

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

5000-1-1-72

Chicago, Rock Island & Pacific Railroad



**TIME
TABLE**

MISSOURI-KANSAS DIVISION

No. 2

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

SATURDAY, JAN. 1, 1972

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. 2 JAN. 1, 1972	Office Hours	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. 4.6		2.6	RFWT CB	A.M. 4.30	P.M. 1.00			
							EASTON AVE. JCT. 3.1		7.2						
	2.20	9.15					R. I. JUNCTION 0.1		10.3	Yd	2.47	A.M. 9.30			
						UX	SLB&T Crossing 2.4		10.4						
	2.37 74	9.25	3550	89	09013	*TO	LACKLAND 5.2	7A-3P 9P-5A DAILY	12.8	YdB	71 2.37	9.20			
	2.49	9.37	2000		09018		VIGUS 8.8		18.0	Yd	2.22	9.03			
	3.01	9.54		25	09027	TO	CHESTERFIELD 6.6	7A-4P	26.8		2.12	8.53			
	3.14	10.02	6600		09033	P	CENTAUR 6.5		33.4		2.04	8.45			
				18	09040		ST. ALBANS 6.1		39.9						
	3.37	10.25	2000	15	09046		LABADIE 5.2		46.0		1.42	8.20			
				18	09051		VILLA RIDGE 8.3		51.2						
	4.00	10.49		95	09060	*TO	UNION 12.1	8A-4P	59.5	WC	1.17	7.50			
				15	09072		BEAUFORT 2.4		71.6						
	4.25	11.13	3710		09074		LESLIE 6.7		74.0		12.53	7.25			
	4.35	11.23	2200	39	09081		GERALD 4.0	8:15A-10A	80.7		12.43	7.15			
				69	09085		ROSEBUD 6.8		84.7						
	4.55	11.42		83	09092	TO	OWENSVILLE 8.6	(Base) 7A-4P	91.5	WCB Yd	12.25	6.55			
	5.10	11.55	3710	50	09100	P	BLAND 5.1		100.1		12.11	6.40			
		P.M.													
	5.20	12.04 74	2050	64	09105	*TO	BELLE 13.0	7:30A-4:30P	105.2	W	A.M. 73 12.04	6.30			
		A.M. 12.24		24	09118	TO	FREEBURG 6.9	7:30A-9:00A	118.2		11.43	6.10			
	5.55 72	12.37	3580	25	09125	P	ARGYLE 9.5		125.1		11.26	71 5.55			
	6.15	12.55		60	09134	TO	META 10.1	(Base) 9:30A-4:30P	134.6		11.12	5.40			
	6.30	1.15	5270		09145		HENLEY 4.8		144.7		10.58	5.25			
				16	09149		EUGENE 10.4		149.5						
	7.25 A.M.	1.40 A.M.		Yard	09160	*TO(N)	ELDON 157.3	7A-3P 9P-5A DAILY	159.9	CRW YdB	10.35 P.M.	5.05 A.M.			

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

Westward

Main Line

Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 19 STATIONS TIME TABLE NO. 2 JAN. 1, 1972				Office Hours	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	*TO(N)	ELDON 17.1		7A-3P 9P-5A DAILY	159.9	YdB CRW	P.M. 10.35	A.M. 5.05				
	8.55	2.02	3600	75	09177	TO	VERSAILLES 8.9	(Base)	7:30A-4:30P	177.0		10.02	4.35				
	9.05	2.12		78	09186		STOVER 12.9			185.9		9.51	4.24				
	9.25	2.29		24	09199	*TO	COLE CAMP 6.6			198.8		9.34	4.09				
	9.40	2.37		53	09205	TO	IONIA 10.9			205.4		9.25	4.00				
	9.55	2.52	3660	60	09216	*TO	WINDSOR 10.7	(Base)	7:30A-4:30P	216.3	W	9.10	3.45				
	10.10	3.05		16	09227		LEETON 2.6			227.0		8.55	3.30				
				E16	09230		POST OAK 5.8			229.6							
	10.25	3.17 72	3380	23	09235	P	CHILHOWEE 10.0			235.4		8.42	3.17 ⁷³				
				W8	09245		MEDFORD 17.1			245.4							
				A			MoPac Crossing 0.4			262.5							
	11.05	3.55	3310	67	09263	TO	PLEASANT HILL 5.8	(Base)	7A-4P	262.9	W	8.05	2.30				
				26	09268		GREENWOOD 3.3			268.7							
	11.27	4.08		60	09272		SOUTH LEE 10.7			272.0		7.52	2.17				
	11.45	4.25	4560	35	09281	TO	RAYTOWN 5.6		6A-3P	282.7		7.35	2.00				
	11.55 A.M.	4.35			09287		LEEDS JCT., MO. 9.7			288.3	RYd	7.25	1.50				
	2.00 P.M.	6.00 A.M.		Yard	09055	*TO(N)	KANSAS CITY, KAN. 137.9		Continuous	298.0	RFWT CB	7.00 P.M.	1.00 A.M.				

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

MAXIMUM SPEED: 40 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	25
MP 149 Pole 0 to MP 151 Pole 5	35
MP 151 Pole 5 to MP 152 Pole 5	40
MP 154 Pole 19 to MP 155 Pole 7	45

SUBDIVISION 19

MP 262 Pole 20 MoPac crossing	20
Sheffield-connection between KCT and SLSF	10
MP 5 Pole 25 to D-11 Pole 10 (except as shown below) ..	20
MP D-9 Pole 22 (engine only)	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	E6
64.9	Jeffriesburg	W3
97.3	Ellis	15

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
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.

Office hours Subdivisions 18 and 19 - daily except Saturdays, Sundays and Holidays, unless otherwise specified.

