5 ST. ALBANS .....	39.9					
	3.37	10.25	2000	15	09046		6.1 LABADIE .....	46.0		1.42	8.20		
				18	09051		5.2 VILLA RIDGE .....	51.2					
	4.00	10.49		95	09060	UN	8.3 UNION .....	59.5	WCB	1.17	7.50		
				15	09072		12.1 BEAUFORT .....	71.6					
	4.25	11.13	3710		09074		2.4 LESLIE .....	74.0	.....	12.53	7.25		
	4.35	11.23	2200	39	09081	RA	6.7 GERALD .....	80.7	.....	12.43	7.15		
				69	09085		4.0 ROSEBUD .....	84.7					
	4.55	11.42		83	09092	OW	6.8 OWENSVILLE .....	91.5	.....	12.25	6.55		
	5.10	11.55	3710	50	09100		8.6 BLAND .....	100.1	.....	12.11	6.40		
	5.20	P.M. 12.04 74	2050	64	09105	X	5.1 BELLE .....	105.2	W	A.M. 73 12.04	6.30		
	5.40	A.M. 12.24		24	09118	FR	13.0 FREEBURG .....	118.2		P.M. 11.43	6.10		
	5.55 72	12.37	3580	25	09125		6.9 ARGYLE .....	125.1	.....	11.26	71 5.55		
	6.15	12.55		60	09134	MA	9.5 META .....	134.6	.....	11.12	5.40		
	6.30	1.15	5270		09145		10.1 HENLEY .....	144.7	.....	10.58	5.25		
				16	09149		4.8 EUGENE .....	149.5					
	7.25 A.M.	1.40 A.M.		Yard	09160	DO	10.4 ELDON .....	159.9	CRW YdB	10.35 P.M.	5.05 A.M.		
							157.3 *TO(N)						

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD

MAXIMUM SPEED: 49 MPH

Flagman must precede trains or engines over highway on industrial track MP 28 Pole 30

See Page 3 for Speed Restrictions and Special Instructions

Missouri-Kansas Division

**Westward**

**Main Line**

**Eastward**

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 19 STATIONS TIME TABLE NO. 1 Dec. 28, 1969			M.P. from St. Louis	Signs	SECOND CLASS			
	71	73					74	72							
	Freight	Freight					Freight	Freight							
	Daily	Daily					Daily	Daily							
	A.M. 8.25	A.M. 1.40	.....	Yard	09160	DO	ELDON	.....	*TO(N)	159.9	YdB CRW	P.M. 10.35	A.M. 5.05		
	8.55	2.02	3600	75	09177	V	VERSAILLES	17.1	TO	177.0	.....	10.02	4.35		
	9.05	2.12	.....	78	09186	SR	STOVER	8.9	TO	185.9	.....	9.51	4.24		
	9.25	2.29	.....	24	09199	NA	COLE CAMP	12.9	*TO	198.8	.....	9.34	4.09		
	9.40	2.37	.....	53	09205	FA	IONIA	6.6	TO	205.4	.....	9.25	4.00		
	9.55	2.52	3660	60	09216	W	WINDSOR	10.9	*TO	216.3	W	9.10	3.45		
	10.10	3.05	.....	16	09227		LEETON	10.7		227.0		8.55	3.30		
			.....	E16	09230		POST OAK	2.6		229.6					
	10.25	3.17	3380	23	09235		CHILHOWEE	5.8	P	235.4	.....	8.42	3.17 <sup>73</sup>		
		72	.....	W8	09245		MEDFORD	10.0		245.4					
			.....	.....	.....		MoPac Crossing	17.1		262.5	.....				
	11.05	3.55	3310	67	09263	SA	PLEASANT HILL	0.4	TO	262.9	W	8.05	2.30		
			.....	26	09268		GREENWOOD	5.8		268.7					
	11.27	4.08	.....	60	09272		SOUTH LEE	3.3		272.0		7.52	2.17		
	11.45	4.25	4560	35	09281	WN	RAYTOWN	10.7	TO	282.7	.....	7.35	2.00		
	11.55 A.M.	4.35	.....	.....	09287		LEEDS JCT., MO.	5.6	P	288.3	RYd	7.25	1.50		
	2.00 P.M.	6.00 A.M.	.....	Yard	09055	JR	KANSAS CITY, KAN.	9.7	*TO(N)	298.0	RFWT CB	7.00 P.M.	1.00 A.M.		
			.....	.....	.....			137.9							

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

MAXIMUM SPEED: 49 MPH

Westward Second Class Trains only will register at Leeds Jct.

See Page 3 for Speed Restrictions and Special Instructions

**SUBDIVISION 18****MPH**

MP 10 Pole 16 StLB&Co. crossing	
Eastward .....	10
Westward .....	15
MP 13 Pole 0 to MP 18 Pole 7 .....	35
MP 19 Pole 16 to MP 19 Pole 30 .....	45
MP 21 Pole 30 to MP 22 Pole 8 .....	40
MP 26 Pole 8 to MP 26 Pole 31 .....	40
MP 28 Pole 32 to MP 29 Pole 10 .....	45
MP 34 Pole 17 to MP 41 Pole 0 .....	35
MP 41 Pole 0 to MP 41 Pole 20 .....	30
MP 41 Pole 20 to MP 86 Pole 27 .....	35
MP 86 Pole 27 to MP 89 Pole 7 .....	45
MP 96 Pole 23 to MP 96 Pole 30 .....	40
MP 98 Pole 14 to MP 99 Pole 18 .....	40
MP 106 Pole 30 to MP 122 Pole 16 .....	35
MP 122 Pole 16 to MP 128 Pole 9 .....	40
MP 128 Pole 9 to MP 135 Pole 12 .....	30
MP 135 Pole 12 to MP 139 Pole 0 .....	35
MP 139 Pole 0 to MP 140 Pole 6 .....	40
MP 140 Pole 6 to MP 143 Pole 5 .....	45
MP 143 Pole 5 to MP 143 Pole 9 (Bridge 1433) .....	20
MP 143 Pole 9 to MP 144 Pole 22 .....	35
MP 144 Pole 22 to MP 147 Pole 26 .....	45
MP 147 Pole 26 to MP 148 Pole 21 .....	35
MP 148 Pole 21 to MP 149 Pole 0 .....	35
MP 149 Pole 0 to MP 151 Pole 5 .....	25
MP 151 Pole 5 to MP 152 Pole 5 .....	40
MP 154 Pole 19 to MP 155 Pole 7 .....	45

**SUBDIVISION 19**

MP 160 Pole 2 to MP 164 Pole 0 .....	40
MP 172 Pole 27 to MP 174 Pole 25 .....	45
MP 262 Pole 20 MoPac crossing .....	20
Sheffield-connection between KCT and SLSF .....	10

**SPECIAL INSTRUCTIONS****SUBDIVISION 18**

Westward trains will obtain clearance at Lackland instead of Carrie Ave.

Train and engine movements between Rock Island Jct and Carrie Ave will be governed by TRRA rules and timetable.

Schedule time and train order restrictions apply at crossover switch just east of station at Lackland, MP 12 Pole 23 for Westward Trains.

Schedule time and train order restrictions apply at crossover switch just west of station at Belle, MP 105 Pole 19 for Eastward Trains.

Railroad crossings at grade are protected by interlocking except as follows:

M.P. Location	Crossing	Remarks	Operated By	Normal Position Gates	Light Arrangement For	
					AGAINST	Stop / Proceed
10.4	StLB&T	Gate	Trainmen	StLB&T	.....	.....

**Industrial or spur tracks are located at:**

Mile Post	Name	Car Capacity
23.5	St. Louis County Water Works	W16
24.2	City of St. Louis Water Works	W50
28.6	Helwig Bros	W4
29.6	St. Louis Air Park	E80
44.5	Union Electric	E
51.8	Skelly Oil Spur	3
53.0	Davis Spur	2
64.9	Jeffriesburg	W3
97.3	Ellis	15
140.3	Osage Gravel Loading Track	30

**SUBDIVISION 19**

Eastward Trains will obtain clearance at Kansas City, Kan. (Armourdale Yd).

Between Leeds Jct and Kansas City Belt Jct trains will be governed by SLSF - KCT Timetable.

Between Kansas City Belt Jct and Kansas Ave, Kansas City, Kan. on tracks of KCT Railway used, trains and engines will be governed by Kansas City Terminal Ry rules.

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
202.6	Hunt Spur	E7
278.4	Kansas Buff Brick Co	W27
283.4	Universal Trailer Co	E6
286.8	Reich and Sons	E8

No load in excess of maximum height of seventeen feet and six inches (17'6") is to be moved over the tracks of the Kansas City Terminal Railway Co between Kansas City Belt Jct., Kansas City, Mo., and Kansas City, Kan (Armourdale Yd) without first handling with Kansas City Terminal Railway Co for route to be used in moving such loads.

**Westward**

**Main Line**

**Eastward**

				SUBDIVISION 15		STATIONS		TIMETABLE NO. 1		Dec. 28, 1969		MP	Signs					
				Footage Capacity of Sidings	Car Capacity Of other Tracks	Station Number					from Chicago							
				.....	Yard	07292	ON ..	ELDON, IOWA	.....	*TO(N)	290.7	RYd CB						
				.....	Yard	07292	.....	0.8										
				6185		07308	.....	ELDON YARD	.....	P	296.6	RFWY YdC						
				.....			.....	11.9										
				.....			.....	BELKNAP	.....	P	308.5							
				.....			.....	0.0										
				.....			.....	N & W Crossing	.....		308.5							
				.....			.....	3.1										
				.....	7	07311	.....	DRAKESVILLE	.....	P	311.6							
				.....			.....	5.2										
				6174	8	07317	.....	PARIS	.....	P	316.8							
				.....			.....	7.6										
				5953	.....	07324	.....	SHARON	.....	P	324.4							
				.....			.....	6.7										
				.....			.....	CB&Q Crossing	.....	P	331.1							
				.....			.....	3.6										
				6218	107	07335	CV ...	CENTERVILLE	.....	TO(N)	334.7	W						
				.....			.....	12.9										
				5641	37	07352	SR ...	SEYMOUR	.....	P	351.7							
				.....			.....	0.3										
				.....			.....	CMSIP&P Crossing	.....	P	352.1							
				.....			.....	13.0										
				15600	35	07365	AR ...	ALLERTON	.....	*TO(N)	365.0	WY						
				.....			.....	7.2										
				.....	W14	07372	.....	CLIO	.....	P	372.2							
				.....			.....	6.6										
				.....	W32	07378	.....	LINEVILLE, IOWA	.....	P	378.8							
				.....			.....	4.3										
				6119	18	07383	Q ...	MERCER, MO.	.....	P	383.1							
				.....			.....	9.3										
				5059	50	07393	PR ...	PRINCETON	.....	P	392.4							
				.....			.....	5.9										
				7031		07400	.....	MILL GROVE	.....	P	399.8							
				.....			.....	4.5										
				.....	W21	07404	.....	SPICKARDS	.....	P	404.3							
				.....			.....	6.0										
				.....	E14	07410	.....	TINDALL	.....	P	410.3							
				.....			.....	3.4										
				.....			.....	COBB	.....		413.7							
				.....			.....	2.2										
				.....	Yard	08416	RN ..	TRENTON	.....	*TO(N)	415.9	RFWT CB						
				.....			.....	113.9										

Automatic Block System and CTC Rules 400-406

Two Main Tracks

**ALL TRAINS TO SUBDIVISION 16 AT ALLERTON MUST SECURE CLEARANCE.  
RULE 99(k) AUTHORIZED.**

**MAXIMUM SPEED: 60 MPH**

**DISPATCHERS PHONES LOCATED:**

MP 302-20	MP 345-25	MP 378-2	MP 404-13
MP 326-20	MP 358-3	MP 378-20	MP 405-38
MP 343-26	MP 359-39	MP 386-1	MP 410-7
MP 341-0	MP 366-14	MP 389-0	MP 413-28
	MP 375-5	MP 395-38	MP 413-32

