

Company Doctors	Location
J. M. L. JENSEN, Chief Surgeon	Chicago
*T. S. BOURKE	Kansas City, Mo.
*J. J. LALLY	Kansas City, Kans.
*H. L. REGIER	St. Louis, Mo.
E. P. SERERES	St. Louis, Mo.
*J. G. EVANS	St. Louis, Mo.
*M. F. HARMANN	St. Louis, Mo.
*W. PARKER	St. Louis, Mo.
ROBT. C. KINGSLAND	Clayton, Mo.
DEAN SAUER	Clayton, Mo.
H. M. DENNY	Union
A. E. CORDONIER	Troy, Kan.
E. YODER	Denton
GEO. M. EDMONDS	Horton
R. H. MOSER	Holtan
*B. M. MARSHALL	Topeka
*C. A. NEWMAN	Topeka
*B. M. POWELL	Topeka
*P. M. POWELL	Topeka
CLYDE S. SMITH	Topeka
*E. B. McKNIGHT	Valencia
J. E. BOWERS	Willard
*A. D. DANIELSON	Alma
*J. O. GILLILAND	White City
F. S. DOZIER	Herington
D. A. ANDERSON	Salina
A. E. RUEB	Salina
C. A. SCHMIDT	Gerald, Mo.
R. H. SCHOENHALS	Belle
*E. O. SHELTON	Eldon, Mo.
A. J. GUNN	Versailles
JACK GUNN	Windsor
W. J. SMITH	Raytown
D. M. EUBANK	Holden
K. RAWLINS	Holden
L. G. HEINS	Abilene
W. R. JONES	Canton
WEIR PIERSON	McPherson
GUY E. FINKLE	McPherson
*M. NUNEMAKER	Hutchinson-Arlington
*JAY H. ARMSTRONG	Hutchinson
*V. W. FILLEY	Pratt
*F. G. FREEMAN	Pratt
M. H. WALDORF, JR.	Greensburg
J. R. BRADLEY	Greensburg
R. J. OHMAN	Dodge City
JACK E. RANDLE	Bucklin
D. L. RICHARDSON	Mineola
CARL C. OLSON	Fowler
R. M. DAUGHERTY	Meade
W. W. ORRISON	Plains
*A. L. HILBIG	Liberal
*ROBERT F. BYRNE	Liberal
*O. F. PROCHAZKA	Liberal
*N. D. HARRIS	Liberal
*R. F. BYRNE	Liberal
*W. E. BLEVINS	Liberal
*T. E. WADE	Liberal
*H. E. DITTEMORE	Liberal
L. G. BLACKMER	Liberal
E. P. CAWLEY	Tyrone
E. L. BUFORD	Hooker
J. L. WHEELER	Hooker
PAUL E. SMITH	Hooker
*VICTOR MOORE	Texhoma
R. A. GUTEKUNST	Stratford
J. H. CUNNINGHAM	Dalhart
M. M. THOMPSON	Dalhart
W. M. THAXTON	Dalhart
*A. E. WINSETT	Logan
*W. H. WHEIR	Tucumcari
J. C. JONES	Amarillo
O. J. RICHARDSON	Amarillo
F. A. ELSTON	Gruver
*Examiner	Sunray-Dumas
	Sunray
Company Oculist	
C. E. HASSIG	Kansas City, Kans.
J. A. BILLINGSLEY	Kansas City, Kans.
J. E. BRESSETTE	Kansas City, Kans.
A. S. STEINER	St. Louis, Mo.
W. W. REED	Topeka, Kan.
H. W. POWERS	Topeka, Kan.
*W. D. PITMAN	Pratt, Kan.
*A. J. STREIT	Amarillo, Tex.

See page 15 for hospitals

# Chicago, Rock Island & Pacific Railroad



# TIME TABLE

## MISSOURI-KANSAS DIVISION SECOND DISTRICT

# No. 7

EFFECTIVE AT 12:01 A.M.

CENTRAL STANDARD TIME

## SUNDAY, OCTOBER 26, 1958

J. F. ORLOMOSKI,  
Superintendent

B. F. WELLS,  
Ass't. General Manager

O. W. LIMESTALL,  
General Manager

This Time Table for the exclusive use  
and guidance of Employees

**WESTWARD**

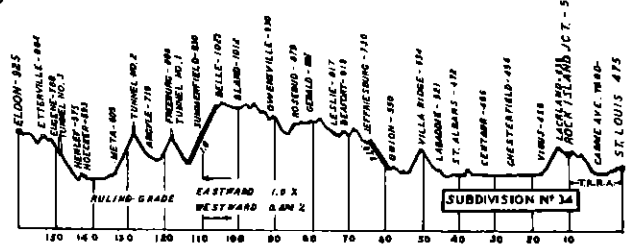
**MAIN LINE**

**EASTWARD**

SECOND CLASS			Capacity of Siding	Capacity of Other Tracks	Station Numbers	SUBDIVISION 34		M. P. from St. Louis	Signs	SECOND CLASS					
	71					72									
	Freight					Freight									
	Daily		Daily												
	P.M. 2.30	.....	.....	.....	US. . . . . ST. LOUIS . . . . .	.....	TO	.....	RYd	P.M. 5.00					
		.....	Yard	75000	..... CARRIE AVE. YD. . . . .		*	.....	RFWT Yd						
		.....	.....	.....	..... Easton Ave. Junction . . . . .			.....	.....						
	2.50	.....	.....	.....	..... R. I. JUNCTION . . . . .			.....	.....	4.35					
		.....	.....	.....	..... St. B&T Crossing . . . . .			.....	.....						
	3.00	63	89	23013	CK. . . . . LACKLAND . . . . .		*	TO	12.8	Yd	4.25				
	3.10	41	.....	23018	..... VIGUS . . . . .		P	18.0	Yd	4.05					
	3.25	66	25	23027	CF. . . . . CHESTERFIELD . . . . .		TO	26.8	.....	3.50					
	3.37	125	2	23033	..... CENTAUR . . . . .		P	33.4	.....	71 3.37					
	3.49	.....	18	23040	..... ST. ALBANS . . . . .		.....	39.9	.....	3.21					
	4.05	53	4	23046	..... LABADIE . . . . .		P	46.0	.....	3.07					
	4.17	49	18	23051	..... VILLA RIDGE . . . . .		P	51.2	.....	2.56					
	4.33	50	95	23060	UN. . . . . UNION . . . . .		TO	59.5	W	2.37					
	4.47	.....	3	23065	..... JEFFRIESBURG . . . . .		P	64.9	.....	2.26					
	5.01	.....	15	23072	..... BEAUFORT . . . . .		P	71.6	.....	2.15					
	5.06	75	3	23074	..... LESLIE . . . . .		P	74.0	.....	2.10					
	5.20	42	39	23081	RA. . . . . GERALD . . . . .		TO	80.7	.....	1.51					
	5.27	52	17	23085	RB. . . . . ROSEBUD . . . . .		TO	84.7	.....	1.44					
	5.43	42	39	23092	OW. . . . . OWENSVILLE . . . . .		TO	91.5	Yd	1.32					
	6.01	75	50	23100	ND. . . . . BLAND . . . . .		TO	100.1	.....	1.18					
	6.10	79	64	23105	X. . . . . BELLE . . . . .		TO	105.2	WY	1.10					
	6.21	59	.....	23111	..... SUMMERFIELD . . . . .		P	110.8	.....	12.55					
	6.37	31	24	23118	FR. . . . . FREEBURG . . . . .		TO	118.2	.....	12.31 P.M.					
	6.51	70	25	23125	KN. . . . . ARGYLE . . . . .		TO	125.1	.....	12.18 A.M.					
	7.12	41	20	23134	MA. . . . . META . . . . .		TO	134.6	.....	11.54					
	7.28	.....	5	23143	..... HOECKER . . . . .		.....	142.8	.....	11.43					
	7.32	105	10	23145	..... HENLEY . . . . .		P	144.7	.....	11.39					
	7.42	44	16	23149	G. . . . . EUGENE . . . . .		TO	149.5	.....	11.30					
	7.52	44	.....	23153	..... ETTERVILLE . . . . .		P	153.8	.....	11.21					
	8.10 P.M.	.....	Yard	23160	DO. . . . . ELDON . . . . .		*TO	159.9	RFWT Yd	11.10 A.M.					