SPEED RESTRICTIONS

SUBDIVISION 15	MPH
MP 291 Pole 29 to MP 299 Pole 39	40
MP 299 Pole 39 to MP 351 Pole 34	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 35	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
MP 434 Pole 37 to MP 434 Pole 38 (N&W Crossing)	40
Excelsior Springs, across Dunbar Avenue, (Engine only)	15
Lawson Jct. to Moseby Jct. (South Track)	50
MP 471 Pole 28 to MP 472 Pole 16 (North Track)	50
Moseby Jct., West Crossover	25
Moseby Jct., East Crossover	40
Moseby Jct. to Birmingham (Both Tracks)	50
Birmingham to Airline Jct. (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.

Dragging equipment indicator MP 300.6 Both Tracks.

Trains between Polo and Air Line Jct will be governed by Milwaukee rules.

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.

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

Westward indicator located on siding Coburn at MP 425 pole 4 when displaying lunar light indicates that switch and signal at west end of siding Coburn are lined for movement to the main track AT THAT TIME. If indicator displays a red light, switch and signal at west end of siding Coburn are not lined for movement to the main track. Trains and engines may pass this indicator without stopping if displaying red light to continue to signal at west end of siding. This indicator IS NOT an automatic block signal.

Office hours Subdivisions 15 and 17—daily except Saturdays, Sundays and Holidays, unless otherwise specified.

Southward

Main Line

Northward

				Footage Capacity of Slidings	Car Capacity of Other Tracks	Station Number	SUBDIVISION 16 STATIONS TIME TABLE NO. 2 JAN. 1, 1972				Office Hours	M.P. from West Wye Sw. Allerton	Signs						
					Yard	50172	*TO(N)	SHORT LINE JCT (CRI&P Crossing) 8.9				Continuous	73.6	RFWT YY&BC					
				5700	20	50011	TO	Automatic Block System	CARLISLE 5.1				8A-8:15A 10:20A-5P	64.7					
					N5	50060	P		HARTFORD 6.8					59.6					
				7138	20	50053	P		BEECH 13.3					52.8					
				4083	15	50040	TO(N)		MELCHER 9.6				1:45P-2:45P	39.5					
				6339	14	50030	P		WILLIAMSON 6.5					29.9					
					S45	50023	TO		CHARITON (Base) 12.2				8:30A-12:15P 3:15P-5:30P	23.4					
				6160	20	50010	P		MILLERTON 6.7					11.2					
					23	50005	P		CORYDON 4.9					4.5					
				15600	35	07365	*TO(N)		ALLERTON 74.0				7:30A-4:30P DAILY		WY				

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

MAXIMUM SPEED: 50 MPH

SPEED RESTRICTIONS:

	MPH
Allerton to MP 0 Pole 20	30
MP 42 Pole 38 to MP 43 Pole 9	40
MP 43 Pole 9 to MP 43 Pole 13	20
MP 72 Pole 3 to MP 73 Pole 31	20
(Except as shown below)	35
MP 73 Pole 0 (BN Crossing)	25
MP 73 Pole 14 to MP 73 Pole 15	20
(DMU crossing and Bulk Material Service switch)	20

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.
Dispatchers Phone MP 57.1
Office hours daily except Saturdays, Sundays and Holidays, unless otherwise specified.

Westward

St. Joseph Branch

Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Number	SUBDIVISION 17A STATIONS TIME TABLE NO. 2 JAN. 1, 1972	Office Hours	M.P. from Chicago	Signs	SECOND CLASS			
		63									64			
		Freight									Freight			
		Daily Except Sunday									Daily Except Sunday			
		A.M. 7.50			08427	P	COBURN 4.4		427.1		P.M. 8.07			
		8.08	1216	20	08431		JAMESPORT 8.3		431.5		7.53			
				10		A	N & W Crossing 1.4		439.8					
		8.38		24	08441		GALLATIN 16.8		441.2		7.23			
				W14	08458		WEATHERBY 7.6		458.0					
		9.53		25	08466		MAYSVILLE 32.1		465.6		6.10			
		11.25 A.M.		Yard	08498	*TO(N)	ST. JOSEPH 70.6	8:30A-5:30P %	497.7	RFWY YdBC	4.40 P.M.			

**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: 20 MPH

SPEED RESTRICTIONS:

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.

%Daily except Saturday

Westward

Atchison Branch

Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Number	SUBDIVISION 17B STATIONS TIME TABLE NO. 2 JAN. 1, 1972	Office Hours	M.P. from Chicago	Signs	SECOND CLASS									
			161																	
			AT&SF Freight																	
			Daily Except Sunday																	
			A.M. 4.01		Yard	08030	TO	ATCHISON KAN. 1.1	6:30A-3:30P	519.4	RFWT BC		P.M. 6.15							
			4.04			08029		WINTHROP MO. 4.2		518.3			6.12							
							A	BN Crossing 0.2		513.9										
					15	08025		RUSHVILLE 14.6		513.7										
							UX	BN Crossing 0.1		499.1										
			5.01 A.M.					TERMINAL JCT. 0.2		499.0	Yd		5.30 P.M.							
							UX	BN Crossing 0.1		498.8										
							UX	AT&SF Crossing 0.0		498.7										
							UX	BN Crossing 0.4		498.7										
				Yard		08498	*TO(N)	ST. JOSEPH 21.1	8:30A-5:30P %	498.3	RFWY YdBC									

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD

MAXIMUM SPEED: 20 MPH

SPEED RESTRICTIONS:

MPH

St. Joseph - Illinois Ave 10
Atchison, Missouri River Bridge 10

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.

Office hours daily except Saturdays, Sundays, and Holidays, unless otherwise specified.

%Daily except Saturday

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

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
498.7	BN	Stop Sign	....	....	....	....
498.7	AT&SF	Stop Sign	....	....	....	....
498.8	BN	Stop Sign	....	....	....	....
499.1	BN	Stop Sign	....	....	....	....