# Westward

# Main Line

# Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity Of other Tracks	Station Number		SUBDIVISION 17 STATIONS				Milw MP from Davenport—CR1 & P MP from Chicago	Signs	
63								TIME TABLE NO. 1						
Freight								Dec. 28, 1969						
Daily Exc. Sun.														
A.M. 7.30				.....	Yard	08416	RN	TRENTON	3.4	Two Main Tracks Lake To Trenton	*TO(N)	414.0	RFWT CB	
				.....				LAKE	4.2		P	417.4	.....	
				.....	12	08424	.....	HICKORY CREEK	3.4		P	421.6	.....	
7.50 A.M.				14617	.....	.....	.....	COBURN	9.8		P	425.0	.....	
				6058	36	08010	.....	LOCK SPRINGS	0.1		P	434.8	.....	
				.....				N&W Crossing	8.6		P	434.9	.....	
				6207	12	08019	.....	NETTLETON	6.8		P	443.5	.....	
				6118	22	08021	.....	SHOAL	10.2		P	450.3	.....	
				6051	49	08036	.....	POLO	7.2		P	460.5	.....	
				2176	.....	08043	.....	ELMIRA	4.0		P	467.7	.....	
				.....				LAWSON JCT.	1.3		P	471.7	.....	
				4966	50	08047	.....	LAWSON	6.6		P	274.8	.....	
				3969	24	08055	.....	EXCELSIOR SPGS.	5.3		P	281.4	.....	
				.....	11	.....	.....	MOSEBY	0.1		P	483.6	.....	
				.....	18	08058	.....	MOSEBY JCT.	3.3		P	286.8	.....	
				.....	23	08061	.....	STOCKDALE	4.9		P	290.1	.....	
				4985	70	08066	.....	LIBERTY	5.5		P	295.0	.....	
				.....		08072	KN	N&W Crossing BIRMINGHAM	2.5		P	300.5	.....	
				.....			DB	DRAWBRIDGE	1.5	TO(N)		302.5	.....	
				.....				FREIGHT LINE JCT.	0.3		P	304.3	.....	
				.....	Yard		WY	WEST WYE TOWER	0.4		TO		RTY	
				.....				AIR LINE JCT.	0.6		P	304.8	.....	
				.....				GMO & MoPac Crossings						
				.....				KCS JCT, mo.	8.2					
				.....	Yard	09055	JR	KANSAS CITY, KAN.	96.0				RFWT CB	

Automatic Block System and CTC Rules 400-406

Two Main Tracks

Two Main Tracks

Two Main Tracks

**EASTWARD ROCK ISLAND TRAINS MUST SECURE CLEARANCE AT DRAWBRIDGE  
RULE 99(k) AUTHORIZED**

MAXIMUM SPEED: 60 MPH  
DISPATCHERS PHONES LOCATED: MP 440-0  
MP 454-13

See Page 6 for Speed Restrictions and Special Instructions

**SPEED RESTRICTIONS**

<b>SUBDIVISION 15</b>	<b>MPH</b>
MP 291 Pole 29 to MP 299 Pole 39 .....	40
MP 341 Pole 20 to MP 344 Pole 13 .....	50
MP 351 Pole 34 to MP 352 Pole 3 .....	30
MP 352 Pole 4 CMStP&P Crossing .....	25
MP 356 Pole 8 to MP 356 Pole 18 .....	50
MP 358 Pole 38 to MP 359 Pole 6 .....	50
MP 364 Pole 0 to MP 365 Pole 3 .....	40
MP 369 Pole 19 to MP 369 Pole 30 .....	50
MP 371 Pole 28 to MP 372 Pole 17 .....	45
MP 375 Pole 17 to MP 375 Pole 33 .....	50
MP 379 Pole 33 to MP 380 Pole 21 .....	50
MP 399 Pole 20 to MP 404 Pole 10 .....	50
(Except as shown below) .....	50
MP 399 Pole 20 to MP 399 Pole 26 .....	45
MP 401 Pole 25 to MP 401 Pole 32 .....	45
MP 413 Pole 25 to MP 413 Pole 31 .....	50
MP 415 Pole 12 to MP 416 Pole 0 .....	40
(Both Tracks) .....	40

**SUBDIVISION 17**

MP 414 Pole 4 to MP 416 Pole 18 .....	40
(Both Tracks) .....	40
MP 418 Pole 15 to MP 418 Pole 34 .....	50
MP 419 Pole 20 to MP 419 Pole 33 .....	45
MP 427 Pole 30 to MP 427 Pole 35 .....	50
Shoal West Siding Switch Entering or Leaving .....	10
Excelsior Springs, across Dunbar Avenue, .....	15
(Engine only) .....	15
Lawson Jct. to Moseby Jct. .....	50
(South Track) .....	50
MP 471 Pole 28 to MP 472 Pole 16 .....	50
(North Track) .....	50
Moseby Jct., West Crossover .....	25
Moseby Jct., East Crossover .....	40
Moseby Jct. to Birmingham .....	50
(Both Tracks) .....	50
Birmingham to Airline Jct. .....	35
(Both Tracks) .....	35

**SPECIAL INSTRUCTIONS****SUBDIVISION 15**

Southward trains Subdivision 16 for movement to Subdivision 15 be governed by signal indications at Allerton and need not obtain clearance.

**SUBDIVISION 17**

Trains from Subdivision 17-A arriving Coburn must secure permission from Train Dispatcher before entering Coburn siding.

CMStP&P trains 25 MPH through turnout at Polo.

At Liberty, eastward and westward movements from the siding are governed by signals located at clearance points. These signals will not display a proceed indication until the

**SPECIAL INSTRUCTIONS (continued)**

switches have been lined, nor until the block is clear. They will display a proceed indication only when the switches are lined to correspond with the setting of the levers at Drawbridge. The operator at Drawbridge will notify the trainman or the engineer how these switches are to be lined.

At Excelsior Springs a two unit routing signal is located at the approach to the west end of the siding. When the upper unit displays a proceed indication, trains will hold the main track prepared to stop at the next signal, and when the lower unit displays a proceed at low speed indication, the train must take the siding.

Trains between Air Line Jct and KCS Jct will be governed by KCS Rules.

Trains between KCS Jct (Kansas City, Mo) and Kansas Ave or Terminal Jct (Kansas City, Kans) on tracks of the KCT Ry used, trains and engines be governed by Kansas City Terminal Ry rules.

No load in excess of maximum height of 17 ft 6 in is to be moved over the tracks of the Kansas City Terminal Ry Co between KCS Jct (Tower 8) and Kansas City, Kans without first handling with Kansas City Terminal Ry Co for route to be used in moving such loads.

When operating over Freight Line between Armourdale and West Wye Tower: UP Time Table and rules govern between UPRR connection at Kaw Bridge and State Line; MoPac Time Table and rules govern between State Line and Lydia Ave; KCS Time Table and rules govern between Lydia Ave. and West Wye Tower.

Industrial and spur tracks located at MP 473.0 Mud Spur 11 car capacity.

**Southward**

**Main Line**

**Northward**

				SUBDIVISION 16 STATIONS TIME TABLE NO. 1 Dec. 28, 1969				M.P. from West Wye Sw. Allerton							
				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Number					Signs				
				.....	Yard	50172	<b>WX</b> .....	<b>SHORT LINE JCT(CRI&amp;P Crossing) *TO(N)</b>	73.6		<b>RFWT</b>				
				5700	20	50011	<b>CK</b> .....	8.9 <b>CARLISLE</b> ..... TO	64.7		<b>YYdBC</b>				
					N5	50060	.....	5.1 <b>HARTFORD</b> ..... P	59.6						
				7138	20	50053	.....	6.8 <b>BEECH</b> ..... P	52.8						
					S12	50044	.....	8.8 <b>NEPAS</b> ..... P	44.0						
				4083	15	50040	<b>R</b> .....	4.5 <b>MELCHER</b> ..... TO(N)	39.5						
				6339	14	50030	.....	9.6 <b>WILLIAMSON</b> ..... P	29.9						
					45	50023	<b>CN</b> .....	6.5 <b>CHARITON</b> ..... TO	23.4						
				6160	20	50010	.....	12.2 <b>MILLERTON</b> ..... P	11.2						
					23	50005	.....	6.7 <b>CORYDON</b> ..... P	4.5						
				15600	35	07365	<b>AR</b> .....	4.9 <b>ALLERTON</b> ..... *TO(N)			<b>WY</b>				
								74.0							

Automatic Block System

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.  
RULE 99(k) AUTHORIZED.**

**MAXIMUM SPEED: 50 MPH**

**SPEED RESTRICTIONS:**

Allerton to MP 0 Pole 20 .....	40
MP 42 Pole 38 to MP 43 Pole 9 .....	40
MP 72 Pole 3 to MP 73 Pole 31	
(Except as shown below) .....	35
MP 73 Pole 0 (CB&Q crossing) .....	25
MP 73 Pole 14 to MP 73 Pole 15	
(DMU crossing and Bulk Material Service switch) .....	20

**MPH**

**SPECIAL INSTRUCTIONS:**

Between Short Line Jct and Carlisle, trains and engines will be governed by DES MOINES DIVISION TIMETABLE.  
Dispatcher's phone located at MP 17.9  
Southward trains Subdivision 16 for movement to Subdivision 15 at Allerton be governed by signal indications and need not obtain clearance.



## Westward

## St. Joseph Branch

## Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Number	SUBDIVISION 17A STATIONS TIME TABLE NO. 1 Dec. 28, 1969		M.P. from Chicago	Signs	SECOND CLASS						
		63											64				
		Freight											Freight				
		Daily Except Sunday									Daily Except Sunday						
		A.M. 7.50				08427	..... COBURN .....	P	427.1	.....	P.M. 7.26						
		8.08	1216	20	08431	..... JAMESPORT .....	4.4		431.5	.....	7.18						
				10		..... N & W Crossing .....	8.3		439.8	.....							
		8.45		24	08441	..... GALLATIN .....	1.4		441.2	.....	7.00						
				14	08458	..... WEATHERBY .....	16.8		458.0								
		10.00		25	08466	..... MAYSVILLE .....	7.6		465.6	.....	6.08						
				17	08470	..... AMITY .....	4.7		470.3								
		11.25 A.M.		Yard	08498	SY ..... ST. JOSEPH .....	27.4	*TO(N)	497.7	RFWY Y&BC	5.01 P.M.						
							70.6										

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
EXCEPT NO. 63 IS SUPERIOR TO NO. 64.  
RULE 99(d) AUTHORIZED.

MAXIMUM SPEED: 35 MPH

## SPEED RESTRICTIONS:

MP 427-14 to MP 428-18 .....	20
MP 439-8 N&W Crossing .....	20
MP 484-15 to MP 496-27 .....	30
MP 496-27 to MP 497 .....	6

## MPH

## SPECIAL INSTRUCTIONS

The following relief derricks cannot move over Bridge 4763 Clarksdale: 95020, 95021, 95024.

Eastward Trains arriving Coburn must secure permission from Train Dispatcher before entering Coburn siding.

Westward second class and extra trains will receive clearance at Trenton which will authorize movement from Trenton to Coburn. Eastward second class and extra trains arriving Coburn are authorized to move to Trenton under Rules 400-406 and will register at Trenton as authorized on Sub-Divn 17A. Regular trains will not require clearance at Coburn.

**Westward**

**Atchison Branch**

**Eastward**

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Number	SUBDIVISION 17B STATIONS TIME TABLE NO. I Dec. 28, 1969	M.P. from Chicago	Signs	SECOND CLASS			
		161								160			
		ATSF Freight								ATSF Freight			
		Daily Except Sunday								Daily Except Sunday			
		A.M. 4.01	.....	Yard	08030	N	..... ATCHISON KAN. .... TO	519.4	RFWT BC	P.M. 6.15			
		4.04	.....		08029		1.1 ..... WINTHROP MO. ....	518.3		6.12			
			.....				4.2 ..... CB&Q Crossing .....	513.9					
			.....	15	08025		0.2 ..... RUSHVILLE .....	513.7					
			.....				14.6 ..... CB&Q Crossing ..... UX	499.1					
		5.01	.....				0.1 ..... TERMINAL JCT. ....	499.0	Yd	5.30			
		A.M.	.....				0.2 ..... CB&Q Crossing ..... UX	498.8		P.M.			
			.....				0.1 ..... AT&SF Crossing ..... UX	498.7					
			.....				0.0 ..... CB&Q Crossing ..... UX	498.7					
			.....	Yard	08498	SY	0.4 ..... ST. JOSEPH ..... *TO(N)	498.3	RFWY YdBC				
			.....				21.1						

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

MAXIMUM SPEED: 35 MPH

**SPEED RESTRICTIONS:**

**MPH**

St. Joseph - Illinois Ave .....	10
MP 513-36 CB&Q Crossing .....	20
MP 516-22 to 516-29 .....	20
MP 517-2 to 517-9 .....	20
Atchison, Missouri River Bridge .....	15

Atchison AT&SF Freight Station is the initial station for trains leaving Atchison.