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
FORM Y ORDERS AUTHORIZED

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



**WESTWARD**

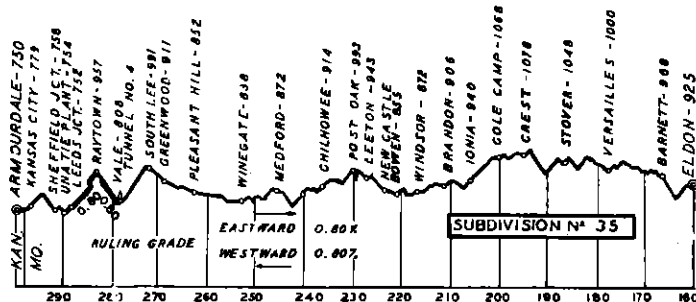
**MAIN LINE**

**EASTWARD**

SECOND CLASS		FIRST CLASS	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 35 STATIONS		M. P. from St. Louis	Signs	FIRST CLASS	SECOND CLASS			
71	23	24				72	72			72	72			
Freight	Psgr.	Psgr.								Psgr.	Freight			
Daily	Daily	Daily								Daily	Daily			
P.M.	P.M.			Yard	23160	DO.....	ELDON.....	*TO	159.9	RFWT Yd	P.M.	A.M.		
8.30	2.30					0.2	MoPac Crossing	UX	160.1		12.15	10.50		
8.43	2.40	43	17	23166	.....	5.8	BARNETT.....	P	165.9		12.05	10.38		
9.00	2.56	72	134	23177	.....	11.1	V.....	TO	177.0		11.50	10.20		
9.16	3.10	52	26	23186	.....	8.9	SR.....	TO	185.9		11.35	10.01		
9.31	3.22	51	.....	23194	.....	8.4	.....	P	194.3		11.21	9.47		
9.38	3.29	52	24	23199	.....	4.5	NA.....	TO	198.8		11.14	9.37		
9.47	3.38	50	16	23205	.....	6.8	FA.....	TO	205.4		11.01	9.27		
9.55	3.46	.....	8	23211	.....	5.5	.....	TO	210.9		10.53	9.16		
10.08	3.59	72	100	23216	.....	5.4	W.....	TO	216.3	WYd	10.45	9.06		
10.18	4.07	.....	6	23221	.....	4.4	.....	P	220.7		10.31	8.56		
10.24	4.12	.....	164	23223	.....	2.7	.....	P	223.4		10.27	8.51		
10.30	4.17	50	16	23227	.....	3.8	N.....	TO	227.0		10.22	8.45		
10.36	4.21	.....	16	23230	.....	2.6	.....	TO	229.6		10.18	8.40		
10.45	4.30	87	23	23235	.....	5.8	CA.....	TO	235.4		10.10	8.30		
11.02	4.45	51	8	23245	.....	10.0	.....	P	245.4		9.55	8.15		
11.13	4.56	51	.....	23253	.....	7.6	.....	P	253.0		9.46	8.05		
						9.5	MoPac Crossing		282.5					
11.29	5.11	66	67	23283	.....	0.4	SA.....	TO	282.9	WYd	9.34	7.45		
11.39	5.20	.....	26	23288	.....	5.8	.....	TO	288.7		9.25	7.26		
11.45	5.25	51	10	23272	.....	3.3	.....	P	272.0		9.20	7.21		
11.55	5.32	51	.....	23277	.....	5.5	.....	P	277.5		9.12	7.09		
12.06	5.40	91	35	23281	.....	5.2	WN.....	TO	282.7		9.05	7.00		
12.16	5.50	.....	.....	23287	.....	6.6	.....	P	288.3	RYd	8.52	6.45		
	6.15	.....	.....	60054	.....	7.2	US.....	TO	295.5	R	8.30			
3.30 A.M.	P.M.	.....	Yard	60055	.....	2.5	.....	*TO	298.0	RFWT Yd	A.M.	6.00 A.M.		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
FORM Y ORDERS AUTHORIZED.

- No. 23 New Castle receive when conductor notified by agent at Windsor.
- No. 24 New Castle discharge revenue passengers.
- Nos. 23 and 24 when flagged at Marvin (MP 172).
- Nos. 23 and 24 when flagged at Wingate (MP 257 pole 18).



**WESTWARD**

**MAIN LINE**

**EASTWARD**

FIRST CLASS				Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 36 STATIONS			Station Numbers	Signs	M.P. from St. Joseph	FIRST CLASS			
3	507	39	509			Time Table No. 7						4	508	40	510
Golden State	Rocket	Psgr.	Psgr.			October 26, 1958						Golden State	Rocket	Psgr.	Psgr.
Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	
P.M. 10.15	P.M. 10.10	A.M. 8.35	A.M. 8.05	...	...	KANSAS CITY, MO. . . . US	2.5	60054	RFW TY	...	A.M. 2.15	A.M. 9.00	P.M. 7.10	P.M. 8.45	
10.20	10.15	8.40	8.11	...	...	KANSAS CITY, KANS. . . .	65.9	60055	RFW TYd	...	2.02	8.50	6.42	8.35	
11.35	11.18	9.56	9.15	...	...	.....S. J. JCT. ....	65.9			89.3	12.55	7.45	5.25	7.20	
11.37	11.20	9.59	9.17	175E	Yard	TOPEKA YARD. B	0.6	588	RFW Yd	90.5	12.54	7.44	5.24	7.19	
11.49	11.31	10.12	9.28	147	18	VALENCIA . . . . .	11.0	600		101.5	12.44	7.34	5.12	7.09	
11.53		10.16		...	17	WILLARD . . . . .	3.8	604		105.3					
11.59	11.39	10.22	9.36	126E	71	MAPLE HILL. RH	5.1	609		110.4	12.36	7.26	5.02	7.02	
P.M.				...	13	VERA . . . . .	3.8	613		114.2					
12.06	11.46	10.30	9.43	...	37	PAXICO. CA	4.0	617		118.2	12.29	7.18	4.54	6.55	
A.M.				190W	97	McFARLAND. FA	3.8	621	R	122.0	12.25	7.14	4.50	6.51	
12.10	11.50	10.34	9.47	112E		ALMA. U.	4.3	625	YYd	126.3	12.21	7.10	4.46	6.47	
12.14	11.55	10.38	9.51	46E	42	VOLLAND. . . . .	7.5	632		133.9	12.14	7.02	4.39	6.40	
12.21	P.M. 12.02	10.46	9.58	125E	14	ALTA VISTA. VA	8.0	640		141.8	12.06	6.53	4.31	6.32	
12.31	A.M. 12.10	10.56	10.07	130W	101	JONES . . . . .	2.9	643		144.7	A.M. 12.03	6.50	4.28	6.29	
12.34	12.13	11.00	10.10	93E	...	DWIGHT. DW	3.0	646		147.7	P.M. 11.59	6.47	4.25	6.26	
12.37	12.16	11.03	10.13	93W	31	WHITE CITY. WT	8.8	655		156.7	11.52	6.39	4.17	6.18	
12.45	12.24	11.11	10.21	130E	48	LATIMER. . . . .	7.1	662		163.8	11.46	6.32	4.10	6.11	
12.51	12.31	11.18	10.28	120W	22	MoPac Crossing . . . .	7.5			171.3					
s 1.05	s 12.45	s 11.35	s 10.40	...	Yard	HERINGTON. RI	0.1	670	RFTW Yd	171.4	11.38	6.24	4.00	6.01	
A.M.	A.M.	A.M.	A.M.	...		150.4					P.M.	A.M.	P.M.	P.M.	

M.P. 88-M. P. 171-45, Signal Indications, rules 480-483 in effect.

TWO MAIN TRACKS. AUTOMATIC BLOCK SIGNALS

WHEN ONE OF TWO MAIN TRACKS IS USED AS SINGLE TRACK, OR WHEN OPERATING UNDER RULE 356, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

Lawrence - No. 39 and 40 - Receive or discharge revenue passengers to or from Davenport and beyond Receive or discharge revenue passengers where train scheduled to stop and to discharge mail when advised by mail clerks on train. No. 39 and 40 - Receive or discharge revenue passengers where train scheduled to stop and to discharge mail when advised by mail clerks on train.

Nos. 507 and 508, Lawrence, receive and discharge revenue passengers to or from Des Moines or beyond and to or from Wichita or beyond. Kansas City, Kans. receive and discharge to and from stations where scheduled to stop. Nos. 509 and 510, receive and discharge Lawrence, for and from south of Herington, Des Moines or beyond.

**WESTWARD**

**FREIGHT TRAINS (Information Only)**

**EASTWARD**

295	291	95	73	91	93		74	96	98	92
Freight	Freight	Freight	Freight	Freight	Freight		Freight	Freight	Freight	Freight
Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily
A.M. 1.00	P.M. 5.30	P.M. 11.00	P.M. 6.30	A.M. 7.00	A.M. 11.50	ARMOURDALE YARD. . . .	A.M. 11.30	P.M. 7.30	P.M. 9.30	A.M. 1.00
3.00	7.15	A.M. 12.40	8.30	8.40	P.M. 1.40	TOPEKA YARD. . . . .	8.45	5.00	7.00	P.M. 9.45
4.00	8.15	1.35	9.30	9.30	2.30	McFARLAND . . . . .	7.45	3.30	5.30	8.45
5.30	9.30	3.20	P.M.	11.00	4.35	HERINGTON . . . . .	A.M.	2.00	4.00	7.30
A.M.	P.M.	A.M.		A.M.	P.M.			P.M.	P.M.	P.M.

**WESTWARD**

**MAIN LINE**

**EASTWARD**

SECOND CLASS		FIRST CLASS		Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 39		M. P. from St. Joseph	Distance from Herington	Signs	FIRST CLASS		SECOND CLASS		
91	291	39	3				STATIONS					40	4	92		
Freight	Freight	Psgr.	Golden State				Time Table No. 7					Psgr.	Golden State	Freight		
Daily	Daily	Daily	Daily	October 26, 1958		Daily	Daily	Daily								
A.M.	P.M.	A.M.	A.M.			P.M.	P.M.	P.M.								
11.15	10.15	11.50	1.10	670	...	Yard	RI...	..HERINGTON... *TO	171.4	...	RYdFW TY	s3.45	s11.32		P.M.	6.30
11.29	10.29	11.56	1.15	675	98	...	...	...RISHEL... P	175.8	4.4	...	3.34	11.23			5.02
11.35	10.35	g11.59	1.18	678	120	16	MA..	AT&SF Crossing	177.5	6.1	...					
11.43	10.43	g12.06	1.24	684	88	46	HA..	...RAMONA... TO	179.5	8.1	...	g3.31	11.20			4.54
11.51	10.51	g12.12	1.29	690	86	37	DK..	...TAMPA... TO	185.7	14.3	...	g3.25	11.14			4.42
11.59	11.02	g12.19	1.35	697	84	...	...	...DURHAM... TO	191.8	20.4	...	g3.19	11.08			4.32
12.07	11.09	g12.26	1.41	703	91	15	...	...WALDECK... P	198.4	27.0	...	3.12	11.02			4.23
12.15	11.16	g12.32	1.46	709	108	40	GA..	...CANTON... P	204.8	33.4	...	g3.05	10.56			4.14
12.25	11.25	s12.40	s1.55	716	112	288	MC..	...GALVA... TO	210.7	39.3	...	g2.59	10.51			4.05
12.33	11.33	12.48	2.03	723	88	27	...	AT&SF Crossing	214.7	43.3	...					
12.39	11.39	g12.53	2.08	728	98	34	QN	...McPHERSON... *TO	216.7	45.3	YdW	s2.52	g10.45			3.57
12.47	11.47	12.59	2.14	734	88	52	...	MoPac Crossing	219.3	47.3	...					
12.55	11.55	1.06	2.19	741	80	71	...	...GROVELAND... P	224.3	52.3	...	2.44	10.38			3.47
12.59	11.59	1.10	2.22	743	96	Yard	...	...INMAN... TO	229.4	57.4	W	g2.39	10.33			3.38
1.03	12.03	s1.30	s2.30	744	80	Yard	SU..	SL-SF Crossing	236.1	64.1	...					
1.08	12.08	1.36	2.33	746	68	Yard	...	...MEDORA... P	236.1	64.1	...	2.32	10.26			3.29
1.13	12.13	1.41	2.36	749	370	17	...	...SLADE... P	242.4	70.4	Yd	2.25	10.20			3.20
1.19	12.19	g1.48	2.41	754	88	26	...	AT&SF Crossing	243.6	71.5	...					
1.26	12.26	g1.56	2.47	761	85	30	RT..	EAST HUTCHINSON	244.4	72.4	Yd	2.23	10.18			3.15
1.48	12.38	g2.04	2.54	770	87	23	NO..	MoPac Crossing	244.9	72.9	...					
1.55	12.46	g2.10	2.59	776	98	27	KO..	...HUTCHINSON... *TO	245.4	73.4	YdFW	s2.21	s10.16			3.11
2.03	12.55	g2.17	3.06	784	94	31	RS..	MoPac Crossing	246.0	74.0	...					
2.11	1.05	2.24	3.12	791	98	22	...	AT&SF Crossing	246.6	74.6	...					
2.45	1.45	s2.30	s3.25	797	...	Yard	N... AUTOMATIC BLOCK SIGNALS MP 171.4 to MP 288.0 Rules 350-356	...MORTON... P	247.5	75.5	YdY	2.11	10.10			3.06
								...WHITESIDE... P	250.5	78.5	...	2.08	10.07			3.01
								...PARTRIDGE... P	255.8	83.8	...	g2.03	10.03			2.53
								...ARLINGTON... TO	262.4	90.4	...	g1.56	9.57			2.46
								...LANGDON... *TO	271.1	99.1	...	g1.48	9.50			2.36
								...TURON... TO	277.5	105.5	W	g1.41	9.44			2.28
								MoPac Crossing	277.8	105.8	...					
								...PRESTON... TO	285.4	113.4	...	g1.33	9.37			39 2.17
								MoPac Crossing	285.7	113.7	...					
								...NATRONA... P	292.1	120.1	...	1.26	9.31			91 2.11
								...PRATT... *TO	298.0	126.0	RYdF WT	1.20	9.25			1.50