Westward

Horton Branch

Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Number	SUBDIVISION 20A STATIONS		Office Hours	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. 9.00	P.M. 5.00		Yard	08498	*TO(N)	ST. JOSEPH, MO. 0.1	8:30A-5:30P		RFWY YdBC	P.M. 5:00	P.M. 11.10			
						UX	BN Crossing 0.2								
						UX	UTRR Crossing 0.5								
			4572		10499		ELWOOD, KANSAS 4.5			1.1					
				135	10503		WATHENA 8.5			5.0	Yd				
	9.45	5.40 P.M.	910	27	10512	TO	TROY 5.7	8A-5P	13.5	WRYd	4.05	10.20 P.M.			
				29	10518		BENDENA 4.9			19.2					
	10.10			25	10523		DENTON 16.7			24.1		3.35			
	11.00			230	10539	TO	HORTON 19.3	(Base) 7A-4P	40.8	FW	2.50				
	A.M. 12.01			48	10558	TO	HOLTON 9.3	(Base) 8A-11:45A 4p-5p	60.1	W	1.35				
	P.M. 12.23			32	10567		MAYETTA 6.4	1p-4p	69.4		12.55				
				32	10574		HOYT 13.4			75.8					
						A	UP Crossing 0.1			89.2					
	1.20			Yard			S. J. JCT. 1.2			89.3	Yd	P.M. 12.01			
	1.25 P.M.			Yard	11588	*TO(N)	TOPEKA YARD 90.5	Continuous	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 BN Crossing	10
Missouri River Bridge at St. Joseph	6
MP 2 Pole 7 to MP 4 Pole 4	15
MP 46 Pole 25 Bridge 466	20
MP 53 Pole 11 Bridge 533	20
MP 59 Pole 17 Bridge 594	20
MP 67 Pole 0 to MP 89 Pole 0	20
MP 89 Pole 8 UP Crossing	15

SPECIAL INSTRUCTIONS:

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.

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

Office hours daily except Saturdays, Sundays and Holidays, unless otherwise specified.

Westward

Main Line

Eastward

**SUBDIVISION 20
STATIONS
TIME TABLE NO. 2
JAN. 1, 1972**

Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Number		Office Hours	M.P. from St. Joseph	Signs
	Yard	09055	*TO(N)	Continuous		FWC TB
					89.3	
					90.5	RFW YYdCB
7450E	Yard	11588	*TO(N)	Continuous		
7220		11600	P		101.5	
		17	11604	P	105.3	
		146	11609	P	110.4	
		37	11617	P	118.2	
		97	11621	*TO	8A-5P %	Y
		29	11625	P	122.0	
			11632	P	126.3	
W4540		15	11640	TO	133.8	
		31	11646	P	141.8	
		107	11655	TO	2:15P-4P	
		22	11662	P	8A-10:30A 4:30P-5P	156.7
				M	163.8	
				M	171.3	
	Yard	11670	*TO(N)	Continuous	171.4	RFTW YYd BC

TOPEKA YARD
11.0
VALENCIA
3.8
WILLARD
5.1
MAPLE HILL
7.8
PAXICO
3.8
McFARLAND
4.3
ALMA
7.5
VOLLAND
8.0
ALTA VISTA
5.9
DWIGHT
9.0
WHITE CITY
7.1
LATIMER
7.5
MoPac Crossing
0.1
HERINGTON
150.4

Two Main Tracks, Automatic Block System
(Base)

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD ON TWO MAIN TRACKS WHEN EITHER IS USED AS SINGLE TRACK RULE 99(I) AUTHORIZED.
MAXIMUM SPEED: 60 MPH

SPEED RESTRICTIONS:	MPH
Through Topeka Interlocking	10
MP 90-24 to MP 93-5	50
MP 94-37 to MP 95-9 Westward Track	50
MP 97-0 to MP 97-7	40
MP 100-19 to MP 100-29	50
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.

% Daily except Sunday

Westward

Main Line

Eastward

SECOND CLASS				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 21 STATIONS TIME TABLE NO. 2 JAN. 1, 1972	Office Hours	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	*TO(N)	HERINGTON (Base) 6.1	Continuous	171.4	RYdF WTY CB		P.M. 7.15	A.M. 1.30
							A	AT&SF Crossing 2.0		177.5				
3.01	5.10		9072	16	13678	P		RAMONA 6.2		179.5			7.04	1.19
3.08	5.17			46	13684			TAMPA 6.1		185.7			6.57	1.12
3.15	5.24			37	13690			DURHAM 6.6		191.8			6.50	1.05
3.22	5.31		9510		13697	P		WALDECK 6.1		198.4			6.43	12.58
				15	13703	P		CANTON 6.2		204.5				
				40	13709	P		GALVA 4.0		210.7				
							A	AT&SF Crossing 2.0		214.7				
3.42	5.51		7430	288	13716	*TO		McPHERSON 2.0	7A-4P	216.7	YdWB		6.23	12.38
							A	MoPac Crossing 5.0		219.3				
				27	13723	P		GROVELAND 5.1		224.3				
3.56	6.05		9060	46	13728	TO		INMAN 6.7	8:30A-5:30P	229.4	W		6.09	12.24
							A	SL-SF Crossing 0.0		236.1				
				52	13734	P		MEDORA 6.3		236.1				
				71	13741	P		SLADE 1.2		242.4				
							MP	AT&SF Crossing 1.3		243.6				
							A	MoPac Crossing 0.5		244.9				
4.16	6.25		10480	Yard	13744	*TO		HUTCHINSON 0.6	8:30P-5:30A &	245.4	Yd FWCB		5.49	A.M. 12.04
							UX	MoPac Crossing 0.6		246.0				
							UX	AT&SF Crossing 3.9		246.6				
4.23	6.33		17780	Yard	13749	P		WHITESIDE 11.9		250.5	YdY		5.42	P.M. 11.57
4.35	6.45			30	13761	TO		ARLINGTON (Base) 4.5	9:20A-3:40P	262.4			5.30	11.45
4.40	6.50		9040		13766	P		JANET 4.2		266.9			5.25	11.40
4.46 ⁹²	6.55			23	13770			LANGDON 6.4		271.1			5.20	11.35
4.53	7.02			27	13776	TO		TURON 0.3	8A-9A 4P-5P	277.5			5.13	11.28
							A	MoPac Crossing 7.6		277.8				
5.05 ⁹²	7.10		9360	31	13784			PRESTON 0.3		285.4			23 5.05	11.20
							UX	MoPac Crossing 12.3		285.7				
5.20 P.M.	7.30 A.M.			Yard	13797	*TO		PRATT 126.6	Continuous	298.0	RYd WTCB		4.50 P.M.	11.05 P.M.