Railroad crossings at grade are protected by interlocking except as follows:

**SPECIAL INSTRUCTIONS:**

Between Winthrop and Atchison U.D. trains will be governed by rules of the Atchison and Eastern Bridge Co.

Between Atchison U.D. and Atchison Yard trains will be governed by timetable and rules of the AT&SF Ry.

MP	Crossing	Remarks	Operated By	Normal Position Gates	Light Arrangement for
498.7	CB&Q	.....	.....	Against	Stop Proceed
498.7	AT&SF	.....	.....	.....	.....
498.8	CB&Q	.....	.....	.....	.....
499.1	CB&Q	.....	.....	.....	.....

## Westward

## Horton Branch

## Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Number	SUBDIVISION 20A STATIONS TIMETABLE NO. 1 Dec. 28, 1969				M. P. from St. Joseph	Signs	SECOND CLASS			
	995	217					996	218								
	Freight	UnPac Local					Freight	UnPac Local								
	Tue. Thur. Sat.	Daily Except Sunday					Mon. Wed. Fri.	Daily Except Sunday								
	A.M. 7.00	P.M. 5.00														
				5000	Yard	08498	SY	ST. JOSEPH, MO.	*TO(N)		RFWY YdBC	P.M. 5:00	A.M. 11.10			
								0.1								
									CB&Q Crossing	UX						
								0.2								
									CB&Q Crossing	UX						
								0.2								
									UTRR Crossing	UX						
								5.1								
						135	10503		WATHENA, KANSAS		5.0					
								8.5								
	7.45	5.40		910	27	10512	RO	TROY	TO	13.5	WRYd	4.05	10.20			
		P.M.						5.7					A.M.			
						29	10518		BENDENA		19.2					
								4.9								
	8.10				25	10523		16.7	DENTON		24.1	3.35				
								19.3	HN HORTON	TO	40.8	FWT	2.50			
	9.00				230	10539	HN									
								9.3	H HOLTON	TO	60.1	W	1.35			
	10.00				48	10558	H									
								9.3								
	10.23				32	10567		6.4	MAYETTA		69.4	12.55				
						32	10574		HOYT		75.8					
								13.4								
								0.1	UP Crossing		89.2					
	11.20				Yard			1.2	S. J. JCT.		89.3	Yd	P.M. 12.01			
	11.25 A.M.				Yard	11588	B		TOPEKA YARD	*TO(N)	90.5	YdWY FRBC	11.56 A.M.			

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD,  
EXCEPT NO. 218 IS SUPERIOR TO NO. 217.

MAXIMUM SPEED: 30 MPH

**SPEED RESTRICTIONS:**

	MPH
MP 0 Pole 4 CB&Q Crossing	10
MP 2 Pole 7 to MP 4 Pole 4	15
Missouri River Bridge at St. Joseph	6
MP 46 Pole 25 Bridge 466	20
MP 53 Pole 11 Bridge 533	20
MP 59 Pole 17 Bridge 594	20
MP 89 Pole 8 UP Crossing	15

**SPECIAL INSTRUCTIONS:**

Westward trains will not be required to obtain clearance at S.J. Jct and will be governed by interlocking signals between S.J. Jct and Topeka Yard.

Conductors Eastward UP trains at Troy will furnish enginemen train register check Form CT-107-B.

UP RR Jct is located at MP 13 Pole 5 (Troy). The junction

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.

Topeka interlocking extends from S.J. Jct westward over Kaw River bridge to west end of plant on two main tracks.

For eastward trains at S.J. Jct the top light on the home interlocking signal governs route to Kansas City and lower light governs route to St. Joseph line (Horton Branch).

Switches leading to Curtis St track and Material Yard track, Topeka are hand operated switches and must not be used without first securing permission from control operator.

Industrial scale located at MP 83 Pole 21 not equipped with dead rail. Engines must not occupy this scale.

City track Horton must not be switched with more than one diesel unit.

## Westward

## Clay Center Branch

## Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 20B STATIONS TIME TABLE NO. 1 Dec. 28, 1969			M.P. from St. Joseph	Signs	SECOND CLASS				
		73														
		Freight														
		Daily Except Sun.														
		P.M. 12.15			11621	FA	McFARLAND	*TO	122.0	CRYB	P.M. 2.30					
		12.45	2800		12014		ZEANDALE	P	135.8		1.51					
							UP Crossing	UX	143.0							
		1.02	8100	55	12021	HD	MANHATTAN	TO	143.2	W	1.35					
		1.20 74	2830	19	12030		KEATS	P	152.1		73 1.20					
		1.33		45	12039		RILEY	P	160.7		1.03					
				33	12046		BALA	P	167.5							
		2.00	2735		12052		BROUGHTON	P	173.6		12.44					
		2.10	3330	86	12057	GF	CLAY CENTER	TO	179.4		12.35					
				60	12065		MORGANVILLE	P	187.1							
		2.35	2480	52	12073	FO	CLIFTON	TO	195.0		P.M. 12.10					
							MoPac Crossing	UX	196.7							
		2.50		50	12079	FR	CLYDE	TO	201.3		A.M. 11.59					
		3.08		20	12088		AGENDA	P	209.8		11.47					
		3.25	2800	20	12094		CUBA	P	216.2		11.38					
		3.45 P.M.		Yard	12468	VI	BELLEVILLE	*TO(N)	226.1	RFWT BCYYd	11.15 A.M.					

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

DISPATCHER PHONE LOCATED AT MP 122-29 AND MP 131.

MAXIMUM SPEED: 40 MPH

**SPEED RESTRICTIONS:****MPH**

MP 178 Pole 25 to MP 179 Pole 18 ..... 20  
MP 143 Pole 0 (UP Crossing) ..... 15

**SPECIAL INSTRUCTIONS:**

Trains operating from Subdivision 20 to Subdivision 20-B at McFarland will receive clearance at either Topeka Yard or Herington. Trains to or from Subdivision 20-B except No 73 will not require clearance at McFarland when operator not on duty.

Watch for fallen rock MP 145 Pole 5 to MP 145 Pole 12.

After stopping for UP Crossing MP 143 Pole 0; movement over crossing will be made only on signal from member of

crew of the train stationed at the crossing. Old UP main track, Clay Center may be used for meeting trains. When using any other UP tracks at Clay Center including turnouts, only one (1) unit may be used.

Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated by	Normal Position Gates Against	Light Arrangement for	
					Stop	Proceed
143.0	UP	Stop Sign	....	....	....	....
196.7	MoPac	Stop Sign	....	....	....	....

**Westward**

**Main Line**

**Eastward**

				SUBDIVISION 20					
				STATIONS		TIME TABLE NO. 1			
				Dec. 28, 1969					
	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Number			M.P. from St. Joseph	Signs		
	.....	Yard	09055	JR	KANSAS CITY, KAN. .... *TO(N)	.....	RFWC TB		
					65.9				
					S. J. Jct. ....	89.3	.....		
					0.6				
	7450E	Yard	11588	B	TOPEKA YARD . .... *TO(N)	90.5	RFW YYdCB		
					11.0				
	7220		11600	..	VALENCIA ....	101.5	.....		
					3.8				
		17	11604	..	WILLARD ....	105.3	.....		
					5.1				
	W4900	47	11609	..	MAPLE HILL ...	110.4	.....		
					7.8				
		37	11617	..	PAXICO ....	118.2	.....		
					3.8				
	W5950	97	11621	FA	McFARLAND ..	122.0	Y		
					4.3				
		29	11625	..	ALMA ....	126.3	.....		
					7.5				
	W4540		11632	..	VOLLAND ....	133.8	.....		
					8.0				
		96	11640	VA	ALTA VISTA ...	141.8	.....		
					3.9				
		31	11646	..	DWIGHT ....	147.7	.....		
					9.0				
	5925E	48	11655	WT	WHITE CITY ...	156.7	.....		
					7.1				
		22	11662	..	LATIMER ....	163.8	.....		
					7.5				
					MoPac Crossing	171.3	.....		
					0.1				
	.....	Yard	11670	RI	HERINGTON ...	171.4	RFTW YYd BC		
					150.4				

M.P. 89 to M.P. 171-45, Signal Indications, Rules 450-453 in Effect

Two Main Tracks, Automatic Block System

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD ON TWO MAIN TRACKS WHEN EITHER IS USED AS SINGLE TRACK RULE 99(j) AUTHORIZED.**

**MAXIMUM SPEED: 60 MPH**

**SPEED RESTRICTIONS:**

Through Topeka Interlocking	MPH
MP 89-0 to MP 90-24	10
MP 90-24 to MP 93-5	10
MP 94-37 to MP 95-9 Westward Track	50
MP 97-0 to MP 97-7	50
MP 100-19 to MP 100-29	40
MP 110-25 to MP 110-38	50
MP 115-30 to MP 115-39	50
MP 119-24 to MP 119-30	50
MP 121-17 to MP 123-30	45
MP 125-30 to MP 125-37	50
MP 136-25 to MP 137-5 Westward Track	50
MP 136-25 to MP 142-18 Eastward Track	45
MP 137-35 to MP 143-16 Westward Track	40
MP 169-24 to MP 171-20	40
(Except as shown below)	40
MP 171-12 Mo. Pac. Crossing - all tracks	15
On Westward movement, all trains and engines (engines only) over Walnut Street Crossing, Herington.	12

**SPECIAL INSTRUCTIONS:**

Topeka Yard is the initial station for Westward trains on Subdivision 20. Eastward trains will obtain UP clearance at Topeka Yard. Between Kansas City, Kan (Armourdale Yard) or Terminal Jct on UP Tracks at Kansas City, Kans. and S.J. Jct, trains and engines will be governed by Timetable and Rules of U.P. Railroad. Topeka interlocking extends from S.J. Jct westward over Kaw River bridge to west end of plant on two main tracks. For eastward trains at S.J. Jct the top light on the home interlocking signal governs route to Kans City; lower light governs route to St. Joseph line (Horton Branch). Switches leading to Curtis St. track and Material Yd. track, Topeka, are hand operated switches and must not be used without first securing permission from Control Operator. Trains operating from Subdivision 20 to Subdivision 20-B at McFarland will receive clearance at either Topeka Yard or Herington. Trains to or from Subdivision 20-B except No 73 will not require clearance at McFarland when operator not on duty. Watch for fallen rock near MP 100 Pole 35 Eastward Track only. Old Katy Track at White City must not be switched with more than one diesel unit.

# Westward

# Main Line

# Eastward

SECOND CLASS				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number		SUBDIVISION 21 STATIONS TIME TABLE NO. 1 Dec. 28, 1969		M.P. from St. Joseph	Signs	SECOND CLASS			
23	91							92	70						
Freight	Freight							Freight	Freight						
Daily	Daily			Daily	Daily										
P.M. 2.50	A.M. 5.01			.....	Yard	11670	RI ..	HERINGTON	.....*TO(N)	171.4	RYdF WTY CB			P.M. 6.30	A.M. 1.30
								6.1							
								AT&SF Crossing		177.5					
								2.0							
3.01	5.10			9072	16	13678	.....	RAMONA	..... P	179.5				6.16	1.18
								6.2							
3.08	5.17			.....	46	13684	HA ..	TAMPA	..... TO	185.7				6.10	1.11
								6.1							
3.14	5.24			.....	37	13690	DK ..	DURHAM	..... TO	191.8				6.04	1.04
								6.6							
3.21	5.31			9510	.....	13697	.....	WALDECK	..... P	198.4				5.57	12.57
								6.1							
								CANTON	..... P	204.5					
								6.2							
								40							
								GALVA	..... P	210.7					
								4.0							
								AT&SF Crossing		214.7					
								2.0							
3.42	5.51			7430	288	13716	MC ..	McPHERSON	..... *TO	216.7	YdWB			5.37	12.32
								2.0							
								MoPac Crossing		219.3					
								5.0							
								27							
								GROVELAND	..... P	224.3					
								5.1							
3.56	6.04			9060	46	13728	QN ..	INMAN	..... TO	229.4	W			5.23	A.M. 12.18
								6.7							
								SL-SF Crossing		236.1					
								0.0							
								52							
								MEDORA	..... P	236.1					
								6.3							
4.09	6.18			.....	71	13741	.....	SLADE	..... P	242.4				5.10	P.M. 11.57
								1.2							
								AT&SF Crossing	..... P	243.6					
								1.3							
								MoPac Crossing		244.9					
								0.5							
4.15	6.24			10480	Yard	13744	SU ..	HUTCHINSON	..... *TO	245.4	Yd FWCB			5.05	P.M. 11.55
								0.6							
								MoPac Crossing	..... UX	246.0					
								0.6							
								AT&SF Crossing	..... UX	246.6					
								3.9							
4.23	6.33			17780	Yard	13749	.....	WHITESIDE	..... P	250.5	YdY			4.57	11.43
								5.3							
								26							
								PARTRIDGE	..... P	255.8					
								6.6							
4.35	6.45			.....	30	13761	RT ..	ARLINGTON	..... TO	262.4				4.45	11.29
								4.5						23	
4.40	6.50			9040	.....	13766	.....	JANET	..... P	266.9				4.40	11.23
								4.2							
4.44	6.55			.....	23	13770	NO ..	LANGDON	..... *TO	271.1				4.33	11.18
								6.4							
4.51	7.02			.....	27	13776	KO ..	TURON	..... TO	277.5				4.25	11.10
								0.3							
								MoPac Crossing		277.8					
								7.6							
5.01	7.10			9360	31	13784	RS ..	PRESTON	..... TO	285.4				4.15	11.00
								0.3							
								MoPac Crossing	..... UX	285.7					
								12.3							
5.20	7.30			.....	Yard	13797	N ..	PRATT	..... *TO	298.0	RYdF WTCB			4.00	10.45
P.M.	A.M.							126.6						P.M.	P.M.