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
FORM Y ORDERS AUTHORIZED.

SIDING FOR FIRST CLASS TRAINS - PRATT.  
West Lead from crossover switch east of Main Street crossing.  
No. 4 discharge passengers from El Paso and west. Receive for Englewood and Chicago.

No's 39 and 40, receive or discharge revenue passengers where trains scheduled to stop and to discharge mail when advised by mail clerk on trains.

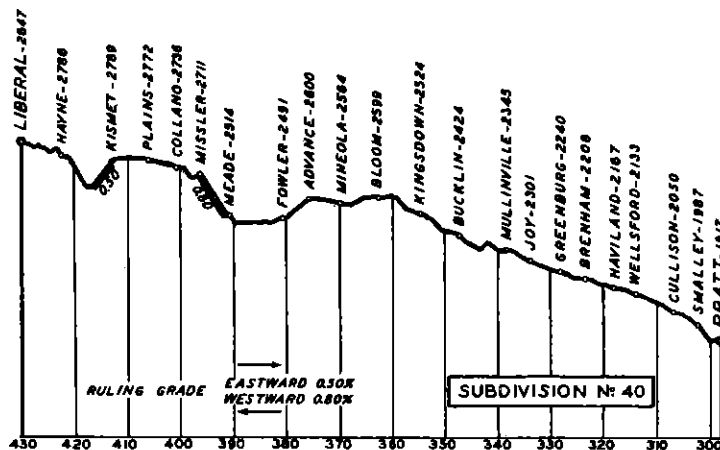
WESTWARD					MAIN LINE					EASTWARD						
SECOND CLASS		FIRST CLASS			Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 40 STATIONS					FIRST CLASS		SECOND CLASS	
91	291		39	3				Time Table No. 7					40	4		92
Freight	Freight		Psg.	Golden State	October 26, 1958					Psg.	Golden State		Freight			
Daily	Daily		Daily	Daily	M. P. from St. Joseph					Daily	Daily		Daily			
P.M. 2.55	A.M. 2.00		P.M. 2.38	A.M. 3.40	Distance from Pratt					P.M. 1.00	P.M. 9.20		P.M. 1.30			
3.05	2.10		2.44	3.46	797	...	Yard	N. ...	PRATT	298.0	...	RYdF WT	12.51	9.15		12.31
3.13	2.18		2.49	3.50	802	98	...	...	SMALLEY	302.6	4.6	...	12.47	9.11		12.23
3.23	2.28		2.55	3.56	806	67	41	CU..	CULLISON	307.1	9.1	...	12.40	9.05		12.14
3.30	2.35		2.59	4.00	813	88	35	WF..	WELLSFORD	314.2	16.2	...	12.36	9.01		12.08
3.37	2.42		3.04	4.05	817	121	27	HD..	HAVILAND	318.6	20.6	...	12.32	8.57		12.01
3.47	2.52		3.10	4.09	823	88	22	...	BRENHAM	324.0	26.0	...	12.27	8.53		11.55
3.57	3.02		3.16	4.14	827	88	91	GB..	GREENSBURG	328.6	30.6	W	12.21	8.48		11.48
4.04	3.09		3.21	4.19	832	88	34	...	JOY	334.1	36.1	...	12.17	8.44		11.42
4.16	3.21		3.31	4.27	837	88	35	MU..	MULLINVILLE	338.9	40.9	...	12.07	8.37		11.31
4.26	3.31		3.38	4.33	846	109N 88S	142	BU..	BUCKLIN	347.9	49.9	FWY	12.00	8.31		11.22
4.42	3.47		3.46	4.40	854	88	27	KG..	BLOOM	362.8	64.8	...	11.53	8.25		11.13
4.54	3.59		3.53	4.47	861	88	37	BM..	MINEOLA	370.0	72.0	W	11.47	8.19		11.04
5.02	4.07		3.59	4.53	869	87	67	MI..	ADVANCE	376.0	78.0	...	11.42	8.14		10.56
5.08	4.13		4.03	4.57	875	88	...	...	FOWLER	380.8	82.8	...	11.38	8.10		10.47
5.19	4.24		4.14	5.06	879	88	77	F..	MEADE	391.0	93.0	W	11.28	8.01		10.35
5.26	4.31		4.21	5.11	890	87	89	M..	MISSLER	396.5	98.5	...	11.22	7.56		10.27
5.38	4.43		4.30	5.21	896	117	10	...	PLAINS	406.4	108.4	W	11.14	7.48		10.16
5.48	4.53		4.36	5.28	905	88	95	Q..	KISMET	413.5	115.5	...	11.07	7.42		10.03
6.00	5.05		4.45	5.37	912	89	47	KM..	HAYNE	422.8	124.8	...	10.58	7.33		9.54
6.30	5.45		5.00	5.50	925	88	17	...	LIBERAL	430.6	132.6	RYdF WY	10.50	7.26		9.45
P.M.	A.M.		P.M.	A.M.	933	...	Yard	RA..					A.M.			A.M.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
FORM Y ORDERS AUTHORIZED.

SIDING FOR FIRST CLASS TRAINS - PRATT:  
West Lead from crossover switch east of Main Street crossing.

SIDING FOR FIRST CLASS TRAINS - LIBERAL:  
Siding extending from switch at MP 430-10 to switch at MP 434-16.

No's. 39 and 40, receive or discharge revenue passengers where trains scheduled to stop and to discharge mail when advised by mail clerk on trains.



**WESTWARD**

**MAIN LINE**

**EASTWARD**

SECOND CLASS		FIRST CLASS		SUBDIVISION 41			STATIONS			FIRST CLASS		SECOND CLASS	
91	291	39	3							40	4	92	
Freight	Freight	Psg.	Golden State	Capacity of Other Tracks	Capacity of Sidings	Station Numbers	Time Table No. 7			Psg.	Golden State	Freight	
Daily	Daily	Daily	Daily				October 26, 1958			Daily	Daily	Daily	
P.M.	A.M.	P.M.	A.M.	Yd		RA	M.P. from St. Joseph	Distance from Liberal	Signs	A.M.	P.M.	A.M.	
6.45	6.30	5.30	6.05	...	933	RA	434.2	...	RYdF WY	10.35	7.11	9.15	
6.55	6.40	5.36	6.11	88	939	...	440.0	5.8	...	10.29	7.05	8.32	
7.02	6.46	5.40	6.15	37	121	943	444.0	9.8	...	10.25	7.02	8.26	
7.12	6.58	5.52	6.24	99	88	953	453.1	18.9	...	10.14	6.54	8.11	
7.24	7.10	6.02	6.33	25	113	963	454.3	20.1	W	10.03	6.46	7.58	
7.39	7.25	6.14	6.42	140	106	972	464.6	30.4	...	9.54	6.38	7.46	
7.47	7.36	6.20	6.48	49	978	...	473.8	39.4	...	9.44	6.33	7.36	
7.53	7.42	6.29	6.52	27	88	983	479.9	45.7	...	9.40	6.29	7.30	
8.09	7.56	6.44	7.01	146	68 W 128	993	484.1	49.9	W	9.30	6.21	7.01	
8.21	8.07	6.54	7.10	22	88	1003	494.3	60.1	WY	9.19	6.13	6.40	
8.33	8.17	7.06	7.18	88	91	1013	504.3	70.1	...	9.10	6.05	6.29	
8.39	8.23	7.12	7.23	68	1020	...	514.2	80.0	W	9.02	6.00	6.20	
8.45	8.29	7.18	7.28	45	89	1025	514.7	...	...	8.57	5.55	6.13	
8.50	8.34	7.22	7.32	69	1030	...	520.0	85.8	...	8.53	5.51	6.08	
8.56	8.40	7.27	7.36	19	121	1035	526.0	91.8	...	8.49	5.47	6.02	
9.01	8.45	7.31	7.40	88	1039	...	530.9	96.7	...	8.45	5.43	5.57	
9.30	10.30	7.40	7.48	Yd	1044	WR	536.1	101.9	...	8.40	5.38	5.50	

STATION	CLASS	M.P. from St. Joseph	Distance from Liberal	Signs	Time
LIBERAL, KANS	TO	434.2	...	RYdF WY	10.35
STONE, OKLA	P	440.0	5.8	...	10.29
TYRONE	TO	444.0	9.8	...	10.25
BM&E Crossing	UX	453.1	18.9	...	702
HOOVER	TO	454.3	20.1	W	10.14
OPTIMA	P	464.6	30.4	...	10.03
GUYMON	TO	473.8	39.4	...	9.54
JUNIOR	P	479.9	45.7	...	9.44
GOODWELL	TO	484.1	49.9	W	9.40
TEXHOMA, OKLA	TO	494.3	60.1	WY	9.30
STEVENS, TEX	P	504.3	70.1	...	9.19
STRATFORD	TO	514.2	80.0	W	9.10
P&SF Crossing	...	514.7	...	...	6.05
BRICKEL	P	520.0	85.8	...	9.02
CONLEN	P	526.0	91.8	...	6.00
IRWIN	P	530.9	96.7	...	8.57
CHAMBERLIN	P	536.1	101.9	...	5.55
HITT	P	540.0	105.8	...	8.53
DALHART	TO	545.4	111.2	RYd FWTY	5.51

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
FORM Y ORDERS AUTHORIZED.