AUTOMATIC BLOCK SYSTEM

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

See Page 13 for Speed Restrictions and Special Instructions
& Daily except Sunday & Monday

MAXIMUM SPEED: 60 MPH

SPEED RESTRICTIONS

SUBDIVISION 21

MPH

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	CR1&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	E24
228.0	American Cyanamid Spur	E 5
240.2	Kilowatt	E36

SPEED RESTRICTIONS

SUBDIVISION 22

MPH

MP 328 Pole 25 (Main St Crossing)	50
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SPECIAL INSTRUCTIONS

SUBDIVISION 22

Industrial or spur tracks are located at:

MP	Name	Car Capacity
335.3	Northern Natural Gas Co	E 4
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.

Office hours Subdivisions 21 and 22—daily except Saturdays, Sundays and Holidays, unless otherwise specified.

Westward

Main Line

Eastward

SECOND CLASS				Footage Capacity of Siding	Car Capacity of Other Tracks	Station Number	SUBDIVISION 22 STATIONS			Office Hours	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	*TO	PRATT 9.1	Continuous	298.0	RYd WTBC		P.M. 4.50	P.M. 11.05
						41	13806	P	CULLISON 7.8		307.1			
5.38	7.50			9050		20	13813	P	WELLSFORD 3.7		314.9		4.33	10.48
5.42	7.54					27	13817		HAVILAND 5.4		318.6		4.29	10.44
						22	13823	P	BRENHAM 4.6		324.0			
5.52	8.04					91	13827	*TO	GREENSBURG 5.1	(Base)	8A-5P	W	4.18	10.33
5.58	8.10			9090		34	13832	P	JOY 5.2		333.7		4.12	10.27
						35	13837	P	MULLINVILLE 9.0		338.9			
6.13	8.25			4120		142	13846	*TO	BUCKLIN 7.1		8:30A-5:30P	WYC	3.57	10.12
						27	13854	P	KINGSDOWN 8.4		355.0			
6.29	8.41			9090		37	13861	P	BLOOM 6.6		363.4		3.41	9.56
6.36	8.48					34	13869		MINEOLA 10.4		370.0		3.34	9.49
6.47	8.59			9080		77	13879		FOWLER 10.6		380.4		3.23	9.38
6.58	9.10					89	13890	*TO	MEADE 5.9	(Base)	7:30A-4:30P		3.12	9.27
7.04	9.16			9065	E10	13896	P	MISSLER 9.5		396.9			3.06	9.21
						95	13905	TO	PLAINS 6.5		8:30A-5:30P			
7.20	9.32			9070	47	13912	P	KISMET 9.9		412.9			2.50	9.05
					E17	13925	P	HAYNE 7.8		422.8				
7.35 P.M.	9.55 A.M.				Yard	14933	*TO(N)	LIBERAL 132.6	Continuous	430.6	RYdF CWY B		2.30 P.M.	8.45 P.M.

AUTOMATIC BLOCK SYSTEM

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

MAXIMUM SPEED: 60 MPH

See Page 13 for Speed Restrictions and Special Instructions.

Westward

Main Line

Eastward

SECOND CLASS			Footage Capacity of Stringings	Car Capacity of Other Tracks	Station Number	SUBDIVISION 23 STATIONS TIME TABLE NO. 2 JAN. 1, 1972	Office Hours	M.P. from St. Joseph	Signs	SECOND CLASS	
23	91	92								70	
Freight	Freight	Freight								Freight	
Daily	Daily									Daily	Daily
P.M. 7.35	A.M. 11.55			Yard	14933	*TO(N)		434.2	RYdF WYCB	P.M. 2.30	P.M. 8.45
7.50	12.10 P.M.		9080	37	14943			443.5		2.16	8.32
						UX		453.1			
8.01	12.21			99	14953			454.3	W	2.05	8.21
8.11	12.31		9060		14963	P		464.0		1.55	23 8.11
70				140	14972	*TO		8:30A-5:30P #		1.45	8.01
8.21	12.41			27	14983			484.6	W	1.34	7.50
8.32	12.52		9070	146	14993	TO		494.3	WY	1.24	7.40
8.42	1.02		3600		14003	P		504.5		91 1.13	7.29
8.53	1.13 92		9095		14013	*TO		514.2	W	1.03	7.19
9.03	1.23					A		514.7			
								525.6		12.50	7.06
9.16	1.36		9075		14025	P		536.1		12.39	6.55
9.27	1.47			19	14035	P		545.4	YdCB WYR	12.25 P.M.	6.40 P.M.
9.40	2.00 P.M.			Yard	14044	*TO(N)		Continuous			

AUTOMATIC BLOCK SYSTEM

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

MAXIMUM SPEED: 60 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
 Office hours daily except Saturdays, Sundays and Holidays, unless otherwise specified.