AUTOMATIC BLOCK SYSTEM

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD  
RULE 99(j) AUTHORIZED

See Page 13 for Speed Restrictions and Special Instructions

MAXIMUM SPEED: 70 MPH

**SPEED RESTRICTIONS**

**SUBDIVISION 21**

MP 173 Pole 10 to MP 173 Pole 35 .....	60
MP 214 Pole 24 (AT&SF Crossing) .....	40
MP 219 Pole 10 to MP 219 Pole 16 .....	50
MP 219 Pole 12 (MoPac Crossing Engine Only) .....	20
MP 243 Pole 22 to MP 247 Pole 12 .....	30

**SPECIAL INSTRUCTIONS**

**SUBDIVISION 21**

Westward movements trains and engines reduce speed to 12 MPH (engines only) over Walnut Street Crossing, Herington.

East switch siding Whiteside located at MP 248 Pole 16.

Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated by	Normal Position Gates Against	Light Arrangement for	
					Stop	Proceed
216.7	AT&SF	Gate	Trainmen	CRI&P	Red	....
246.0	MoPac	Gate	Trainmen	MoPac	Red	....
246.6	AT&SF	Gate	Trainmen	AT&SF	Red	....
285.7	MoPac	Gate	Trainmen	MoPac	Red	....

Industrial or spur tracks are located at:

MP	Name	Car Capacity
222.4	NRCA Spur	24
228.0	American Cyanide Spur	5
240.2	Kilowatt	36

**SPEED RESTRICTIONS**

**SUBDIVISION 22**

MP 328 Pole 25 (Main St Crossing) .....	50	mph
MP 393 Pole 12 to MP 395 Pole 10 .....	60	

**SPECIAL INSTRUCTIONS**

**SUBDIVISION 22**

Industrial or spur tracks are located at:

MP	Name	Car Capacity
335.3	Northern Natural Gas Co	40
401.3	Collano Elevator	20
402.1	Hobart	27
419.9	Shamrock	21

Bridge 4184 is equipped with fire protection appliance which controls eastward Signal 4198 and westward Signal 4169. If Signal 4169 or 4198 is found displaying stop, then proceed at low speed indication, bridge must be inspected before passing over it.

**Westward**

**Main Line**

**Eastward**

SECOND CLASS				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 22 STATIONS TIME TABLE NO. 1 Dec. 28, 1969	M.P. from St. Joseph	Signs	SECOND CLASS				
23	91									92	70			
Freight	Freight									Freight	Freight			
Daily	Daily			Daily	Daily									
P.M. 5.20	A.M. 7.30			.....	Yard	13797	<b>N</b> ..	<b>PRATT</b> ..... *TO 9.1	298.0	<b>RYdF</b> <b>WTBC</b>			P.M. 4.00	P.M. 10.45
						41	13806	<b>CULLISON</b> ..... P 7.8	307.1					
5.38	7.50			9050	20	13813	.....	<b>WELLSFORD</b> ..... P 3.7	314.9	.....		3.33	10.25	
5.42	7.54			.....	27	13817	<b>HD</b> ..	<b>HAVILAND</b> ..... TO 5.4	318.6	.....		3.24	10.21	
						22	13823	<b>BRENHAM</b> ..... P 4.6	324.0					
5.52	8.04			.....	91	13827	<b>GB</b> ..	<b>GREENSBURG</b> ..... *TO 5.1	328.6	<b>W</b>		3.13	10.12	
5.57	8.09			9090	34	13832	.....	<b>JOY</b> ..... P 5.2	333.7	.....		3.08	10.07	
						35	13837	<b>MULLINVILLE</b> ..... P 9.0	338.9					
6.11	8.23			4120	142	13846	<b>BU</b> ..	<b>BUCKLIN</b> ..... *TO 7.1	347.9	<b>FWYC</b>		2.54	9.54	
						27	13854	<b>KINGSDOWN</b> ..... P 8.4	355.0					
6.26	8.38			9090	37	13861	<b>BM</b> ..	<b>BLOOM</b> ..... TO 6.6	363.4	.....		2.39	9.39	
6.33	8.45			.....	34	13869	<b>MI</b> ..	<b>MINEOLA</b> ..... *TO 10.4	370.0	<b>W</b>		2.33	9.33	
6.43	8.55			9080	77	13879	<b>F</b> ...	<b>FOWLER</b> ..... TO 10.6	380.4	.....		2.23	9.23	
6.53	9.05			.....	89	13890	<b>M</b> ...	<b>MEADE</b> ..... *TO 5.9	391.0	<b>W</b>		2.13	9.13	
6.59	9.11			9065	10	13896	.....	<b>MISSLER</b> ..... P 9.5	396.9	.....		2.08	9.08	
						95	13905	<b>PLAINS</b> ..... TO 6.5	406.4					
7.14	9.27			9070	47	13912	.....	<b>KISMET</b> ..... P 9.9	412.9			1.52	8.52	
						17	13925	<b>HAYNE</b> ..... P 7.8	422.8					
7.30 P.M.	9.45 A.M.			.....	Yard	14933	<b>RA</b> ..	<b>LIBERAL</b> ..... *TO(N) 132.6	430.6	<b>RYdF</b> <b>WY</b>		1.35 P.M.	8.35 P.M.	

AUTOMATIC BLOCK SYSTEM

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
RULE 99(j) AUTHORIZED.**

**MAXIMUM SPEED: 70 MPH**

See Page 13 for Speed Restrictions and Special Instructions.



# Westward

# Main Line

# Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Number	SUBDIVISION 23 STATIONS		M.P. from St. Joseph	Signs	SECOND CLASS	
23	91						TIME TABLE NO. 1				92	70
Freight	Freight						Dec. 28, 1969				Freight	Freight
Daily	Daily						Daily	Daily				
P.M. 7.35	A.M. 11.55			.....	Yard	14933	RA ..	LIBERAL, KS. .... *TO(N)	434.2	RYdF WYCB	P.M. 1.35	P.M. 8.35
7.44	A.M. 12.04			9080	37	14943	RO	9.3				
	P.M.							TYRONE, OKLA. .... TO	443.5	.....	1.21	8.22
								9.6				
7.54	12.14			.....	99	14953	KR ..	BM&E Crossing .... UX	453.1	.....		
								1.2				
8.03	12.23			9060		14963	....	HOOKER .... TO	454.3	W	1.11	8.12
70								9.7				23
8.13	12.33			.....	140	14972	GO	OPTIMA .... P	464.0	.....	1.02	8.03
								9.6				
8.24	12.43			9070	27	14983	FM	GUYMON .... *TO	473.6	.....	12.53	7.44
	92							11.0				
8.33	12.52			3600	146	14993	HM	GOODWELL .... TO	484.6	W	12.43	7.35
								9.7			91	
8.42	1.01			9095		14003	....	TEXHOMA, OKLA. .... TO	494.3	WY	12.34	7.25
								10.2				
8.51	1.10			.....	88	14013	DF ..	STEVENS, TEX. .... P	504.5	.....	12.25	7.12
								9.7				
								STRATFORD .... *TO	514.2	W	12.15	7.01
								0.5				
9.02	1.21			9075		14025	....	P&SF Crossing ....	514.7	.....		
								10.9				
9.11	1.32			.....	19	14035	....	CONLEN .... P	525.6	.....	P.M. 12.05	6.50
								10.5				
9.35	2.00			.....	Yard	14044	WR	CHAMBERLIN .... P	536.1	.....	A.M. 11.55	6.40
P.M.	P.M.							9.3				
								DALHART .... *TO(N)	545.4	YdCB FWYR	11.45	6.30
								111.2			A.M.	P.M.

AUTOMATIC BLOCK SYSTEM

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD  
RULE 99(j) AUTHORIZED

MAXIMUM SPEED: 70 MPH

### SPEED RESTRICTIONS:

### MPH

MP 473 Pole 10 to MP 474 Pole 3 .....	50
MP 514 Pole 2 to MP 514 Pole 7 .....	35

### SPECIAL INSTRUCTIONS:

Dispatchers phone east end bridge 4679  
Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated by	Normal Position Gates Against	Light Arrangements for	
					Stop	Proceed
453.1	BM&E	Gate	Trainmen	BM&E	Red	....

Industrial or spur tracks are located at:

MP	Name	Car Capacity
442.6	Fluor	45
457.13	Panoma Spur	92
470.6	Swift Packing	25
471.5	Guymon Industrial Park	35
475.9	Monsanto	6

# Westward

# Main Line

# Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Number	SUBDIVISION 24 STATIONS		M. P. from St. Joseph	Signs	SECOND CLASS	
23	91						TIME TABLE NO. 1				92	70
Freight	Freight						Dec. 28, 1969				Freight	Freight
Daily	Daily						Daily	Daily				
P.M. 9.35	P.M. 2.00			.....	Yard	14044	WR ...	DALHART 0.1	545.4	YdR FWY BC		P.M. 6.30
								FW&D Crossing 15.7	545.5	.....		
9.55	2.17			9270	.....	14059	.....	KING 17.2	561.2	.....	11.30	6.11
10.10	2.34			9070	25	14077	.....	ROMERO, TEX. 12.4	578.4	.....	11.16	5.57
10.21	2.47				150	14089	UN ...	NARAVISA, N.M. 7.1	590.8	W	11.05	5.46
10.28	2.58			9075		14096	.....	OBAR 17.4	597.9	.....	10.58	5.39
10.43	3.15				12	14114	.....	LOGAN 6.0	615.3	W	10.41	5.24
10.50	3.21			9120		14120	.....	MATER 17.2	621.3	.....	10.35	5.19
11.25 P.M.	3.45 P.M.			.....	Yard	16137	XN ...	TUCUMCARI 93.1	638.5	RYdF WTY BC	10.10 A.M.	5.00 P.M.

AUTOMATIC BLOCK SYSTEM

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD  
RULE 99(j) AUTHORIZED.

MAXIMUM SPEED: 70 MPH

**SPEED RESTRICTIONS:** MPH  
Bridge 6165 ..... 60

**SPECIAL INSTRUCTIONS:**  
Dwarf automatic block color light signals in service Tucumcari numbered as follows:  
Westward ..... 6379 6381 16273  
Eastward ..... 6380 6382 16268 16270 16272  
Signals 6380 and 6381

Bridge 6165 is equipped with fire protection appliance which controls eastward signal 6186 and westward signal 6159. If signal 6159 or 6186 is found displaying stop, then proceed at low speed indication, bridge must be inspected before passing over it.

Industrial or spur tracks are located at:

MP	Name	Car Capacity
601.6	Gravel Pit	.....

Westward

## Salina Branch

Eastward

				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 21A STATIONS TIME TABLE NO. 1 Dec. 28, 1969			M.P. from St. Joseph	Signs								
				.....	Yard	11670	RI	..... HERINGTON	..... *TO(N)	171.4	RWTY YdFCB								
				.....		32	11009	..... WOODBINE	.....	180.3	.....								
				.....		17	11015	..... PEARL	.....	186.7	.....								
				.....				..... AT&SF Crossing	..... UX	192.8	.....								
				.....		60	11022	..... ENTERPRISE	.....	193.1	.....								
				.....		32	11027	BE	..... ABILENE	..... TO	198.4	R							
				.....				..... UP Crossing	..... UX	220.3	.....								
				.....	Yard	11049	SA	..... SALINA	..... *TO	220.8	WTYd								

TRAINS AND ENGINES WILL OPERATE PER RULE 93.  
RULE 10(i)(2) AUTHORIZED.