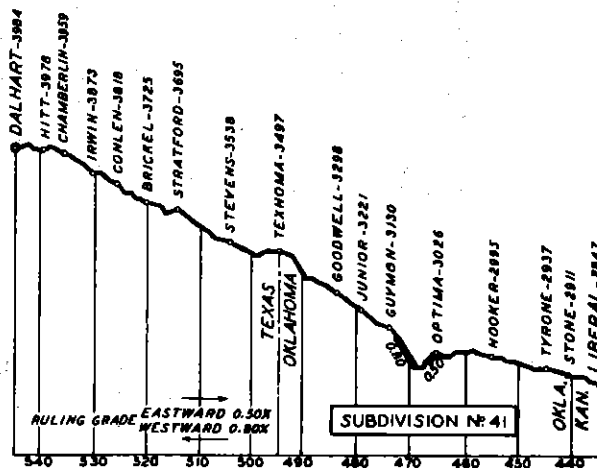
SIDING FOR FIRST CLASS TRAINS - LIBERAL:  
Siding extending from switch at MP 430-10 to switch at MP 434-16.

No's 39 and 40, receive or discharge revenue passengers where trains scheduled to stop and to discharge mail when advised by mail clerk on trains.

SIDING FOR FIRST CLASS TRAINS - DALHART:  
Short No. 1 Track.

No. 3, discharge passengers from Kansas City and beyond, receive passengers for West of Tucumcari.

No. 4, discharge passengers from West of Tucumcari, receive passengers for Kansas City and beyond.



**WESTWARD**

**MAIN LINE**

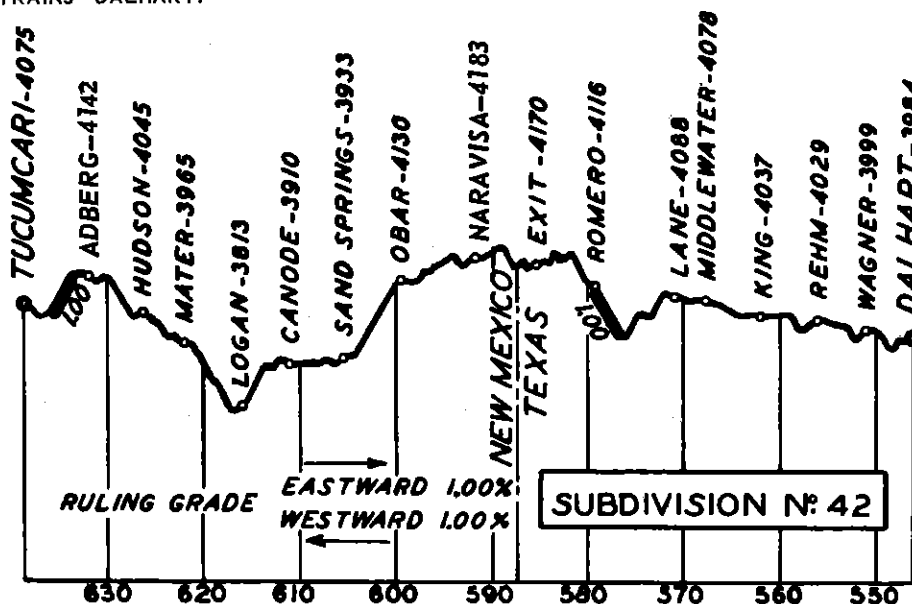
**EASTWARD**

SECOND CLASS		FIRST CLASS		Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 42 STATIONS		M.P. from St. Joseph	Distance from Dalhart	Signs	FIRST CLASS		SECOND CLASS	
91	291		39				3	40				4		92	
Freight	Freight		Psg.	Golden State			Time Table No. 7					Psg.	Golden State		Freight
Daily	Daily		Daily	Daily			October 26, 1958					Daily	Daily		Daily
P.M.	A.M.		P.M.	A.M.	Yd	...	1044	WR..			RYdF WTY	A.M.	P.M.		A.M.
10.00	11.15		7.55	7.55	...	...	1044	WR..				8.30	5.33		4.00
10.10	11.25		8.01	8.02	88	...	1049	...							
10.18	11.33		8.06	8.06	24	88	1054	...				8.21	5.28		3.19
10.26	11.41		8.12	8.11	...	68	1059	...				8.17	5.24		3.11
10.34	11.49	f	8.18	8.16	17	119	1065	...			W	7.55	5.14		2.55
10.39	11.54		8.22	8.20	...	87	1069	...				7.51	5.11		2.50
10.50	12.05	f	8.31	8.27	25	103	1077	RM..				7.44	5.05		2.40
11.05	12.15		8.37	8.32	3	58	1083	...				7.37	5.00		2.31
11.20	12.30	s	8.46	8.38	46	113	1089	UN..			W	7.30	4.54		2.21
11.32	12.42		8.55	8.45	20	88	1096	...				7.21	4.47		2.09
11.42	12.52		9.01	8.50	14	88	1103	...				7.15	4.42		1.59
11.49	12.59		9.07	8.56	...	59	1109	...				7.10	4.37		1.49
11.55	1.05	s	9.15	9.01	40	102	1114	OA..			W	7.04	4.32		1.39
12.05	1.15		9.23	9.08	...	88	1120	...				6.57	4.27		1.29
12.11	1.21		9.29	9.13	26	88	1124	...				6.53	4.23		1.22
12.17	1.27		9.37	9.19	...	103	1129	...				6.48	4.18		1.13
1.00	2.30	s	10.00	9.30	Yd	...	1137	XN..			RYdF WTY	6.40	4.11		1.00
92	P.M.		P.M.	A.M.								A.M.	P.M.		A.M.

...	DALHART	...	* TO	545.4	...										
0.1	FW&D Crossing	...		545.5	0.1										
4.9	WAGNER	...	P	550.4	5.0							8.21	5.28		3.19
4.7	REHM	...	P	555.1	9.7							8.17	5.24		3.11
5.7	KING	...	P	560.8	15.4							8.11	5.19		3.03
5.8	MIDDLEWATER	...	P	566.6	21.2					W		7.55	5.14		2.55
3.9	LANE	...	P	570.5	25.1							7.51	5.11		2.50
7.9	ROMERO	...	TO	578.4	33.0							7.44	5.05		2.40
6.0	EXIT, TEX	...	P	584.4	39.0							7.37	5.00		2.31
6.4	NARAVISA, N. M.	...	* TO	590.8	45.4					W		7.30	4.54		2.21
8.1	OBAR	...	P	598.9	53.5							7.21	4.47		2.09
5.6	SAND SPRINGS	...	P	604.5	59.1							7.15	4.42		1.59
5.5	CANODE	...	P	610.0	64.6							7.10	4.37		1.49
5.3	LOGAN	...	TO	615.3	69.9					W		7.04	4.32		1.39
6.0	MATER	...	P	621.3	75.9							6.57	4.27		1.29
4.5	HUDSON	...	P	625.8	80.4							6.53	4.23		1.22
5.7	ADBERG	...	P	631.5	86.1							6.48	4.18		1.13
7.0	TUCUMCARI	...	* TO	638.5	93.1					RYdF WTY		6.40	4.11		1.00
93.1												A.M.	P.M.		A.M.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
FORM Y ORDERS AUTHORIZED.

SIDING FOR FIRST CLASS TRAINS - DALHART:  
Short No. 1 Track.





WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS		FIRST CLASS	SUBDIVISION 4						FIRST CLASS	SECOND CLASS			
	991	15				STATIONS		14		994			
	Freight	Psgr.	Capacity of Other Tracks	Capacity of Sidings	Station Numbers	Time Table No. 7		Psgr.		Freight			
	Daily	Daily				October 26, 1958		Daily		Daily			
	P.M.	P.M.				M. P. from Memphis	Distance from Amarillo	Signs	A.M.	A.M.			
	10.00	7.10	Yard	....	27762	VN. ....	AMARILLO	* TO	761.6	....	RYdFW	9.10	10.15
	10.13	7.20	....	71	27768	.....	SONCY	.....	767.1	6.1	....	8.57	9.50
	10.23	7.29	44	....	27775	.....	BUSHLAND	.....	774.0	13.2	W	8.51	9.40
	10.33	7.39	57	30	27783	WO. ....	WILDORADO	..... TO	782.0	21.3	....	8.43	9.20
	10.43	7.48	32	....	27789	.....	EVERETT	.....	789.5	28.6	....	8.34	8.53
	10.53	7.56	82	58	27796	GA. ....	VEGA	..... TO	795.0	34.3	W	8.28	8.43
	11.03	8.05	19	....	27804	.....	LANDERGIN	.....	802.7	42.0	....	8.19	8.33
	11.13	8.13	58	52	27810	DR. ....	ADRIAN	..... TO	808.8	48.1	....	8.13	8.13
	11.20	8.18	19	....	27813	.....	GRUHLKEY	.....	813.0	52.1	....	8.08	8.01
	11.35	8.29	7	48	27821	.....	BOISE	.....	821.5	60.6	....	7.59	7.40
	11.50 P.M.	8.42	13	51	27839	.....	GLENRIO, TEX.	.....	832.2	71.6	....	7.47	7.10
	12.25 A.M.	9.05	22	51	27851	SJ. ....	SAN JON, N.MEX.	..... TO	850.3	89.5	....	7.28	6.41
	12.45	9.21	....	51	27866	.....	LESBIA	.....	865.4	104.4	....	7.11	6.18
	1.30 A.M.	9.30 P.M.	Yard	....	1137	XN. ....	TUCUMCARI	* TO	874.0	113.4	RYdFW TY	7.00 A.M.	6.00 A.M.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
FORM Y ORDERS AUTHORIZED.