#Daily except Sundays and holidays

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
457.13	Panoma Spur	92
470.6	Swift Packing	E25
471.5	Guymon Industrial Park	35
475.9	Monsanto	E 6

Westward

Main Line

Eastward

SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Number	SUBDIVISION 24 STATIONS				Office Hours	M.P. from St. Joseph	Signs	SECOND CLASS			
23	91						TIME TABLE NO. 2							92	70		
Freight	Freight						JAN. 1, 1972							Freight	Freight		
Daily	Daily									Daily	Daily						
P.M. 9.40	P.M. 2.00				Yard	14044	*TO(N)	AUTOMATIC BLOCK SYSTEM	DALHART —0.1	Continuous	545.4	YdR WY BC			P.M. 12.25	P.M. 6.40	
							M		FW&D Crossing —15.7			545.5				P.M.	
10.00	2.20			9270		14059	P		KING —17.2			561.2			12.08	6.22	
10.18	2.38			9070	25	14077	P		ROMERO, TEX. —12.4			578.4			A.M. 11.50	6.04	
10.31	2.51				150	14089			NARAVISA, N.M. —7.1			590.8			11.37	5.51	
10.39	2.59			9075		14096	P		QBAR —17.4			597.9			11.29	5.43	
10.57	3.17				12	14114	P		LOGAN —6.0			615.3			11.11	5.25	
11.03	3.23			9120		14120	P		MATER —17.2			621.3			11.05	5.19	
11.25 P.M.	3.45 P.M.				Yard	16137	*TO		TUCUMCARI 93.1	Continuous		638.5	RYdF WY BC			10.40 A.M.	5.00 P.M.

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

MAXIMUM SPEED: 60 MPH

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

No. 1 track Tucumcari Yard from west end of crossover east of depot is designated as siding at Tucumcari.

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	30

Westward

Salina Branch

Eastward

				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 21A STATIONS TIME TABLE NO. 2 JAN. 1, 1972	Office Hours	M.P. from St. Joseph	Signs				
					Yard	11670	*TO(N) . HERINGTON 8.9	Continuous	171.4	RWTY YdFCB				
						32	11009	WOODBINE 6.4		180.3				
						17	11015	PEARL 6.1		186.7				
							UX	AT&SF Crossing 0.2		192.8				
						60	11022	ENTERPRISE 5.3		193.1				
						32	11027	TO(N) ABILENE 22.3	7:30A-4:30P %	198.4	R			
							UX	UP Crossing 0.5		220.3				
					Yard	11049	* SALINA 49.4	8A-5P %	220.8	WTYd				

TRAINS AND ENGINES WILL OPERATE PER RULE 93.
RULE 10(1)(2) AUTHORIZED.
MAXIMUM SPEED: 20 MPH

SPEED RESTRICTIONS:

Abilene—connection to AT&SF Ry	10
MP 192 Pole 24 (AT&SF Crossing)	10
Between Abilene and West Abilene	Restricted speed
Between East Salina and Salina	Restricted Speed
Railroad Crossings at grade are protected by interlocking except	
MP 192 B AT&SF Crossing protected by gate operated by trainmen, normal position gate against CRI&P	
%Daily except Sunday	

MPH

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. 2 JAN. 1, 1972	Office Hours	M.P. from St. Joseph	Signs				
				4120	142	13846	*TO BUCKLIN 8.5	8:30A-5:30P	347.9	WYC				
						48	13009	FORD 9.3		356.4				
						20	13018	WILROADS 7.7		365.7				
						24	13026	SOUTH DODGE 1.0		373.4				
						92	13027	TO(N) DODGE CITY 26.5	8A-5P	374.4	WY			

TRAINS AND ENGINES WILL OPERATE PER RULE 93.
RULE 10(1)(2) AUTHORIZED
MAXIMUM SPEED: 25 MPH

SPEED RESTRICTIONS:

MP 373 Pole 0 to MP 374 Pole 12	6
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SPECIAL INSTRUCTIONS:

Office hours daily except Saturdays, Sundays and Holidays unless otherwise specified.
AT&SF trains use Subdivision 22-A main track between Dodge City and AT&SF

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:

MP	Name	Car Capacity
370.3	Renco Spur	6

RULES CHANGES

UNIFORM CODE OF OPERATING RULES

Rule L (Addition)—Enginemen and trainmen whose vision requires 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.

Employees whose duties require them to work on or about moving equipment of any type, or machinery having moving parts or around open fires or sparks, must keep their hair at a length which will avoid the danger of it becoming ignited or entangled or enmeshed in said equipment or machinery.

Hair must be of a suitable length that will not interfere with the employee's normal vision.

Hair of a length not meeting the above requirements, must be completely confined at all times when on duty with a suitable net, or other headgear that will provide for the safety of employees.

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

Rule 10(j), Rule 10(k), and Train Order Form X Example (3) effective only where authorized by Special Instructions.

Rule 12(m)—Trainmen and Enginemen must not use foreign lines radio frequencies while on Rock Island Lines property.

Rule 17 (Addition)—That part of Rule 17 of the Uniform Code of Operating Rules, paragraph four, reading:

"and (headlight) must be extinguished when train has stopped entirely clear of main track"

is amended to read:

"and must be extinguished when train has stopped entirely clear of main track until head end of train to be met has passed and then may be used to inspect passing train but must be extinguished before rear of train passes."

Rule 17 (a) (Addition)—On engines equipped with dual alternating flashing lights, the rules governing the use of white oscillating headlight will apply.

Rule D-81 Revised—Where two main tracks are in service, trains and engines must keep to the right unless otherwise provided. Where three or more tracks are in service, their use will be indicated by special instructions.

Within yard limits, trains and engines may move against the current of traffic upon authority of the train dispatcher. Train dispatchers will not grant such authority until it is known that the track to be used is clear of opposing trains and engines and the movement protected. (Where specified,

train dispatcher will include control operators and/or train directors.)