MAXIMUM SPEED: 25 MPH

## SPEED RESTRICTIONS:

Abilene—connection to AT&SF Ry	10	MPH
MP 192 Pole 24 (AT&SF Crossing)	10	MPH
Between Abilene and West Abilene	Restricted speed	
Between East Salina and Salina	Restricted Speed	

## SPECIAL INSTRUCTIONS:

Trains and Engines must secure clearance at Herington.  
Eastward trains will obtain UP clearance at Union Station, Salina.  
Westward trains will obtain UP clearance at Abilene.  
Eastward Trains and Engines must obtain clearance at Abilene.  
Between West Abilene and East Salina trains will be governed by timetable and rules of the UP Railroad.  
Between CRI&P Jct and West Abilene and between East Salina and AB Jct trains will be governed by timetable and rules of the AT&SF Railway.

Westward

## Dodge City Branch

Eastward

				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Number	SUBDIVISION 22A STATIONS TIME TABLE NO. 1 Dec. 28, 1969			M.P. from St. Joseph	Signs								
				4120	142	13846	BU	..... BUCKLIN	..... *TO	347.9	WYC								
				.....	48	13009		..... FORD	.....	356.4	.....								
				.....	20	13018		..... WILROADS	.....	365.7	.....								
				.....	24	13026		..... SOUTH DODGE	.....	373.4	.....								
				.....	92	13027	RH	..... DODGE CITY	..... TO	374.4	WY								

TRAINS AND ENGINES WILL OPERATE PER RULE 93.  
RULE 10(i)(2) AUTHORIZED

MAXIMUM SPEED: 25 MPH

## SPEED RESTRICTIONS:

MP 373 Pole 0 to MP 374 Pole 12	6	MPH
---------------------------------	---	-----

Jct switch MP 373 Pole 7. All trains and engines approaching Junction or using any part of this joint track will move at restricted speed.  
Industrial or spur tracks are located at:

## SPECIAL INSTRUCTIONS:

AT&SF trains use Subdivision 22-A main track between Dodge City and AT&SF

MP	Name	Car Capacity
370.3	Renco Spur	6

## RULES CHANGES

### UNIFORM CODE OF OPERATING RULES

**Rule L (Addition)**—Enginemen and trainmen whose vision require the use of glasses, must have with them such glasses when examined or re-examined, and must wear such glasses when on duty at all times. Enginemen and trainmen requiring glasses for distant vision, must have with them while on duty, two pairs of the required glasses. Where glasses are required for both distant vision and reading, two pairs of distant glasses and one pair of reading glasses or two pairs of bifocal glasses must be carried. Such employees must have each pair of glasses with them when reporting to the examiner and will be examined with each pair.

**Rule 10(g) (Addition)**—Temporary Speed Restriction signs will be displayed to the right of the restricted track in the direction of approach.

**Rule 98 (Addition)**—Trains or engines moving against the current of traffic on two or more tracks must approach railroad crossings at grade, drawbridges and junctions prepared to stop.

**Rule 104(a) (Addition)**—Where there is a signal protecting trailing movement to a main track through a spring switch and such signal indicates "Stop" or "Stop, Then Proceed at Low Speed" and, there is no conflicting movement closely approaching the switch, member of crew will operate key release marked "Clear" if so equipped and, signal should clear after expiration of time. If signal does not clear, train or engine may then proceed as prescribed by Rule 350 or Rule 351.

**RULE 110(a) HIGH-WIDE LOAD**—A load which is contained on more than one car, or; on one car, or; equipment on its own wheels which measures in excess of 11'0" wide or 15'6" above top of rail, or; contained on a car longer than 54'6" so that the lading exceeds the width of the car.

High-wide loads which exceed published clearance for the route to be moved must not be moved until clearance instructions have been issued by the Office of the General Superintendent of Transportation. The Chief Train Dispatcher will supervise the movement of high-wide loads and excessive weight shipments.

Conductors, in checking waybills for trains handling a high-wide load or excessive weight shipment, must immediately notify the Chief Train Dispatcher if they do not have instructions governing movement of car. Yard Conductors, in making up trains, must notify the Yardmaster of any of these cars being lined up for movement in trains. Yardmaster must notify the Chief Dispatcher.

High-wide loads or excessive weight shipments must not be switched except in placing them in and taking them out of trains. In switching movements, they must not be cut off while in motion, but must be shoved to a stop; sufficient hand brakes must be set or cars properly secured to avoid rolling. They must not be stored on nor moved over yard tracks where clearance is insufficient. Employees must not ride on

top, ends, or on sides of such cars. These cars must be given careful handling through turnouts, yards, sidings and interchange tracks and, crews must keep a sharp lookout for close clearances. Where overhead or side clearance is doubtful, movement must be stopped and adequate protection provided.

Chief Train Dispatchers, in issuing movement instructions, will notify train and engine crews and yard forces to handle such cars in line with this Rule, listing items by numbers as shown below.

1. At no place shall the width of a load on adjacent tracks exceed the width of a large box car (11 ft. 0 inches wide).
2. On single track—trains handling this shipment, if holding main track when meeting or passing trains on adjacent tracks, must move at restricted speed until wide load has passed train clear of the main track. Trains clear of the main track when meeting or being passed by train handling wide load must be stopped. Train handling this shipment if on other than main track when being met or passed by train on adjacent track must be stopped and other train must move at restricted speed until entire train has passed wide shipment. On two or more tracks—trains handling this shipment, unless otherwise instructed, must be stopped when meeting, passing or being passed on adjacent tracks, other train proceed at restricted speed until entire train has passed wide load.
3. Shipment must come to a complete stop and be very carefully hand-signalled at the lowest possible speed at (location).
4. Use westward track only over Bridge 1822 Mississippi River at Davenport.
5. Do not pass any trains or equipment on Bridge 1822, Davenport.
6. Use westward track only over Bridge 1826 1/2, Perry Street, Davenport.
7. Use westward track only over Bridge 3611 at Des Moines.
8. Use eastward track only over Bridge 3611 at Des Moines.
9. Speed must not exceed \_\_\_\_\_ MPH at (or between) \_\_\_\_\_.
10. Other special handling instructions issued by General Superintendent Transportation.

When movement instructions include any of the Items 1 through 10, Train Dispatchers must issue train orders to trains affected which must indicate which of the items shown above are to be applied.

#### Example:

"Extra 300 West has (car number) in train measuring \_\_\_\_\_ in width and \_\_\_\_\_ in height. Be governed by Rule 110(a) Items One, Two and Nine, 10 MPH at Bridge \_\_\_\_\_."

**RULES CHANGES (continued)**

Crews of trains receiving notice of high-wide loads in other trains must inspect their trains for open or swinging doors or anything projecting beyond normal clearance. When a train which is handling a high-wide load is notified by train order of another train handling a high-wide load on the same subdivision, the Conductor must notify the Train Dispatcher so that a meeting or passing point can be arranged.

**Rule 111(c)** – Mirrors of any type must not be used in making inspection as required by Rule 111.

**Train orders, except Form X Example 2**, must not be issued in the form of a General Order. Maximum speed may be increased as well as decreased by train order.

**TRAIN AIR BRAKE AND COMMUNICATION SIGNAL RULES.**

**Rule 33, Paragraph II**

II. At points other than initial terminals where locomotive crew, train crew, or both are changed on a freight train and consist including engine remains intact and it becomes necessary to stop train:

- A. Engineer of arriving train, after making stop, must complete a full service "Brake Pipe" reduction, if not already in effect.
- B. Engineer of departing train must note as soon as he boards locomotive, that locomotive brakes are fully applied, as indicated by gauge, and that main reservoir pressure is within required limits.

**NOTE:** When engine crew is changed without stopping train, the outbound Engineer must have the assurance from inbound Engineer that the train's air brakes are working properly.

**SPEED RESTRICTIONS**

**ALL SUBDIVISIONS**

Authorized speed through switch leads of turnouts as follows:

	Loaded 85 Ft. & Longer Cars	
No. 20	40	35
No. 15	25	20
Others	10	
		<b>MPH</b>
TOFC Trailers loaded with swinging meat thru No. 15 and No. 20 turnouts		15

**LOCATION No. 15 TURNOUTS**

- Subdivision 15 MP306-37 East end siding Belknap
- MP 308-8 West end siding Belknap
- MP 316-27 East end siding Paris
- MP 317-34 West end siding Paris

- MP 323-34 East end siding Sharon
- MP 325-1 West end siding Sharon
- MP 334-33 East end siding Centerville
- MP 340-8 West end siding Centerville
- MP 350-35 East end siding Seymour
- MP 363-14 East end siding Allerton
- MP 367-35 West end siding Allerton
- MP 381-32 East end siding Mercer
- MP 383-5 West end siding Mercer
- MP 391-36 East end siding Princeton
- MP 392-38 West end siding Princeton
- MP 399-26 East end siding Mill Grove
- MP 401-6 West end siding Mill Grove
- Subdivision 16 MP 64-4 South end siding Carlisle
- MP 30-32 North end siding Williamson
- MP 29-19 South end siding Williamson
- Subdivision 17 MP 423-6 East end siding Coburn
- MP 426-6 West end siding Coburn
- MP 433-21 East end siding Lock Springs
- MP 434-34 West end siding Lock Springs
- MP 443-17 East end siding Nettleton
- MP 444-29 West end siding Nettleton
- MP 458-34 East end siding Polo
- MP 460-4 Crossover Polo
- MP 471-25 Crossover Lawson Jct.
- MP 274-8 East end siding Lawson
- MP 287-16 Crossover Moseby Jct.
- Subdivision 21 MP 178-27 East end siding Ramona
- MP 180-20 West end siding Ramona
- MP 197-29 East end siding Waldeck
- MP 199-24 West end siding Waldeck
- MP 218-37 West end siding McPherson
- MP 227-12 East end siding Inman
- MP 229-3 West end siding Inman
- MP 245-35 West end siding Hutchinson
- MP 266-38 East end siding Janet
- MP 268-32 West end siding Janet
- MP 283-30 East end siding Preston
- MP 285-28 West end siding Preston
- Subdivision 22 MP 313-38 East end siding Wellsford
- MP 315-31 West end siding Wellsford
- MP 332-32 East end siding Joy
- MP 334-25 West end siding Joy
- MP 362-20 East end siding Bloom
- MP 364-14 West end siding Bloom
- MP 379-23 East end siding Fowler
- MP 381-8 West end siding Fowler
- MP 395-38 East end siding Missler
- MP 397-32 West end siding Missler
- MP 412-1 East end siding Kismet
- MP 413-35 West end siding Kismet
- Subdivision 23 MP442-22 East end siding Tyrone
- MP 444-17 West end siding Tyrone
- MP 463-6 East end siding Optima

**MPH**

MP 465-0 West end siding Optima  
 MP 483-25 East end siding Goodwell  
 MP 485-19 West end siding Goodwell  
 MP 503-19 East end siding Stevens  
 MP 505-14 West end siding Stevens  
 MP 524-25 East end siding Conlen  
 MP 526-19 West end siding Conlen  
 MP 543-25 East end siding Dalhart  
 Subdivision 24 MP 560-14 East end siding King  
 MP 562-10 West end siding King  
 MP 577-6 East end siding Romero  
 MP 579-1 West end siding Romero  
 MP 597-0 East end siding Obar  
 MP 598-26 West end siding Obar  
 MP 621-5 East end siding Mater  
 MP 623-1 West end siding Mater

Trains and engines making movement against current of traffic on two main tracks over facing point spring switches not protected by signals or indicators

30  
Engines only

Railroad crossing not protected by interlocking except where higher speed authorized in this rule

10  
Engines only

Engines running forward light, or with only one car (except suburban service) Road freight or passenger diesels, other than road switchers, backing up

35  
25

When this being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve

Scale test cars moving in trains will be handled next ahead of cabooses.

Short Wheel base ore hoppers

30

Trains handling steam derrick, pile drivers, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by officer

25

Pile Driver 95231, 95232 and Crane 95260 Subdivisions 15, 16, 17, 20, 20B, 21, 22, 23, 24

35

These machines must not be handled over bridges on industrial and other back tracks unless otherwise authorized by officer and must not be handled in trains when pile leads and platforms are attached to boom in either a raised or lowered position unless accompanied by the operator in the cab of the machine.

These machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.

Ditcher, or other type of spreaders handled in trains in through movements, must have wings in trailing position when practicable.