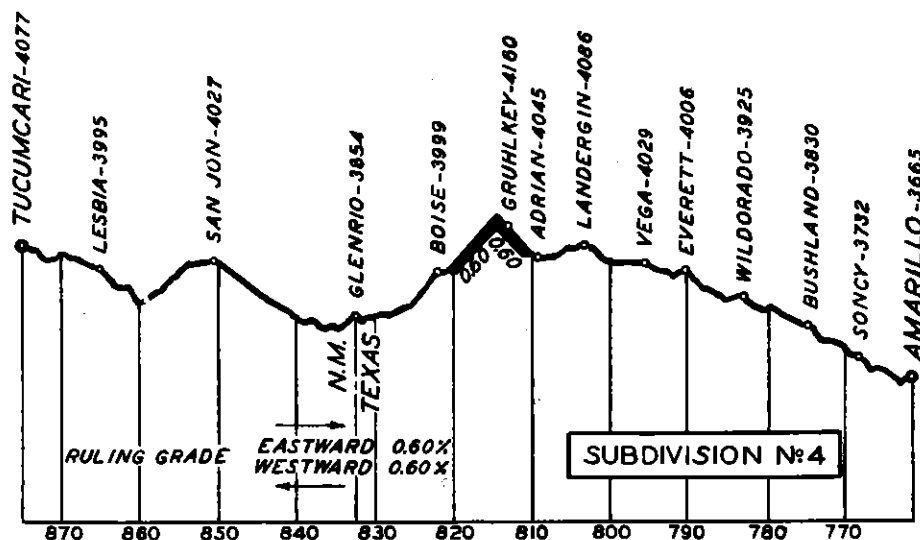
First class trains approach Amarillo passenger station at restricted speed.

No. 15, receive or discharge revenue passengers.

No. 14, receive or discharge revenue passengers and to receive or discharge express and baggage when flagged by Agent at station or when advised by Messenger of train.

SIDING FOR FIRST CLASS TRAINS - AMARILLO:

Siding extending from switch near Buchanan Street to switch west of passenger station.



WESTWARD			LIBERAL - AMARILLO LINE										EASTWARD					
SECOND CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 7 STATIONS						M. P. from Amarillo	Signs	SECOND CLASS				
		997												998				
		Freight												Freight				
		Daily												Daily				
		A.M. 7.00	Yard	.....	933	RA. .... LIBERAL, KANS. .... *TO	153.2	RYdF WY	A.M. 6.00									
			.....	.....	.....	..... BM&E Crossing ..... UX	.....	.....										
		7.25	44	51	87140	..... BAKER, OKLA. ....	140.3	.....	4.55									
		7.40	33	51	87132	..... ADAMS ..... 13.5	131.8	.....	4.35									
		8.05	46	51	87118	HS. .... HARDESTY, OKLA. .... TO	118.3	.....	4.05									
		8.30	86	63	87108	HN. .... HITCHLAND, TEX. .... TO	107.9	W	3.40									
		8.50	20	51	87100	..... BERNSTEIN ..... 7.8	100.1	.....	3.25									
		9.15	148	51	87091	GU. .... GRUYER ..... TO	90.7	YdW	3.05									
		9.35	.....	49	87082	..... CATOR ..... 8.9	81.8	.....	2.45									
		9.59	86	51	87075	MB. .... MORSE ..... TO	75.4	RYdW	2.30									
		10.10	.....	.....	.....	..... ROCK ISLAND JCT. .... 1.0	74.4	Yd	2.08									
		10.13	.....	.....	87074	..... MORSE JCT ..... 0.5	73.8	YdY	2.05									
		10.28	30	51	87067	..... PRINGLE ..... 6.6	67.3	.....	1.50									
		10.53	65	51	87057	FN. .... STINNETT. .... TO	57.5	YdWYF	1.30									
		11.13	18	16	87049	..... OIL CITY ..... 8.5	49.0	Yd	1.05									
		11.25 A.M.	.....	44	87046	..... ANTELOPE ..... 3.1	45.9	Yd	12.55									
		12.10 P.M.	174	40	87043	..... SANFORD ..... 2.1	43.8	YdY	12.45									
		12.25 P.M.	165	86	87037	FH. .... FRITCH ..... TO	37.3	.....	12.30									
		12.35	12	.....	87032	..... DEAL ..... 3.8	33.5	.....	12.20 A.M.									
		12.45	.....	59	87029	..... WILHELM ..... 4.6	28.9	.....	12.10 P.M.									
		1.05	.....	51	87019	..... MASTERSON ..... 9.8	19.1	.....	11.50									
		1.20	17	.....	87013	..... ST. FRANCIS ..... 5.9	13.2	Y	11.35									
		1.35	.....	48	87005	..... MAYER ..... 6.4	6.8	.....	11.25									
			.....	.....	.....	..... P&SF Crossing ..... 4.9	1.9	.....										
		5.30 P.M.	Yard	.....	27782	VN. .... AMARILLO. .... *TO	.....	RYdF WY	11.00 P.M.									

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
FORM Y ORDERS AUTHORIZED.

BETWEEN FRITCH AND STINNETT, WATCH CAREFULLY FOR DIRT AND ROCK SLIDES.

Nos. 997 and 998 stop at all stations where necessary to handle mail, express and baggage.

## WESTWARD

## ST. JOSEPH LINE

## EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 36A STATIONS		M. P. from St. Joseph	Signs	SECOND CLASS				
995	217	996				218								
Freight	UnPac Local	Freight				UnPac Local								
Daily Except Sunday	Daily	Daily Except Sunday				Daily								
P.M. 7.00	P.M. 6.35	...	Yard	498	SY . . . . .	ST. JOSEPH YD. . . . .	*TO	...	RFWY Yd	A.M. 5.10	P.M. 11.00			
						0.3 CB&Q Crossing . . . . .	UX							
				498	UN. . . . .	ST. JOSEPH, MO., U. D. . . . .	TO		R					
						0.0 CB&Q Crossing . . . . .	UX							
						0.2 UTRR Crossing . . . . .	UX							
7.10	6.40	96	74	499		1.2 ELWOOD, KAN. . . . .		1.1	Yd	4.45	10.37			
7.20	6.50	25	118	503	WA. . . . .	3.9 WATHENA. . . . .	TO	5.0	Yd	4.35	10.30			
7.30	7.00		12	507		3.8 BLAIR . . . . .		8.8		4.20	10.20			
7.45	7.10	16	27	512	RO. . . . .	4.7 TROY (T.T. Rule 15a).TO		13.5	WRYd	4.07	10.10			
7.58	P.M.		29	518		5.7 BENDENA . . . . .		19.2		3.47	P.M.			
8.10			25	523	DN. . . . .	4.9 DENTON . . . . .	TO	24.1		3.35				
8.20			29	528		5.0 PURCELL . . . . .		29.1		3.22				
8.31			8	532		4.5 PIERCE JCT. . . . .		33.6		3.10				
9.00			250	539	HN. . . . .	7.2 HORTON. . . . .	TO	40.8	FWTYd	2.50				
9.21			18	547		8.2 WHITING . . . . .		49.0		2.06				
10.00			48	558	H. . . . .	11.1 HOLTON . . . . .	TO	60.1	W	1.36				
10.23		55	32	567	MA. . . . .	9.3 MAYETTA. . . . .	TO	69.4		12.56				
10.40			32	574		6.4 HOYT . . . . .		75.8		12.41				
10.55			18	580		6.2 ELMONT . . . . .		82.0		12.21				
						7.2 UP Crossing . . . . .	UX	89.2						
11.20	P.M.		Yard	588		0.1 S. J. JCT. . . . .		89.3	Yd	12.01	A.M.			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. FORM Y ORDERS AUTHORIZED.

## WESTWARD

## SALINA BRANCH

## EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 36B STATIONS		M. P. from St. Joseph	Signs	SECOND CLASS				
	565	566												
	Mixed	Mixed												
	Daily Except Sunday	Daily Except Sunday												
	A.M. 4.00		Yard	670	RI . . . . .	8.9 HERINGTON . . . . .	*TO	171.4	RWT Yd	A.M. 11.50				
	s 4.35			32	19009	WO. . . . .	WOODBINE. . . . .	TO	180.3		s 11.20			
	f 4.52			17	19015		6.4 PEARL . . . . .		186.7		f 10.55			
							6.1 AT&SF Crossing . . . . .	UX	192.8					
	s 5.23		30	60	19022	Z. . . . .	0.2 ENTERPRISE . . . . .	TO	193.1		s 10.35			
	s 5.47		64	45	19027	BE. . . . .	5.3 ABILENE. . . . .	TO	198.4	RW	s 10.15			
							22.3 UP Crossing . . . . .	UX	220.3					
	7.15			132	19049	SA. . . . .	0.5 SALINA . . . . .	*TO	220.8	RWT Yd	8.15	A.M.		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 565 IS SUPERIOR TO No. 566. TIME TABLE RULE No. 14 IN EFFECT.

WESTWARD			DODGE CITY BRANCH							EASTWARD							
SECOND CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 40A			M. P. from St. Joseph	Distance from Bucklin	Signs	SECOND CLASS					
		561				STATIONS						564					
		Freight				Time Table No. 7						Freight					
		Daily Except Sunday				October 26, 1958						Daily Except Sunday					
		A.M. 6.30	142	125-N 70S	846	BU. . . . .	BUCKLIN. . . . .	*TO	347.9	. . . . .	RF WY	P.M. 2.30					
		6.55	48	. . . . .	21009	. . . . .	FORD . . . . .		356.4	8.5	. . . . .	2.00					
		7.30	20	. . . . .	21018	. . . . .	WILROADS . . . . .		365.7	17.8	. . . . .	1.30					
		7.50	24	. . . . .	21026	. . . . .	SOUTH DODGE. . . . .		373.4	25.5	. . . . .	1.10					
		8.00 A.M.	92	. . . . .	21027	. . . . .	DODGE CITY. } 28.5	. . . . .	374.4	26.5	RYdWY	1.00 P.M.					

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS WESTWARD, EXCEPT No. 561 IS SUPERIOR TO NO. 564. TIME TABLE RULE 14 IN EFFECT. No. 564 MAY LEAVE DODGE CITY WITHOUT CLEARANCE.