Trains and engines granted authority to run against the current of traffic under this rule will not exceed low speed and will notify train dispatcher when movement has been completed. When such authority is given under this rule, it will supersede the superiority of trains.

Rule D-93 of the Uniform Code of Operating Rules is changed to read:—Within yard limits, when moving against the current of traffic, all trains and engines must move at low speed.

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 103 (a) (7) Revised—Before coupling to or moving cars on tracks where cars are being loaded or unloaded, see that running boards, oil tank couplings, elevator spouts and similar connections are removed and clear; plug doors, and swinging doors on cars are closed and secured; and persons in, on or about cars are warned and requested to vacate cars while being switched.

Rule 104 (11)—When a train or engine is clear of main track to meet or to be passed by a train, employees must not unlock any main track switch. They must not take a position in the vicinity of any main track switch while the expected train is closely approaching. They must not go beyond the clearance point for the purpose of attending the switch to be used and must remain at least 150 feet from the switch while the expected train is approaching or passing the switch. If the expected train is not closely approaching, a member of the crew will inspect facing point switches over which the expected train will pass to determine if the switches are lined for the route to be used, that the switch points fit properly and that the lever is secure.

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 Dis-

RULES CHANGES (continued)

patcher 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.

Conductors of trains handling high-wide or excessive weight shipments or when picking up on line these type shipments, repaired cars or equipment, or any equipment with known defects must make notation on train list of the condition and call attention of same to connecting crews or yardmaster, agent, yard forces or operator prior to or upon arrival at final terminal.

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 _____."

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.

New indication Rule 282:

"Proceed, reducing to 40 MPH before reaching next signal."

New Rule 346—Engines or cars must not be left standing between the absolute signals of an interlocking without permission.

Addition to Rule 508 (5)—When Diesel engines equipped with 26-L brake equipment are set out or cut-off from a controlling consist, the MU-2-A valve must be properly positioned to "Lead or Dead" position before the unit is uncoupled from consist.

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.

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	

MPH

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 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
 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

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**MPH****MAXIMUM ENGINE SPEEDS**

	MPH		MPH
610, 613-620, 630, 637-639, 641, 642, 643-646, 648-650, 652-655, 657-665, 675-677, 750-751	95	Scale test cars moving in trains will be handled next ahead of caboose, except RI 95381 may be positioned at any location in the train.	
303, 312, 319, 321, 323, 325, 328, 343, 345, 350, 352, 353, 355-357, 359, 360, 366, 370, 372, 374, 375, 382-396, 4700-4719	90	Short Wheel base ore hoppers	30
190-199, 208-210, 223, 226, 228-230, 234, 238, 243-281, 285-299, 417-421, 424	83	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
300-302, 304, 305, 307-309, 311, 313, 314, 315-318, 320, 322, 324, 326, 327, 329-333, 340-342, 344, 346-349, 351, 354, 358, 361-365, 367-369, 371, 373, 376-381	77	Pile Driver 95230, 95231, 95232 and Crane 95260 Subdivision 15, 16, 17, 20, 21, 22, 23, 24	35
10, 12-19, 20-23, 25, 27, 100, 101, 103-119, 120, 122-127, 200-207, 211, 213-220, 222, 224, 225, 227, 231, 232, 233, 235, 236, 237, 240, 241, 242, 402-406, 408-411, 415, 416, 422, 423, 430-441, 451-454, 456, 470-473, 475, 920-936, 940-949, 1200-1353	70	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.	
557, 558, 765-779, 795-797, 811-840, 901, 904, 907, 909, 913, 914, 4900-4909	65	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.	
529-546, 4800-4804	45	Ditcher, or other type of spreaders handled in trains in through movements, must have wings in trailing position when practicable.	
550-556, 559, 561-563, 900, 902, 903, 905, 906, 908, 910, 911, 915	40	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:	
Trains and engines moving against current of traffic on two main tracks not signaled both directions, except Subdivision 1-1A and 1B	49	Subdivisions 18, 19	25
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	Subdivisions 17A, 17B, 20A, 21A, 22A	20
Railroad crossing not protected by interlocking except where higher speed authorized in this rule	10 Engines only	All other Subdivisions	40
Single unit engines running forward light, or with only one car (except suburban service)	35	Spreader 95319 when being moved in train with wings in trailing position and coupled to loaded cars on both ends	40
Road freight or passenger diesels, other than road switchers, backing up	25		
When this is 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.			

MPH

Trains handling welded rail of any length will not exceed 35 MPH; 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.

When gross tonnage of freight trains exceeds 80 tons per operative brake, maximum speed of train must not exceed 45 MPH. (Note: To determine tons per operative brake, divide the gross tonnage by the number of cars in the train.)

Trains and engines having a six-axle locomotive in engine consist must not exceed 40 MPH where present curves are posted 45 or 50 MPH, except E-7, E-8 and E-9 passenger units.

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:

- B—General order boards and books
- C—Standard clock
- F—Fuel station
- P—Telephone
- R—Train register station
- T—Turntable
- W—Water station
- Y—Wye
- TO—Train order station per Rule 221
- TO(N)—Train order station, no train order signal
- UX—Railroad crossing not protected by interlocking
- Yd—Station where yard limit signs are maintained
- *—Radio installation
- M—Manual Interlocking
- A—Automatic Interlocking
- M/A—1. Communicate with Control Operator if interlocking signal indicates STOP.
- 2. If means of communication is not available or when instructed by control operator, be governed by Rule 344.

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 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.

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).