These instructions will not apply to relief derricks with boom trailing when trained behind engine in relief train service. In such case speed restrictions will be as follows:

**LOCATION NO. 20 TURNOUTS:**

Subdivision 15 MP 364-30 Junction switch to Subdivision 16 Allerton  
 MP 364-35 Both ends crossover Allerton  
 Subdivision 17 MP 417-17 End of two main tracks Lake  
 MP 460-9 End of two main tracks Polo  
 MP 471-28 Crossover Lawson Jct.  
 MP 287-15 Crossover Moseby Jct.  
 MP 294-8 East end siding Liberty  
 MP 295-8 West end siding Liberty  
 MP 302-32 West end two main tracks Draw-bridge  
 MP 303-12 East end two main tracks Draw-bridge  
 MP 304-12 Crossover Freight Line Junction

**SPEED RESTRICTIONS**

<b>MAXIMUM ENGINE SPEEDS</b>	<b>MPH</b>
402-403, 409, 603-612, 625-626, 628, 630-639, 641-646,	
648-650, 652-655, 750-751 .....	95
353, 373, 382-396 .....	90
208, 223, 228-230, 234, 238, 243-281, 285-299, 417-421, 424 83	
190-199, 485, 489, 490-100-127, 200-207, 209-211,	
213-220, 222, 224-227, 235-237, 240-242, 404-406, 408,	
410-411, 415-416, 422-423, 430-441, 450-475, 615, 617,	
675-677, 920-936, 940-949, 1200-1353 .....	70
765-779, 795-797, 811-840 .....	65
529-546, 1001, 1005, 1008, 1014-1015 .....	45
550-559, 561, 563, 900-915 .....	40

Trains and engines moving against current of traffic on two main tracks not signaled both directions, except Subdivision 1-1A and 1B

Subdivisions 18, 19, 20B	25
Subdivisions 17A, 17B, 20A, 21A, 22A	20
All other Subdivisions	40
Spreader 95319 when being moved in train with wings in trailing position and coupled to loaded cars on both ends	40
Trains handling welded rail of any length will not exceed 35 MPH or 5 MPH through turnouts. Buffer cars must be placed on both ends of welded rail and must be placed in train as instructed.	
Air dump cars under load	40
Where speeds on any subdivision or part thereof are lower than the above. THE LOWER SPEED WILL GOVERN.	
All Work Equipment cars converted from old passenger cars are to be moved only on rear end of freight trains, no more than five cars ahead of caboose. Where more than one of such cars are to be moved in the same train, all such cars must be trained together with rear car not more than five cars ahead of caboose.	

### SPECIAL INSTRUCTIONS

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, unless otherwise instructed by officer at location of high water. When towed or operated under own power through water of lesser depth than shown below, a speed of 3 MPH must not be exceeded.

#### Maximum height of water above rail

Diesel engines	3 inches
Lightweight passenger cars	7 inches
Conventional passenger cars	12 inches

1. 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.

2. 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.

4. When snowplows are operated preceding or following other trains, absolute block must be maintained between such trains in territory involved. An absolute block may be established by flagmen, train orders, absolute signals, or by

verbal communication when authorized by an officer.

When handling snowplows, a maximum speed of 30 MPH must not be exceeded except, when using Vanderbilt-type snowplows, the officer in charge is authorized to permit maximum speed of 40 MPH.

Flangers will be used only when necessary and must not be in lowered position when working or moving over switches, bridges, road or street crossings, motor car set-offs, or at any place marked by flanger signs.

Not more than two road switcher-type engines shall be coupled to wedge snowplows to avoid buckling.

5. Speedometers on road engines must be checked by observing time between mile posts twice on each trip. The location, speed and any variation must be shown on work report.

6. The following letters and symbols shown in "Station" and "Signs" columns indicate:

C—Standard clock

B—General order boards and books

F—Fuel station

P—Telephone

R—Train register station

T—Turntable

W—Water station

Y—Wye

UX—Railroad crossing not protected by interlocking

TO—Train order station per Rule 221

TO(N)—Train order station, no train order signal

Yd—Station where yard limit signs are maintained

\*—Radio installation

7. At stations where telephones are located, conductor or engineer will communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen approaching.

9. A train holding main track at meeting point must not pass beyond **OVERLAP SIGN** nor open a switch beyond the overlap sign until the opposing train has arrived and the siding switch has been set for entrance to the siding. Train taking siding must open siding switch before passing **OVERLAP SIGN**.

10. **HIGHWAY CROSSING SIGNALS**—Operation of highway crossing signals and automatic gates is such that when an engine or cars move toward crossing on main track, the crossing signal will operate, and after crossing has been occupied and cleared, if any movement by such engine or cars is again made toward the crossing without such movement having been started from the outside of the signal starting circuits, which vary in length 2000 feet to 3500 feet beyond the crossing, the signal or automatic gate will not operate.

Trains or engines standing in start circuits at crossing protected by automatic signal devices, to avoid unnecessary delay to highway traffic, member of crew must go immediately to the crossing and operate control to stop automatic crossing signal.

A controller is provided on side of case for this purpose. To

raise gates, insert switch key in slot marked raise, turn and hold for five seconds before removing key. After gates have thus been raised, before movement is started over crossing, switch key must be inserted in slot marked lower, turned and held until gates are down before removing key.

In territory where two or more main tracks are involved, extreme care should be taken to see the correct controller is used.

12. All through girder bridges will not clear man on the side of a car.

13. Sanders must not be used while moving over rail-locks and draw-span of drawbridges.

14. IN CTC territory where maximum speed is in excess of 20 MPH, trains using a hand operated main track switch not equipped with electric lock, must have a portion of its train occupying main track or leave main track switch open while using such track. Trains must not clear main track at such switches.

15. Dead engines will be handled immediately behind the operating units.

When moving two or more road switcher type engines dead in same train, separate each engine by at least 1 car.

17. When employees are deadheading on freight trains, they must ride in the caboose or in a deadhead caboose when available. Where there are insufficient seats to accommodate all deadhead employees on cabooses, those that cannot be seated on cabooses will be permitted to ride the trailing units of the engine. Deadhead employees will not be permitted to ride in the lead unit of engine without proper authority.

18. Except when being moved in work train service, panel rail loaded in open top cars with lading extended above sides of car must be adequately secured to the car by either banding or chaining the panel rail to the car. When these loads are being moved on trains other than in work train service, they must be trained next behind engine. When practicable these loads should be moved on trains other than important symbol trains.

19. When flat spots on wheels of engines or cars are developed on trains between terminals and it is known that no other damage to wheel or running gear exists, they may be operated at speeds as follows:

- (1) Less than two and one-half inches — Normal Speed.
- (2) Two and one-half inches or more — Not to exceed 10 MPH to first inspection point.

If mechanical inspection reveals two and one-half inches or more flat spots, the equipment must not be operated beyond inspection point except on specific instructions of mechanical or operating officer present.

When flat spots are detected on engines or cars between terminals, conductor or engineer must notify Dispatcher at first available point of communication.

Engines or cars set out on line due to excessive flat spots must be reported to Dispatcher who must, when necessary, arrange to have track inspected.

**20. TRAIN LOCATION LINE-UP RULES** — Rules contained herein govern all types of track work and similar cars, all railroad machinery or work equipment used on or adjacent to

railroad tracks, all of which will be referred to hereinafter as "track cars." Operators of these vehicles must have a standard watch and either be examined and qualified on "Rules and Regulations for Maintenance of Way and Structures" or be working under the immediate (on-the-job) supervision of personnel having a standard watch and examined and qualified on Rules and Regulations for Maintenance of Way and Structures and will be referred to hereinafter as "track car operators."

Highway-Rail Automotive Vehicles must have head and tail lights burning when moving on the rail. When other track cars are operated between sunset and sunrise and during the day when visibility is restricted, a white light to the front and a red light to the rear must be displayed.

The prescribed form must be used for train location information. A copy of the current line-up must be obtained and read to other members of crew:

1. Before placing track car on main track.
2. Before operating track cars foul of main track.
3. Before working on or obstructing the main track.

The time of trains must be cleared not less than 10 minutes. If the line-up indicates a scheduled train is running late, the later time will be cleared.

When figuring time of a train between stations, the maximum speed for that train will be used.

When unable to secure a line-up due to failure of communication or no communication is available, track cars may only occupy and move on, or foul of main track by providing flag protection as prescribed by Rule 99.

The line-up shall list all trains on the road ordered, or expected to be run in the territory involved within the specified time, with information as to whether scheduled trains, including sections, are late or on time. For scheduled trains running late and extra trains, line-up must show approximate leaving time at the initial station or the "OS" and in addition, approximate times at not less than two intermediate stations. To help identification of extra trains, engine numbers shall be given when possible. Such additional information as may be helpful to persons receiving the line-up must be given, for example, number of cars in train, or light engine. Local, Symbol Number, Passenger Extra, etc.

Line up will not contain information as to train and engine movements made exclusively within yard limits.

Track cars will be moved as the way is seen to be clear within



yard limits. Dispatchers in issuing line-ups will use the words "Not Before" when quoting figures:

Example: Extra 303 East (Station) not before 7:30 AM; or No. 74 Leave (Station) not before 2:01 PM, etc.

Except in an emergency situation and when authorized by the Superintendent or his designated officer, only those trains shown on current train location line-up will be permitted to enter the limits of such line-up during the time the line-up is in effect. This provision will apply when necessary to operate a train against the current of traffic when such information is not shown on current line-up.

Except as provided herein, the Train Dispatcher will be responsible to know that trains not shown on line-ups are not permitted to run before expiration time of current line-up.

In emergency situations, when it becomes necessary to operate a train or engine during time line-up is in effect and such train or engine is not shown on current line-up an officer should ride the engine whenever possible and dispatcher must issue Train Order to the train or engine as follows:

"Track car operators have no notice of your train (or engine) on line-up. Run at restricted speed and sound whistle freely."

On two or more tracks when an emergency requires operating a train or engine against current of traffic, dispatcher must issue Train Order to the train (or engine) as follows:

"Track car operators have no notice of your train (or engine) moving against current of traffic between (station) and (station). Run at restricted speed and sound whistle freely."

Dispatchers must take necessary action to prevent trains or engines running in advance of figures shown at the stations designated on line-up, when necessary, protecting the figures shown by Form "E" (Wait Order).

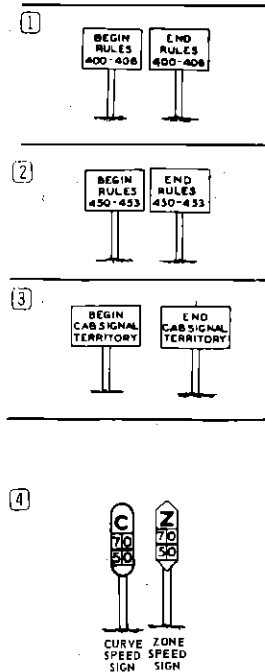
Train Dispatchers shall issue line-ups for all concerned at times specified by the Superintendent and will be written in train order book numbered consecutively beginning at midnight. Additional line-ups will be issued upon request. When line-ups previously issued are still in effect when Dispatchers are relieved, transfer must show numbers of line-ups in effect and relieving Dispatchers will be responsible for trains operating not shown on line-up or trains operating ahead of line-up figures. Line-up must be repeated by one or more of those copying it. Each person copying line-up must observe whether line-up is repeated correctly and, if not, will immediately call attention to any mistakes.

At designated intervals, copies of line-ups will be sent to a designated supervisory officer for checking.

Persons copying line-ups shall make as many copies as necessary. When an operator copies line-up a file copy shall be retained bearing signature of all persons to whom copies were issued, and when relayed by phone or other communication, notation will be made on file copy.

When necessary, foremen shall obtain extra copies of line-ups for use by employees under their supervision. Such employees shall acknowledge receipt and understanding of the line-up by signing the foreman's copy.

## Rule 21



1. Indicates location where Centralized Traffic Control CTC Rules 400-408 begin and end.
2. Indicates location where Rules governing a movement of trains and engines in the same direction by block signals begin and end.
3. Indicates location of beginning and end of cab signal territory.
4. Curve speed sign indicates speed restriction for curve 4000 ft. from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign to be placed 6600 ft. in advance of curve. Zone speed sign indicates maximum speed for zone ahead. Sign to be placed 4000 ft. in advance of zone where speed restriction becomes effective except on sub-divisions where maximum freight train speed is in excess of 60 MPH, signs to be placed 6600 ft. in advance of zone where speed restriction is effective. Where the movement is from a lower to a higher speed zone the zone speed sign will be placed at the point where speed may be increased. On both signs the higher figures govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures are shown it governs all trains and engines. See Rule 10 (h).