All trains and engines must stop for Highway 283 known as South Second Avenue, Dodge City, MP 373.3 and move over crossing only on a signal from member of crew on ground at crossing.

WESTWARD			DALHART-MORSE LINE							EASTWARD							
SECOND CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 41A			M. P. from Morse Jct.	Distance from Morse Jct.	Signs	SECOND CLASS					
						STATIONS											
						Time Table No. 7											
						October 26, 1958											
			. . . . .	. . . . .	87074	. . . . .	MORSE JCT . . . . .		0.0	YdY							
			34	51	88010	. . . . .	CAPPS . . . . .		9.6	. . . . .							
			44	51	88020	SF. . . . .	SUNRAY . . . . .	*TO	20.0	YdW							
			206	. . . . .	88023	. . . . .	SHEERIN JCT. . . . .	P	23.1	YdY							
			54	. . . . .	88027	. . . . .	BRYDEN . . . . .	P	27.2	. . . . .							
			180	. . . . .	88030	BR. . . . .	ETTER . . . . .	TO	29.6	YdY							
			. . . . .	. . . . .	. . . . .	. . . . .	P&SF Crossing. . . . .	UX	29.9	. . . . .							
			54	. . . . .	88041	. . . . .	EXUM . . . . .	P	40.9	. . . . .							
			22	. . . . .	88046	. . . . .	WILCO . . . . .		46.3	. . . . .							
			54	. . . . .	88051	. . . . .	DALMOR . . . . .	P	50.9	. . . . .							
			Yard	. . . . .	1044	WR. . . . .	DALHART . . . . .	*TO	60.8	RYdFW TY							

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. FORM Y ORDERS AUTHORIZED.

## SPEED RESTRICTIONS

LOCATION		Passenger Trains	Freight Trains
<b>ALL SUBDIVISIONS</b>			
Authorized speed through switch leads of turnouts as follows:			
No. 20 .....	40		
No. 15 .....	25		
Others .....	15		
<b>Location No. 15 Turnouts:</b>			
Subdivision 36 MP 133-32, Crossover.			
Subdivision 36 MP 144-31, Crossover.			
Subdivision 39 MP 217-1, East end siding McPherson.			
MP 218-37, West end siding McPherson.			
MP 245-35, West end siding Hutchinson.			
Subdivision 41 MP 543-25, East end No. 1 track Dalhart.			
<b>MAXIMUM ENGINE SPEEDS</b>			
351-361 to 377 inclusive .....	30		
500 to 528, 550 to 578 inclusive .....	35		
700 to 707 inclusive .....	40		
529 to 536 inclusive .....	45		
1000 to 1015 inclusive .....	48		
773, 774 .....	50		
825 to 835 inclusive .....	55		
598, 599, 716 to 730, 735 to 745, 758 to 764, 798 to 806 inclusive .....	60		
128 to 143, 128B to 135B, 450 to 474, 537 to 546, 765 to 772, 775 to 779, 811 to 824, 836 to 840 inclusive ...	65		
410, 411, 675-B, 677-B, 404 to 408, 425 to 441, 70 to 77, 70-B to 73-B, 38 to 40, 42 to 49, 88 to 119, 88B to 109-B, 120 to 127, 120-B to 123-B, 1200 to 1237, 1250 to 1322 inclusive .....	70		
485 to 499, 621 to 623 inclusive, 400, 401 .....	80		
1, 402, 403, 409, 625, 626, 632-B, 634-B, 637-B, 638-B, 750, 751, 628 to 656, 675 to 677, 639-B, to 642-B inclusive .....	90		
9002, 9003, 9004, 9015 and 9016 .....	65		
9012 .....	40		
Other Motor Cars .....	60		
Road freight or passenger diesels, other than road switchers backing up .....	40		
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.			
Trains and engines moving against current of traffic on two main tracks over facing point spring switches, not protected by signals .....	30		
Engines except RDC cars running forward light or with only one car .....	Freight train speed		
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.			
Scale test cars moving in trains will be handled 5 cars ahead of caboose.			
Trains Handling Scale Test Car RI 95384 .....	40		
Weed spray 2231 .....	30		
Short wheel base ore hoppers .....	30		
Motor cars without cars approaching interlocking signals and within interlocking limits .....	10		
Train handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer .....	25		
Above 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.			
These instructions will not apply to wrecking derricks with boom trailing when trained behind engine in wreck train service. In such case speed restrictions will be as follows:			
SUBDIVISIONS 34, 35-41A .....	25		
SUBDIVISIONS 36, 39, 40, 41-42 .....	40		
SUBDIVISIONS 36A, 36B-40A .....	20		
SUBDIVISIONS 4 and 7 .....	30		
Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.			
Air rail loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car.			
Where speeds on any Subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.			
<b>LOCATION</b>	<b>LOCATION</b>	<b>Passenger Trains</b>	<b>Freight Trains</b>
<b>SUBDIVISION 4 (except as shown below)</b>			
MP 815-08 to 818-16 .....		59	50
MP 842-01 to 842-17 .....		50	40
<b>SUBDIVISION 7 (except as shown below)</b>			
MP 1-31 P&SF Crossing .....		35	35
MP 37-10 to MP 43-28 .....		20	20
MP 43-28 to MP 46-13 .....		20	20
Bridge 465 .....		15	15
MP 44-00 to MP 49-00 Engines other than road switchers backing up .....		5	5
MP 46-24 to MP 49-00 .....		10	10
MP 49-00 to MP 57-17 .....		15	15
Bridge 706 .....		20	20
Bridge 834 .....		20	20
MP 127-30 Grade Crossing - Engine Only .....		5	5
MP 139-31 BM&E Crossing .....		15	15
MP 152-10 Grade Crossing .....		10	10
<b>SUBDIVISION 34 (except as shown below)</b>			
MP 10-16 St. L. B. & T. Co. Crossing		50	40
Eastward .....		10	10
Westward .....		15	15
MP 13-0 to MP 106-28 (except as shown below) .....		40	35
MP 17-22 to MP 17-29 .....		30	25
MP 19-14 to MP 19-33 .....		30	25
MP 41-0 to MP 41-16 .....		15	16
MP 53-0 to MP 55-4 .....		25	20
MP 59-7 to MP 59-19 - Engine only .....		20	20
MP 85-38 to MP 86-34 .....		25	20
MP 106-28 to MP 121-30 (except as shown below) .....		35	30
Bridge 1146 .....		20	20
MP 121-30 to MP 128-34 (except as shown below) .....		40	35
MP 128-21 Tunnel #2 .....		20	20
MP 128-34 to MP 140-6 .....		35	30
MP 140-6 to MP 150-28 (except as shown below) .....		40	35
Bridge 1433 .....		20	20
MP 149-0 Tunnel #3 .....		20	20
MP 150-28 to MP 151-6 .....		25	25
<b>SUBDIVISION 35 (except as shown below)</b>			
MP 169-28 to MP 160-24 .....		50	40
MP 162-0 to MP 164-25 .....		15	15
MP 172-28 to MP 175-0 .....		40	35
MP 177-0 to MP 177-18 .....		40	35
MP 189-7 to MP 201-28 .....		40	35
MP 216-8 to MP 216-32 .....		40	35
MP 262-20 Mo. Pac. Crossing .....		20	20
Sheffield—connection between K. C. Terminal and SL-SF ..		10	10
<b>SUBDIVISION 36 (except as shown below)</b>			
Through Topeka Interlocking .....		79	60
MP 89-0 to MP 90-24 .....		10	10
MP 90-24 to MP 93-5 .....		10	10
MP 94-37 to MP 95-9 Westward Track .....		60	50
MP 96-29 to MP 100-29 (except as shown below) .....		70	50
MP 97-0 to MP 97-7 .....		70	50
MP 100-19 to MP 100-29 .....		60	50
MP 103-10 to MP 104-3 .....		70	50
MP 110-25 to MP 110-38 .....		65	50
MP 115-30 to MP 115-39 .....		60	50
MP 119-24 to MP 119-30 .....		65	50
MP 121-17 to MP 123-30 .....		60	45
MP 125-30 to MP 125-37 .....		70	50
MP 136-25 to MP 137-05 Westward Track .....		70	50
MP 136-25 to MP 142-18 Eastward Track .....		55	45
MP 137-35 to MP 143-16 Westward Track .....		50	40
MP 142-18 to MP 143-16 Eastward Track .....		70	50
MP 152-15 to MP 152-24 .....		75	50
MP 169-24 to MP 171-20 (except as shown below) .....		40	40
MP 171-12 Mo. Pac. Crossing—all tracks .....		15	15
<b>SUBDIVISION 39 (except as shown below)</b>			
MP 171-20 to MP 171-30 .....		79	60
MP 171-30 to MP 176-33 .....		40	40
MP 176-33 to MP 214-12 (except as shown below) .....		65	50
MP 177-20 AT&SF Crossing .....		70	50
MP 214-12 to MP 219-22 (except as shown below) .....		70	50
MP 219-12 Mo. Pac. Crossing - Engine Only .....		50	40
MP 236-4 SLSF Crossing .....		20	20
MP 243-22 to MP 247-12 .....		30	45
MP 285-28 Mo. Pac. Crossing .....		60	45

## SPEED RESTRICTIONS—Continued

LOCATION	Passenger Trains	Freight Trains	LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 40 (except as shown below)	79	60	SUBDIVISION 36B (except as shown below)	30	25
MP 328-25 Main St. Crossing Greensburg	50	50	Trains handling steam derrick 95020 must have two or more empty cars immediately ahead and behind derrick over bridges		5
MP 393-12 to MP 395-10	65	50	Abilene—connection to AT&SF Ry.	10	10
MP 418-00 to MP 420-00	60	45	MP 192-24—AT&SF Crossing	10	10
SUBDIVISION 41 (except as shown below)	79	60	Between Abilene and West Abilene	Restricted Speed	
MP 453-04 BM&E Crossing	60	50	Between East Salina and Salina	Restricted Speed	
MP 473-10 to MP 474-03	40	40			
MP 514-24 P&SF Crossing	60	50	SUBDIVISION 40-A (except as shown below)	25	25
SUBDIVISION 42 (except as shown below)	79	60	MP 373-00 to MP 374-12	6	6
MP 545-20 FWD Crossing	20	20			
Bridge 6165	50	40	SUBDIVISION 41-A (except as shown below)	30	30
SUBDIVISION 36A (except as shown below)	40	40	MP 29-31 P&SF Crossing	15	15
MP 0-4 CB&Q Crossing	10	10			
MP 2-7 to MP 4-4	15	15			
MP 7-0 to St. Joseph line Jct.	30	30			
Missouri River Bridge at St. Joseph	6	6			
MP 89-2 UP R. R. Crossing	15	15			
Bridge 594	15	15			

## 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 highwater. When towed or operated under own power through water of lesser depth than that shown below, a speed of 3 MPH must not be exceeded.