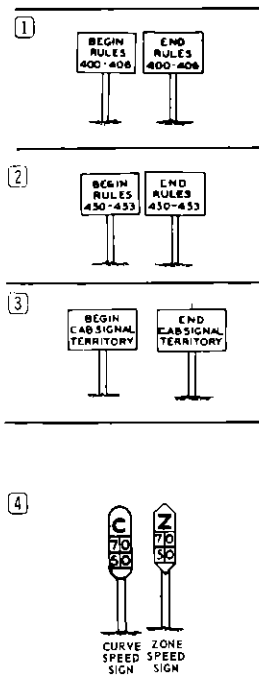
Train Dispatchers shall issue line-ups for all concerned at times specified by the Superintendent and will be written in train order book numbered consecutively beginning at midnight. Additional line-ups will be issued upon request. When line-ups previously issued are still in effect when Dispatchers 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 400-406 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).

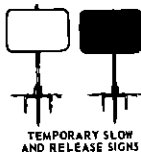
5



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



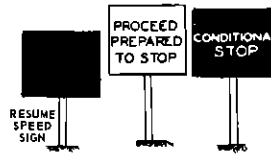
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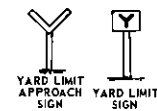
7. Indicates point where stop must be made before any part of train or engine passes such stop sign. sign used to protect railroad crossings not protected by interlocking or gates; junction points and other points where required by rule or law.

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

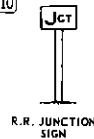
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9



10



11



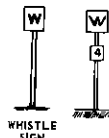
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13



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:

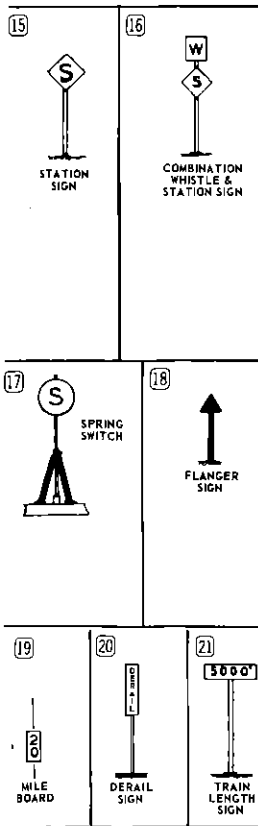
40 MPH or less 1320 Ft.

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.

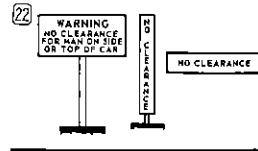
18. Flanger sign indicates location where flangers are to be raised over motor car set offs, road crossings or other obstructions when operating snow plows, spreaders or other work equipment.

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:

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.

RULE 23

In the event of a derailment or accident involving a train, Conductor will take train list and waybills with him when leaving caboose to survey the damage, or if waybills are being carried on head end of train, Conductor must make arrangements to secure. After damage has been surveyed and assessed, he must, as soon as practicable, make a telephone report to the Train Dispatcher the information required below—Items 1 through 11. The Train Dispatcher will enter the information on the proper form in his office along with any other information deemed necessary and furnish to the Chief Dispatcher or Asst. Chief Dispatcher on duty.

1. Train or Engine Number _____
2. Location _____ Nearest Mile Post _____
Brief description of physical layout such as curves, cut, fill, ascending or descending grade.

3. Time of Derailment or Accident _____
4. Loads, empties and tons (in train) _____
5. Location in train of derailed cars _____
6. Estimate of Track, Bridge or Signal damage _____

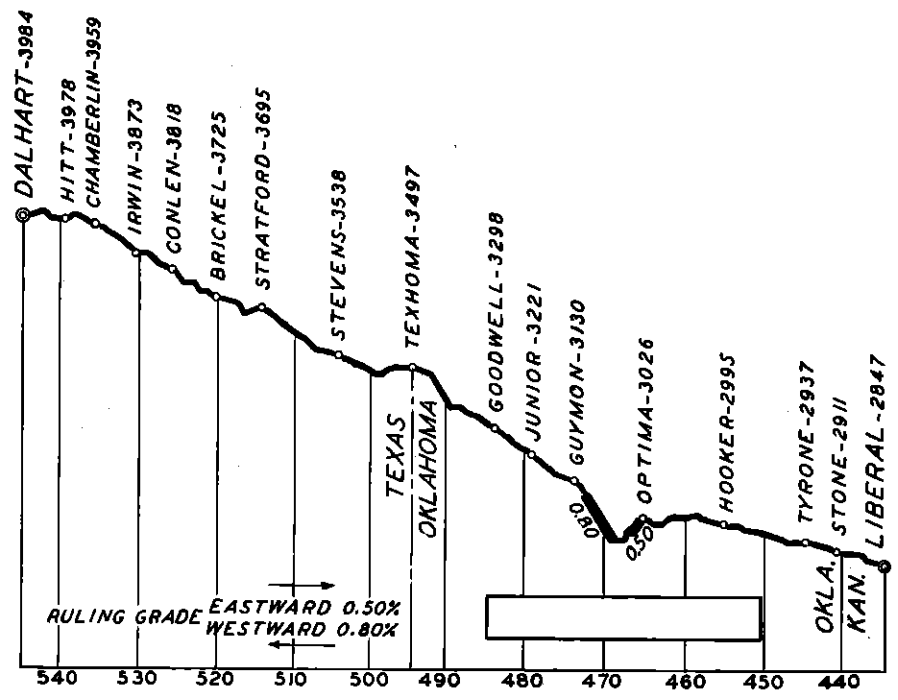
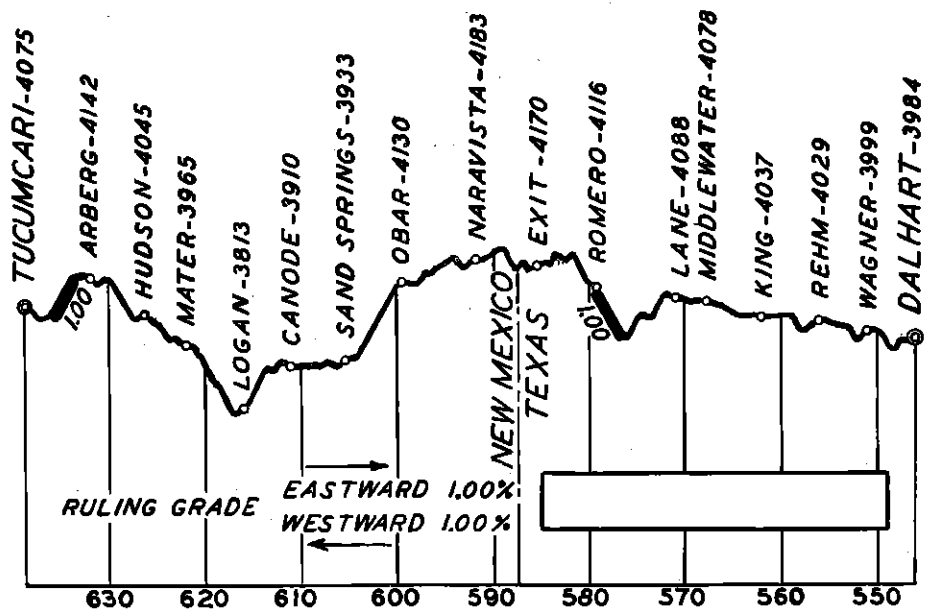
7. Personal injuries _____
8. Cause of Derailment or Accident (if known) _____
9. Weather conditions _____
10. If Hazardous Material involved:
 - A. How close to residential or commercial establishments _____