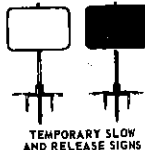
5



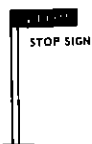
5. Permanent Speed Restriction sign indicates permanent speed restriction begins 4000 feet or farther when necessary from sign. On sub-divisions where maximum speed for freight trains is in excess of 60 MPH sign to be placed 6600 feet in advance of where permanent speed restriction begins. The higher figures on signs govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures is shown, it governs all trains and engines. Where the movement is from a lower to a higher speed, the sign will be placed at the point where speed may be increased, but the prescribed speed restriction must be maintained until entire train has passed this sign. See Rule 10 (h).

6. Temporary speed restriction sign located two miles or farther from sign except where maximum speed is 45 MPH or less, one mile or farther from sign. Resume speed sign indicates end of speed restriction. Note: The prescribed speed must be maintained until entire train has passed the resume speed sign. See Rule 10 (g).

6



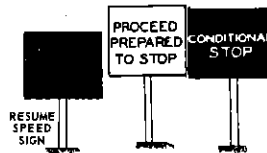
7



7. Indicates point where stop must be made before any part of train or engine passes such stop sign. sign used to protect railroad crossings not protected by interlocking or gates; junction points and other points where required by rule or law.

8. Yellow "PROCEED PREPARED TO STOP" sign indicates "CONDITIONAL

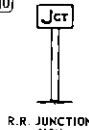
8



9



10



11



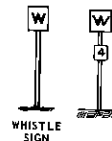
12



13



14



"STOP" sign will be displayed two (2) miles from "PROCEED PREPARED TO STOP" sign. "CONDITIONAL STOP" sign placed at point where train must be stopped unless authorized by foreman in charge of work to proceed beyond sign. Green "Resume Speed" sign will be displayed at point where restriction ends. See Rule 10 (i) (1) and 10 (i) (2).

9. "Yard Limit Approach" sign indicates "Yard Limit" sign displayed approx. 1 mile ahead. "Yard Limit" sign indicates start of yard limits and is the point where train must be moving at restricted speed when required by rule.

10. R. R. Jct. sign indicates R. R. jct. located 1 mile ahead.

11. R. R. Crossing sign indicates R. R. Crossing located 1 mile ahead.

12. Overlap sign indicates the point where signal section for the block ahead begins. After track has been occupied beyond this sign, signals in opposing direction will indicate stop. See Rule 9 Special Instructions.

13. End of block sign indicates the point where block signal section ends.

14. Whistle sign indicates point where Rule 14-L whistle signal must begin. Whistle signal must be repeated or prolonged until crossing is occupied by engine or car. Whistle sign will be located at distances from crossing as follows on sub-divisions where maximum speed is:

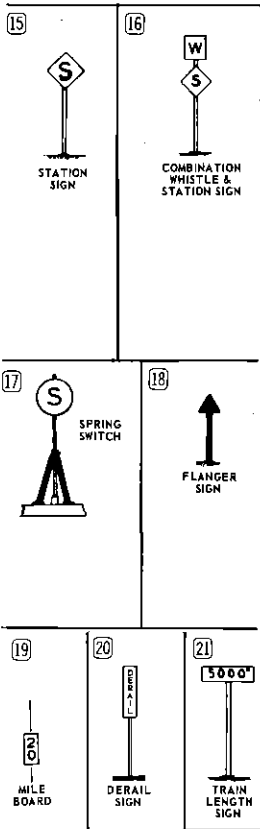
40 MPH or less 1320 Ft.

40-60 MPH . . . . 2000 Ft.

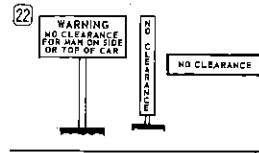
60-80 MPH . . . . 2600 Ft.

80-90 MPH . . . . 3000 Ft.

When standard crossing whistle sign bears a number plate below the "W" such sign will designate the number of crossings for which whistle signal Rule 14-L is to be sounded. Whistle signal rule 14-L must be repeated or prolonged until all crossings protected by this sign have been occupied by engine or car.



15. Station sign indicates station ahead 1 mile from sign except on subdivisions where max. freight train speed is in excess of 60 MPH, sign will be located 2 miles from station. Distance to be measured from siding switch in direction of approach.
16. Combination whistle and station sign. To be placed when both signs are applicable as shown in signs 14 & 15.
17. Indicates location of spring switches.
18. Flanger sign indicates location where flangers are to be raised over motor car set offs, road crossings or other obstructions when operating snow plows, spreaders or other work equipment.
19. Mile board indicates mile post location.
20. Derail sign indicates location of derails.
21. Train length marker signs indicate distance from leaving switch of siding or yard (or other designated point) to determine length of train by feet.
22. No clearance sign indicates point where there is insufficient clearance for



- a man on side or top of car.
23. Roadway signs facing direction of approaching trains (except temporary speed restriction signs) will be respected regardless of which side of the tracks signs are located.

**Rule 22**

Loads (gross weight of car and lading) with a maximum gross weight of 263,000 pounds can be moved unrestricted over all main and branch lines except those shown below:

Subdiv.	Description of Line	Gross Weight
18-19	St Louis to Kans City	221,000*

\*Cars with gross weights over 221,000 pounds but not exceeding 263,000 pounds may be handled between St Louis and Kansas City with the following restrictions:

Br No	Town	Speed
1433	Hoecker	10 MPH
1627	Eldon	20 MPH
17A	Coburn to St Joseph	200,000**

\*\*Cars with gross weights over 200,000 pounds but not exceeding 263,000 pounds may be handled between Coburn and St Joseph with the following restrictions:

Br No	Town	Speed
4645	Maysville	25 MPH
4763	Clarksdale	25 MPH

Loaded cars must be separated from each other or other loaded cars by one light or empty car each end.

The following relief derricks cannot move over Bridge 4763 Clarksdale: 95020, 95021 and 95024.

20A	St Joseph to Topeka	200,000
21A	Herington to Salina	200,000

The following relief derricks cannot move over Subdivision 21A: 95021 and 95024.

Loads (gross weight of car and lading) with a maximum gross weight exceeding that shown must not be moved except on authority of Chief Train Dispatcher. The Chief Train Dispatcher, before authorizing movement, must obtain authority from the General Superintendent of Transportation.

## OFFICERS

C. K. Holt	Senior Asst. Supt.	Kansas City, Kansas
H. L. Reyburn	Chief Dispatcher	El Reno, Okla.
P. E. Mankins	Chief Dispatcher	Des Moines, Iowa
T. J. Hull	Terminal Supt.	Kansas City, Kansas
S. A. Williams	Asst. Terminal Supt.	Kansas City, Kansas
C. H. Gray	Terminal Supt.	St. Louis, Mo.
C. O. Bryant	Div. Engr.	Kansas City, Kansas
J. E. Ham	Division Safety Officer	Kansas City, Kansas
W. T. Hinkle	Terminal Trainmaster	Kansas City, Kansas
D. A. Robertson	Terminal Trainmaster	Kansas City, Kansas
G. W. Zinn	Trainmaster	Eldon, Mo.
H. L. Dyer	Trainmaster	Herington, Kansas
W. W. West	Trainmaster	Liberal, Kansas
D. A. Logan	Trainmaster	Trenton, Mo.
M. M. Davis	Trainmaster-Agent	St. Joseph, Mo.
I. C. Davis	Asst. Trainmaster	Pratt, Kansas
J. T. Baier	Master Mechanic	Kansas City, Kansas
E. C. Price	Asst. Master Mechanic	Kansas City, Kansas
R. G. Anderson	Asst. Master Mechanic	Liberal, Kansas
W. K. O'Brien	Road Foreman of Engines	Trenton, Mo.
J. E. Reece	Road Foreman of Engines	Kansas City, Kansas
L. T. Seehan	Road Foreman of Engines	Liberal, Kansas
C. R. Evans	Master Car Repairer	Kansas City, Kansas
F. M. Rush	Asst. Master Car Repairer	Kansas City, Kansas
O. D. Hime	Asst. Master Car Repairer	St. Louis, Mo.

## TRAIN DISPATCHERS

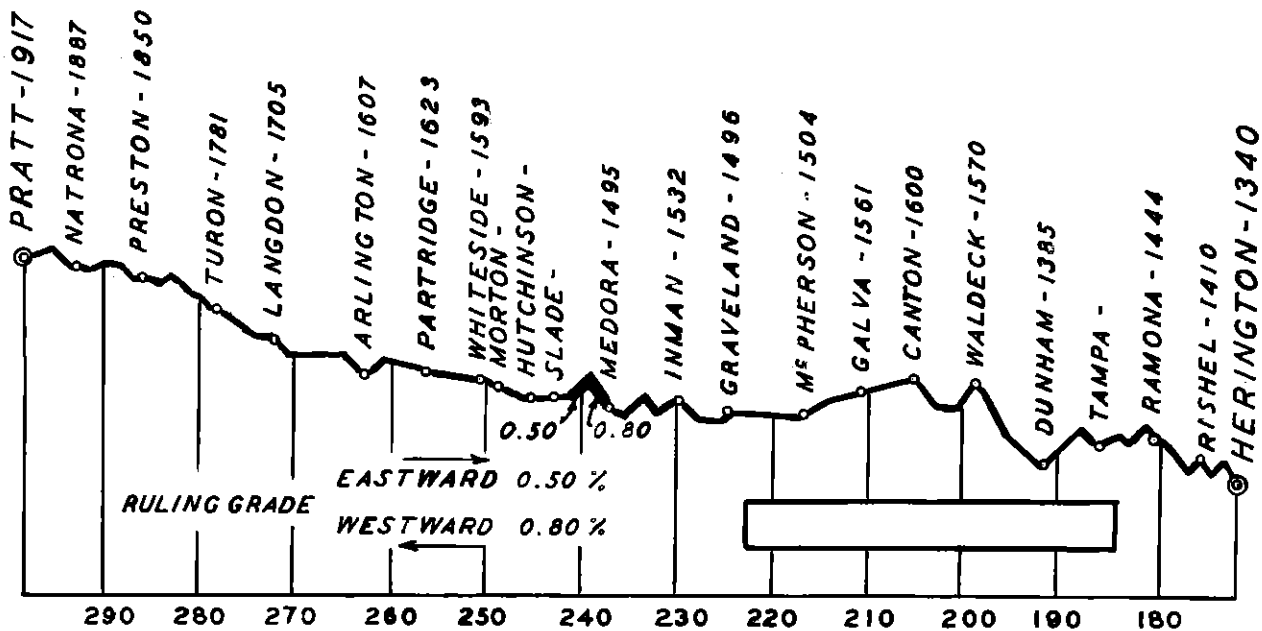
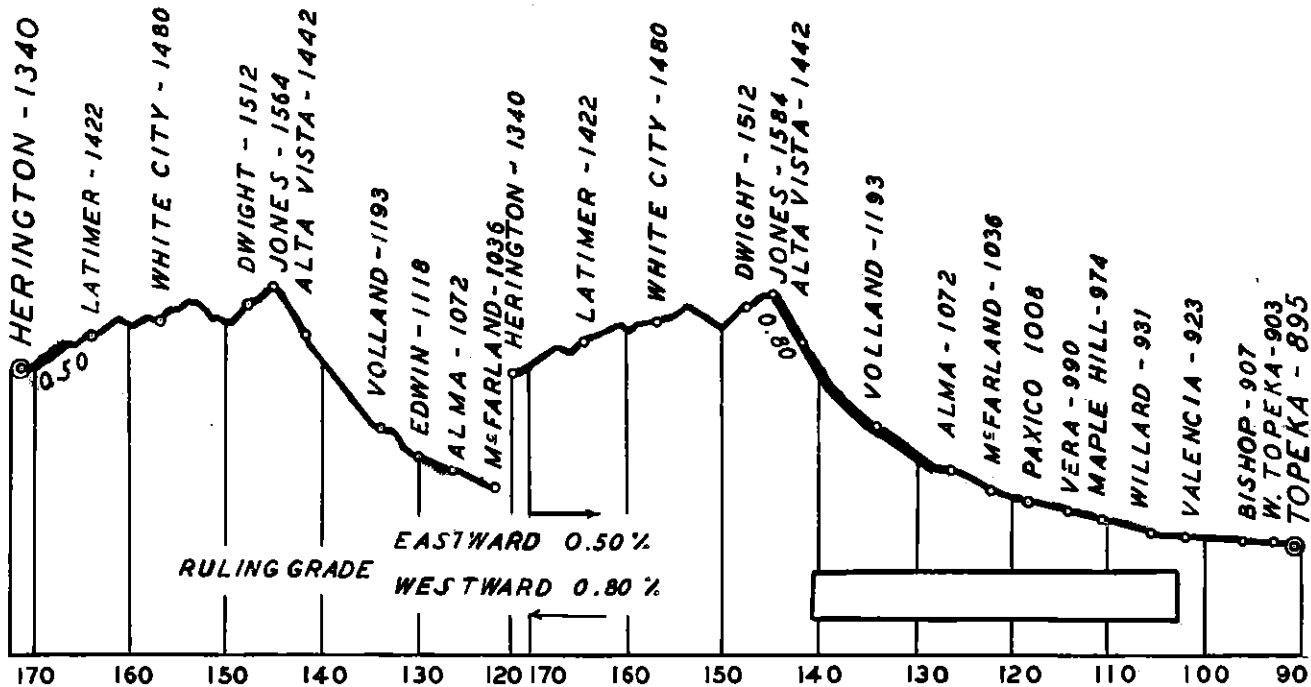
### Des Moines, Iowa