	Maximum Height of Water Above Rail
Diesel Engines and Motor Cars	3 Inches
RDC Cars 9002-9003, 9004, 9015, 9016	5 Inches
Light Weight passenger Cars	7 Inches
Conventional passenger Cars	12 Inches

2. Carrie Avenue Yd. is the initial station for Westward trains originating there.

2a. Kansas City, Mo. Subdivision 35, is the initial station for Eastward trains originating there.

2b. Kansas City, Kan. (Armourdale Yard) Subdivision 35, is the initial station for Eastward trains originating there.

2c. S. J. Jct. is the initial station for Westward trains on Subdivision 36.

3. Westward freight trains, Sub.-Div. 34 will obtain Clearance at Lackland instead of Carrie Ave. Yd.

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

3b. Eastward freight trains, Sub.-Div. 35 will obtain clearance at Kansas City, Kan. (Armourdale Yd.).

3c. Westward first-class trains, Sub.-Div. 36, will obtain clearance at U. P. station, Topeka. Eastward first-class trains, Sub.-Div. 36, will obtain U. P. clearance at U. P. station Topeka. Other eastward trains will obtain U. P. clearance at Topeka Yard.

Trains cleared at U. P. station need not obtain Rock Island Clearance at Topeka Yd.

3d. Eastward trains, Sub.-Div. 36A will obtain clearance at Topeka Yd.

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 Yd.

When no operator on duty St. Joseph Yard office, trains will receive clearance at St. Joseph Union Depot.

3e. Eastward trains, Sub.-Div. 36B will obtain U. P. Clearance at Union Station Salina and Rock Island Clearance at Rock Island depot Abilene, and Westward trains will obtain U. P. Clearance at Abilene.

### 4. Rule 83:

St. Louis U. D.—Passenger trains only.  
Leeds Junction—For first-class trains in both directions and westward second class trains.

Kansas City, Mo. U. D.—Passenger trains only.  
Kansas City, Kansas, yard office—Trains originating or terminating.  
Topeka, Telegraph Office, Union Pacific passenger station—Passenger trains only.

Amarillo Passenger station—First-class trains.  
Amarillo Yard office—All except first-class trains.  
St. Joseph U. D.—Passenger trains only.

4a. Trains originating and terminating will register by Form 1339 at McFarland.

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

4c. Train Nos. 4 and 40 will register by Form 1339 at Liberal.

4d. First Class trains will register by Form 1339 at Dalhart Tower.

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

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

St. Louis—Union Station.	Herington—Engine House.
St. Louis—TRRA engine house.	McPherson—Depot.
Carrie Ave.—Yard Office.	Hutchinson—Depot.
Eldon, Mo.—Yard Office.	Hutchinson—Diesel House.
Eldon, Mo.—Engineer's Room.	Pratt—Yard Office.
St. Joseph—Yard Office.	Bucklin—Depot.
Kansas City, Mo.—Union Depot	Liberal—Telegraph Office.
Telegraph Office.	Dalhart—Enginemen's Locker
Kansas City, Kan.—Yard Office	Room.
and Engine House.	Dalhart—Yard Office.
Topeka Yard—Yard Office.	Tucumcari—Telegraph Office.
Topeka Yard—Engine House.	Amarillo—Yard Office.
Herington—Yard Office.	Amarillo—Passenger Station.

5a. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.

### 6. Standard clocks are located at:

St. Louis—Union station.	Pratt—Passenger depot.
Carrie Avenue—Yard Office.	Bucklin—Depot.
Belle—Telegraph office.	Liberal—Passenger depot.
Eldon, Mo.—Yard office.	Dalhart—Passenger depot.
Eldon, Mo.—Engineers Washroom.	Dalhart—Interlocking Station.
Kansas City, Mo.—Union Depot.	Tucumcari—Telegraph office.
Kansas City, Kansas—Yard office.	Amarillo—Passenger depot.
Kansas City, Kan.—Engine house.	Amarillo—Yard office.
Topeka—Passenger depot.	Morse—Depot.
Topeka—Interlocking Tower.	St. Joseph—Union Depot.
McFarland—Telegraph office.	St. Joseph—Union Term. Co.
Herington—Yard office.	Yard office.
Hutchinson—Passenger depot.	Horton—Depot.

7. Trains approaching train order signal displaying stop indication will sound four blasts of whistle and must not exceed 60 MPH passing stations at which train order or clearances are to be received.

8. f—Flag stop to receive or discharge traffic.  
g—Conditional stop for revenue passengers only.  
s—Regular stop.

## SPECIAL INSTRUCTIONS—Continued

### 11. Dwarf automatic block color light signals are in service Tucumcar..

Signals are numbered as follows:

Westward.....	6379	6381	16273		
Eastward.....	6380	6382	16268	16270	16272

11a. Signals 6380 and 6381 do not govern any section of Subdivision 4 or stock track. These signals do not govern crossover switch leading from Subdivision 42, main track, to passenger station track. Trains must approach this switch at restricted speed so that their movement will not be endangered should switch be set for station track. Subdivision 42 trains will not be required to stop at intersection of Subdivision 4 when signals are in proceed indication.

11b. Subdivision 40, Bridge No. 4184 is equipped with fire protection appliance which controls eastward signal No. 4198 and westward signal No. 4169. If signal No. 4169 or No. 4198 is found displaying stop indication, bridge must be inspected before passing over it.

11c. Subdivision 42, Bridge No. 6165 is equipped with fire protection appliance which controls eastward signal No. 6194 and westward Absolute Signal Logan. If westward Absolute Signal Logan, or Signal No. 6194 is found displaying a Stop indication, bridge must be inspected before passing over it.

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

Sub-divn.	MP	Crossing	Re-marks	Operated by	Normal Position Gates AGAINST	Light Arrangement for	
						Stop	Proceed
34	10.4	StLB&TCo... Gate	Trainmen	StLB&TCo...	Red	Yellow	
35	160.1	MoPac... Gate	Trainmen	MoPac...	Red	Yellow	
39	McPherson	AT&SF... Gate	Trainmen	CRi&P...	Red	Yellow	
39	246.0	AT&SF... Gate	Trainmen	MoPac...	Red	Yellow	
39	246.6	AT&SF... Gate	Trainmen	AT&SF...	Red	Yellow	
39	285.7	MoPac... Gate	Trainmen	MoPac...	Red	Yellow	
41	453.1	BM&E... Gate	Trainmen	BM&E...	Red	Yellow	
7	140.3	BM&E... Gate	Trainmen	BM&E...	Red	Yellow	
36a	0.3	CB&Q... Gate	Gate	CB&Q...	Red	Yellow	
36a	0.4	CB&Q... Gate	Tender	CB&Q...	Red	Yellow	
36a	0.5	UTRR... Gate	Trainmen	CRi&P...	Red	Green	
36b	192.8	AT&SF... Gate	Trainmen	CRi&P...	Red	Green	
36b	220.3	UP... Gate	Trainmen	CRi&P...	Red	Green	
41a	29.9	P&SF... Gate	Trainmen	P&SF...	Red	Yellow	

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

Sub-Divn.	MP	Crossing	Sub-Divn.	MP	Crossing
35	262.5	Missouri Pac.	39	236.1	SL-SF
39	177.5	AT&SF	39	244.9	Missouri Pac.
39	214.7	AT&SF	39	277.8	Missouri Pac.
39	219.3	Missouri Pac.	41	614.7	P&SF

### 11f. Following whistle signals designate route desired:

At Topeka	At St. Joseph, Missouri River Bridge and Interlocking:
North Topeka.....2 long.	East End of Missouri River Bridge: CRi&P Route.....1 long 1 short 1 long.
West Main.....3 long.	Union Pacific Route.1 long 1 short.
East Main.....3 long 1 short.	
East Yard Lead.....2 long 1 short.	
City.....3 short 1 long.	

Dalhart.....Main track—One long.  
Ice House track—One long, one short.

Amarillo.....Main track—One long.  
Cannot take—One short, one long, one short.  
Yard to main track—One long, one short, one long.  
Main track to Packing House—One long, one short.  
Yard to Packing House—Two short, one long.

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

Freight trains and mixed trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned, as follows:

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

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

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

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

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

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

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

16c. Trains between Air Line Jct. and KCS Jct. will be governed by KCS rules and between KCS Jct. and Kansas City, Mo. Union Station will be governed by Kansas City Terminal Ry. Co. rules.

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

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

16f. Trains between CRi&P Jct. and West Abilene, and between East Salina and A. B. Jct. Subdiv. 36B, will be governed by time table and rules of the AT&SF Ry.

16g. AT&SF trains use Subdivision 40-A main track between Dodge City and AT&SF Junction Switch, MP 373.7. All trains and engines approaching Junction or using any part of this Joint Track will move at restricted speed.

17. Subdivision 7 between Sanford and Canadian River has a maximum grade of 3.6% and between Canadian River and Oil City 2.5%. Eastward trains must stop at Sanford and westward trains at Oil City and make standing air brake tests as provided in form MP 141 Rule 29. Trains must not leave Sanford or Oil City to descend to Canadian River unless 85% of all air brakes are operative, retainers turned in accordance with Rule 62 of MP 141, locomotive supplied with sand and sufficient number of hand brakes applied to insure safety. Cars must not be shoved down these descending grades unless a sufficient number of hand brakes have been set to control the movement of every car. After descending maximum grades—stop—turn down retainers—carefully inspect wheels and brake rigging.

Should trains stall in ascending grades to Sanford or Oil City they are prohibited from backing down to make a run for the hill.

Westward trains leave rear portion of train between switches, Antelope, when possible and line west switch for siding while doubling to Sanford but whenever rear of train does not clear east end of Antelope siding, set derail on west end Antelope siding in derailing position—in addition to lining west switch for siding. Normal position of Antelope derail is open and locked when not in use as provided above.