 - B. Are any cars broken open or leaking (if yes, describe) _____

 - C. Is any car or equipment on fire _____

11. Details of cars involved as follows: (List each car involved in accident or derailment)

<u>Car</u> <u>Initial &</u> <u>Number</u>	<u>Waybill</u> <u>Name of</u> <u>Commodity</u>	<u>Shipper</u>	<u>Origin</u>	<u>Consignee</u>	<u>Destn</u>	<u>Placarded</u>	<u>Position of</u> <u>Derailed car</u>
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OFFICERS

T. J. Hull	Senior Asst. Supt.	Kansas City, Kansas
H. L. Reyburn	Chief Dispatcher	El Reno, Okla.
P. E. Mankins	Chief Dispatcher	Des Moines, Iowa
D. A. Logan	Terminal Supt.	Kansas City, Kansas
R. T. Flowers	Asst. Terminal Supt.	Kansas City, Kansas
G. H. Busse	Terminal Supt.	St. Louis, Missouri
G. Davis	Div. Engr.	Kansas City, Kansas
J. W. Johnson	Division Safety Officer	Kansas City, Kansas
	Terminal Trainmaster	Kansas City, Kansas
S. A. Williams	Terminal Trainmaster	Kansas City, Kansas
G. J. Huggins	Trainmaster	Eldon, Missouri
D. A. DeVault	Trainmaster	Herington, Kansas
W. W. West	Trainmaster	Liberal, Kansas
C. W. Ivey	Trainmaster	Trenton, Missouri
M. M. Davis	Trainmaster-Agent	St. Joseph, Missouri
J. H. Meek	Asst. Trainmaster-Agent	Liberal, Kansas
J. T. Baier	Div. Mech. Officer-Loco	Kansas City, Kansas
M. K. Ross	Asst. Div. Mech. Officer-Loco	Kansas City, Kansas
R. G. Anderson	Asst. Div. Mech. Officer	Liberal, Kansas
W. K. O'Brien	Road Foreman of Engines	Trenton, Missouri
J. E. Reece	Road Foreman of Engines	Kansas City, Kansas
G. W. Zinn	Road Foreman of Engines	Pratt, Kansas
C. R. Evans	Div. Mech. Officer-Car	Kansas City, Kansas
F. M. Rush	Asst. Div. Mech. Officer-Car	Kansas City, Kansas
O. D. Hime	Asst. Div. Mech. Officer	St. Louis, Missouri

TRAIN DISPATCHERS

Des Moines, Iowa

V. R. Beeson - Asst. Chief Dispatcher
C. R. Gibson - Relief Asst. Chief Dispatcher
J. R. Cobb - Asst. Chief Dispatcher
T. F. Herzog - Asst. Chief Dispatcher
J. E. Marsengill - Dispatcher
J. L. VanDee - Dispatcher
C. D. Shields - Dispatcher
R. L. Thompson - Dispatcher
J. A. Head - Dispatcher
C. S. Winship - Dispatcher
D. R. Cross - Extra Dispatcher
P. D. McKee - Extra Dispatcher
D. R. Sabin - Extra Dispatcher
D. D. Loonan - Extra Dispatcher
D. R. Friend - Extra Dispatcher
L. A. Robinson - Extra Dispatcher

El Reno, Oklahoma

R. W. Popejoy - Asst. Chief Dispatcher
W. R. Hedrick - Asst. Chief Dispatcher
F. S. Joslin - Asst. Chief Dispatcher
C. E. Walters - Asst. Chief Dispatcher
R. A. Herd - Asst. Chief Dispatcher
L. E. Olson - Dispatcher
G. G. Murphy - Dispatcher
W. D. Minnick - Dispatcher
C. R. Ferguson - Dispatcher
D. K. Short - Dispatcher
A. E. Anderson - Dispatcher
W. Nichols, Jr. - Dispatcher
G. E. Wilbanks - Dispatcher
R. M. Young - Dispatcher
L. B. Sharp - Dispatcher
J. D. Marquis - Dispatcher
D. L. Kirkpatrick - Extra Dispatcher
C. L. Linn - Extra Dispatcher
G. P. Perez - Extra Dispatcher
D. E. Muse - Extra Dispatcher

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