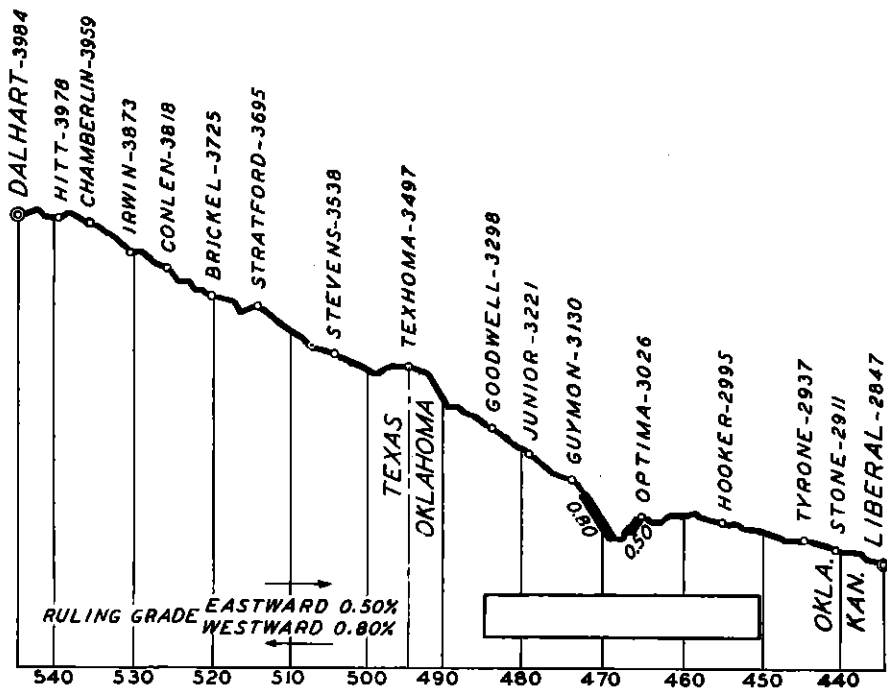
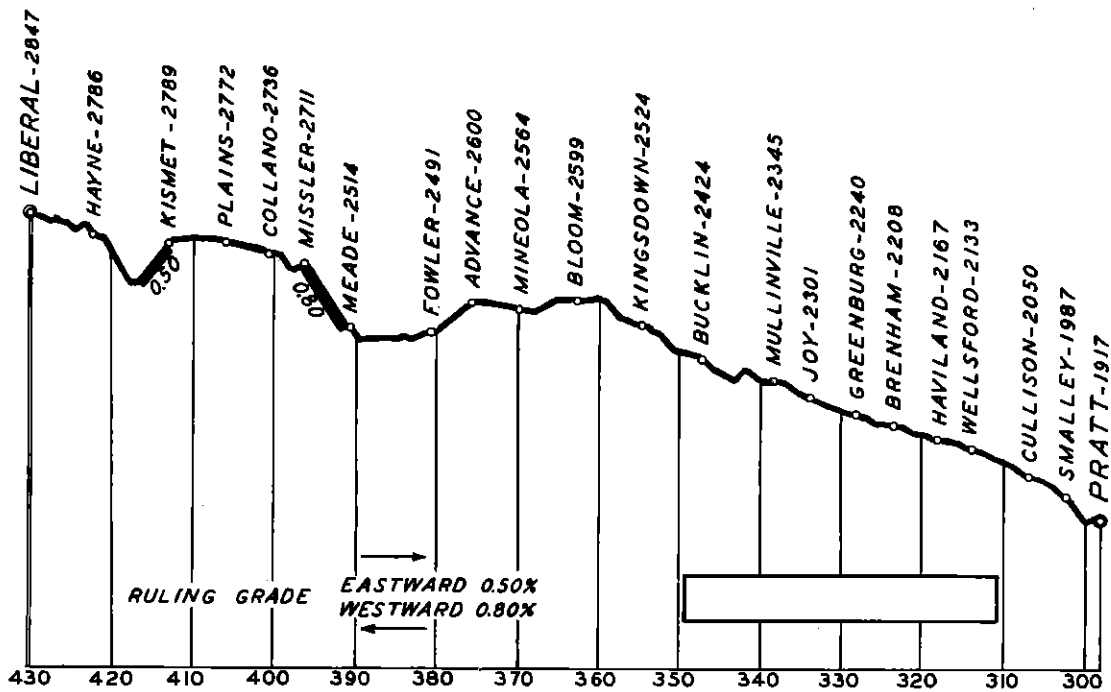
V. R. Beeson, Asst. Chief Dispatcher  
C. R. Gibson, Relief Asst. Chief Dispatcher  
F. A. Bayless, Asst. Chief Dispatcher  
T. F. Herzog, Asst. Chief Dispatcher  
J. E. Marsengill, Dispatcher  
J. L. Vandee, Dispatcher  
J. D. Stroh, Dispatcher  
R. L. Thompson, Dispatcher  
J. A. Head, Dispatcher  
C. S. Winship, Dispatcher  
M. C. Burkart, Extra Dispatcher  
W. A. Knight, Extra Dispatcher  
C. D. Austin, Extra Dispatcher

### El Reno, Oklahoma

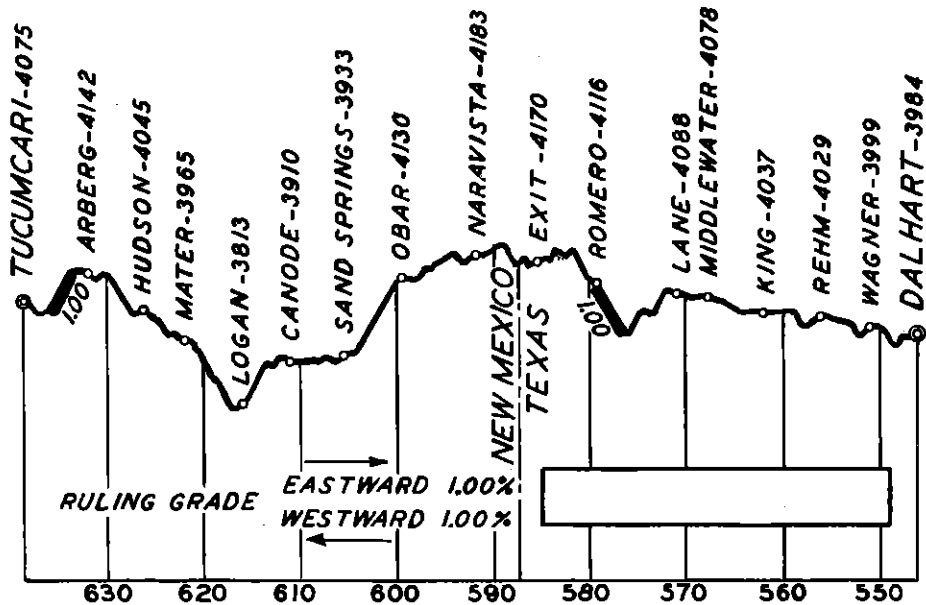
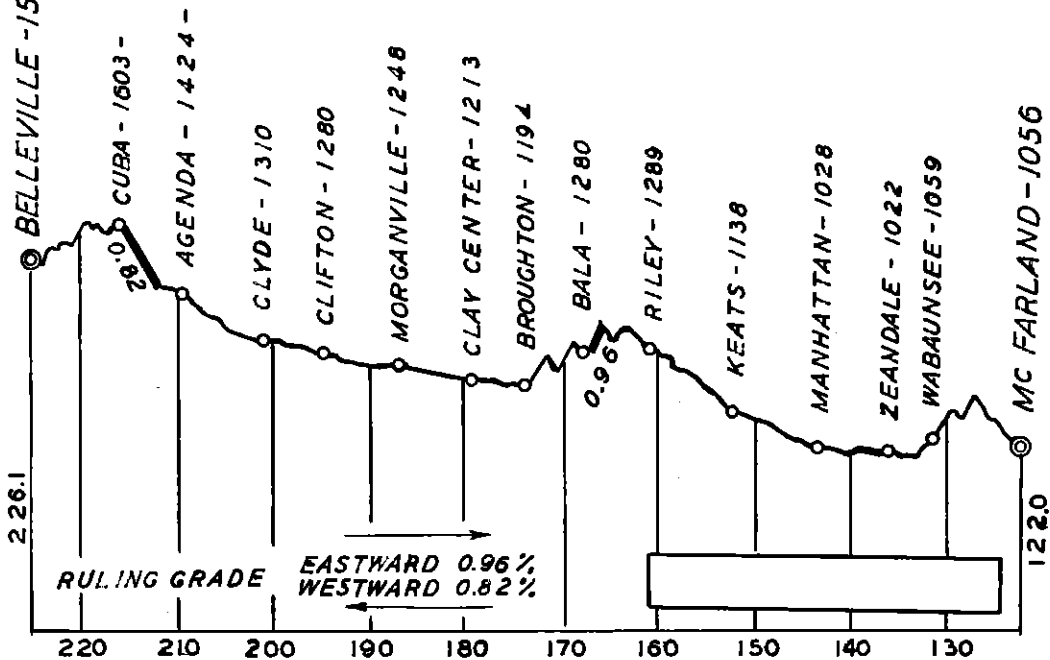
R. W. Popejoy, Asst. Chief Dispatcher  
W. R. Hedrick, Relief Asst. Chief Dispatcher  
F. S. Joslin, Asst. Chief Dispatcher

A. E. Anderson, Asst. Chief Dispatcher  
L. E. Olson, Dispatcher  
W. A. Vance, Dispatcher  
G. G. Murphy, Dispatcher  
W. D. Minnick, Dispatcher  
C. R. Ferguson, Dispatcher  
W. E. Perryman, Dispatcher  
D. K. Short, Dispatcher  
B. G. Adamson, Dispatcher  
W. Nichols Jr., Dispatcher  
B. N. Roberts, Dispatcher  
G. E. Wilbanks, Dispatcher  
C. E. Walters, Dispatcher  
R. A. Herd, Dispatcher  
I. L. Stockton, Extra Dispatcher  
D. B. Barrow, Extra Dispatcher  
D. L. Kirkpatrick, Extra Dispatcher  
C. L. Pitt, Extra Dispatcher





BELLEVILLE - 1517



**TABLE OF TRAIN SPEEDS**

Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour
0	33	110.0	1	19	45.6
0	34	106.0	1	20	45.0
0	36	100.0	1	21	44.4
0	38	94.7	1	22	43.9
0	40	90.0	1	23	43.4
0	42	85.7	1	24	42.9
0	48	75.0	1	25	42.4
0	50	72.0	1	26	41.9
0	52	69.2	1	27	41.4
0	54	66.6	1	28	40.9
0	56	64.2	1	29	40.4
0	58	62.0	1	30	40.0
1	0	60.0	1	31	39.6
1	1	59.0	1	32	39.1
1	2	58.0	1	33	38.7
1	3	57.1	1	34	38.2
1	4	56.2	1	35	37.9
1	5	55.3	1	40	36.0
1	6	54.5	1	45	34.3
1	7	53.7	1	50	32.7
1	8	52.9	1	55	31.3
1	10	51.4	2	0	30.0
1	11	50.7	2	5	28.8
1	12	50.0	2	10	27.7
1	13	49.3	2	15	26.7
1	14	48.6	2	20	25.7
1	15	48.0	2	25	24.8
1	16	47.4	3	0	20.0
1	17	46.7	4	0	15.0
1	18	46.1	6	0	10.0