18. Topeka Interlocking extends from Topeka Jct. and S. J. Jct. over Kaw River Bridge to west end of plant on two main tracks.

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

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

### 27. Draw bridges located at:

St. Joseph—Missouri River.

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

Subdivision	Mile Post	Kind of Structure
34	Broadway	Viaduct
34	Florissant Ave.	Viaduct
34	Kingshighway	Viaduct
34	Natural Bridge Rd.	Viaduct
34	Suburban Ry.	Viaduct
34	Klenjan Ave.	Viaduct
34	St. Louis Ave.	Viaduct
34	Easton Ave.	Viaduct
34	15.6	Thru Truss
34	42.1	Thru Truss
34	45.8	Thru Truss
34	49.0	Viaduct
34	55.1	Thru Truss
34	118.0	Tunnel No. 1
34	121.5	Thru Truss
34	128.6	Tunnel No. 2
34	135.5	Thru Truss
34	137.0	Thru Truss
34	138.8	Thru Truss
34	143.3	Thru Truss Osage River
34	149.0	Tunnel No. 3
35	165.8	Viaduct
35	182.5	Viaduct
35	184.5	Viaduct
35	216.6	Viaduct MKT Ry.
35	248.0	Viaduct
35	277.8	Tunnel No. 4
35	Bridge 71	Thru Truss on SL-SF

## SPECIAL INSTRUCTIONS—Concluded.

Subdivision	Mill Post	Kind of Structure
35	200 ft. E. of 9th Street	Signal Bridge No. 20
35	18th St. KC Mo.	Viaduct
35	Prospect Ave.	Viaduct
35	Vine St.	Viaduct
35	The Paseo	Viaduct
35	Forest Ave.	Viaduct
35	Harrison St.	Viaduct
35	McGee St.	Viaduct
35	Grand Ave.	Viaduct
35	Main St.	Viaduct
35	Broadway Ave.	Viaduct
35	Pennsylvania Ave.	Viaduct
35	10th St.	Viaduct
35	U. P. Ry. Br.	Thru Truss Kansas River
35	Near Berger St.	Viaduct KCT
35	10th St. K. C. Ks.	Viaduct
36	89.2	Thru Truss Kaw River
36	116.5	Thru Truss
36A	0.6	Missouri River Bridge
36A	15.0	Viaduct St. Joe & G. I. Ry.
36A	34.6	Thru Truss
36A	46.6	Thru Truss
36A	48.6	Viaduct Mo. Pac. Ry.
36A	59.7	Thru Truss
36A	86.6	Thru Truss
36B	193.5	Thru Truss Smoky Hill River

28a. Subdivn. 39, Steel bridge Mp 191-9, Steel bridge at Mp 235-7, will not clear man on side of car or with feet hanging over side of flat car or out of door of box car.

28b. Chute on Ice machine on Rico Track, Dalhart, will not clear man on side or top of car on Extension No. 5 or No. 6 yard tracks.

28c. Concrete unloading pits at Riffe Brothers concrete elevators at Texarkana and Stratford will not clear man on side of car.

28d. At Amarillo derrick frames over Case track located at platform between Polk and Tyler Streets and over depressed track east of Buchanan Street, will not clear a man on top of a car or on side of a car.

28e. Unloading dock west end house track north side Ionia, Mo., will not clear man on side of car.

28f. Sub-Division No. 34 Osage Gravel loading track MP 140-5 structure will not clear man on top or side of car.

31. Industrial or spur tracks are located at:

Sub-div.	Mill Post	Name	Car Capacity
34	15.0	Alton Brick Co. ....	10
34	15.0	Calif. Spray Chem. Co. ....	27
34	15.0	M.F.A. Coop. Ass'n. ....	88
34	16.0	O. L. Brands & Son. ....	4
34	17.8	Vigus Quarries. ....	28
34	23.5	St. Louis County Water Works. ....	16
34	24.2	City of St. Louis Water Works. ....	60
34	28.6	Helwig Bros. ....	4
34	41.8	Otters Spur. ....	3
34	53	Davis Spur. ....	2
34	51.8	Skelley Oil Spur. ....	3
34	64-30	M.F.A. Coop Ass'n. ....	3
34	83.2	Johnson Spur. ....	6
34	97.3	Ellis. ....	3
34	140.3	Osage Gravel Loading Track. ....	30
35	273.9	R. A. Long. ....	4
35	278.4	Kansas Buff Brick Co. ....	27
35	283.4	Universal Trailer Co. ....	6
35	286.8	Reich and Sons. ....	8
36	94.6	Security Benefit Ass'n Spur. ....	8
36	95.30	Koss Construction Co. ....	15
40	335.3	Northern Natural Gas Co. ....	40
40	401.3	Collane Elevator. ....	20
40	402.1	Hobart. ....	27
40	419.9	Shamrock. ....	21
40a	370.3	Renco Spur. ....	6
41	442.6	Fluor. ....	45
41	457.13	Panoma Spur. ....	92
41	471.3	Cabot Carbon Co. ....	60
41	471.9	Gen'l Atlas Carbon Co. ....	39
41a	19.0	Phillips Spur. ....	.....
41a	23.0	Sheerin Spur. ....	.....
42	601.6	Gravel Pit. ....	.....
4	764.3	Team Track. ....	10
4	837.8	Endee Team Track. ....	15
7	43.1	United Carbon Co. ....	21
7	43.2	United Carbon Co. ....	35

34. "Precautions, unusual conditions". When snow plows are operated preceding or following other trains Absolute Block between open stations must be maintained between such trains in territory involved. If necessary Dispatchers must call Operators to establish communication. These requirements do not modify Rule 99.

"Snow plows, and Diesel Units with pilot plows, when plowing snow will not exceed 5 MPH when meeting or passing or being passed by a passenger train."

When temperature is 10 degrees or more below zero, maximum speed of Rocket trains and trains 3 and 4 will be 70 MPH. Conventional passenger trains and freight trains must not exceed a speed of 10 MPH less than the maximum authorized speed.

34a. Speedometers on road engines in main line service must be checked, by observing time between mile post twice on each trip. The location, speed, and any variation must be shown on work report.

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

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

Subdivision 34, MP 15 pole 0.
MP 22 pole 2.
MP 35 pole 0.
MP 38 pole 18.
MP 39 pole 29.
MP 42 pole 0.
MP 105 pole 4.
MP 113 pole 7.
MP 115 pole 25.
MP 121 pole 1.
MP 129 pole 3.
MP 140 pole 17.
MP 142 pole 22.

Subdivision 40, East end of Cimarron River Bridge 4184.  
Subdivision 41, East end of Beaver River Bridge 4679.

The following letters and symbols indicate:—

- F—Fuel Station.
- P—Train Dispatchers Telephone.
- R—Train Register Station.
- T—Turn Table.
- W—Water Station.
- Y—Wye.
- UX—Railroad Crossing not protected by Interlocking.
- TO—Train Order Station.
- Yd—Station where yard limit signs are maintained.
- \*—Radio Installation.

### OFFICIAL HOSPITAL

PLACE	NAME	TELEPHONE
St. Louis	Evangelical Deaconess—6140 Oakland Ave.	Mission 5-8510
St. Louis	Peoples (for Colored)—3449 Pine St.	JENerson 5468
Kansas City, Kansas	Providence Hospital—18th and Barnett.	DRexel 1-3140
Topeka	St. Francis Hospital—1719 W. 6th St.	5-3441
Pratt	Pratt County—3rd and Commodore	1080
Liberal	Epworth—524 No. Washington St.	Main 4-3821
Amarillo	St. Anthony—707 North Polk St.	Drake 6-9866
Tucumcari	Tucumcari General—South End 4th St.	2
Horton	Horton Hospital—East Front St.	25



# COMMUNICATION OFFICES

## OFFICE HOURS

Week Days  
Except Saturday

\*Sundays and Holidays

\*\*Saturdays

	From	To
<b>SUBDIVISION 34</b>		
Lackland.....	Continuous	
Chesterfield.....	7:00 a.m.	4:00 p.m.
Union.....	7:30 a.m.	4:30 p.m.
Gerald.....	7:30 a.m.	4:30 p.m.
Rosebud.....	8:00 a.m.	5:00 p.m.
Owensville.....	*..** 7:30 a.m.	4:30 p.m.
Bland.....	*..** 6:00 p.m.	3:00 a.m.
Belle.....	7:00 a.m.	4:00 p.m.
Freeburg.....	7:30 a.m.	4:30 p.m.
Argyle.....	7:00 a.m.	4:00 p.m.
Meta.....	7:00 a.m.	4:00 p.m.
Eugene.....	7:00 a.m.	4:00 p.m.
Eldon.....	Continuous	

	From	To
<b>SUBDIVISION 35</b>		
Versailles.....	7:30 a.m.	4:30 p.m.
Stover.....	7:30 a.m.	4:30 p.m.
Cole Camp.....	7:30 a.m.	4:30 p.m.
Ionia.....	7:00 a.m.	4:00 p.m.
Windsor.....	*..** 8:00 a.m.	5:00 p.m.
Leeton.....	8:00 a.m.	5:00 p.m.
Chilhowee.....	*..** 6:00 p.m.	3:00 a.m.
Pleasant Hill.....	8:00 a.m.	5:00 p.m.
Raytown.....	8:30 a.m.	5:30 p.m.

	From	To
<b>SUBDIVISION 36</b>		
Topeka Yd.....	Continuous	
Maple Hill.....	7:00 a.m.	4:00 p.m.
Paxico.....	8:00 a.m.	5:00 p.m.
McFarland.....	Continuous	
Aima.....	8:00 a.m.	5:00 p.m.
Aita Vista.....	8:00 a.m.	5:00 p.m.
Dwight.....	7:00 a.m.	4:00 p.m.
White City.....	*..** 8:00 a.m.	11:59 p.m.

	From	To
<b>SUBDIVISION 39</b>		
Herington.....	Continuous	
Ramona.....	7:00 a.m.	4:00 p.m.
Tampa.....	8:00 a.m.	5:00 p.m.
Durham.....	7:00 a.m.	4:00 p.m.
Galva.....	7:00 a.m.	4:00 p.m.
McPherson.....	Continuous	
Inman.....	8:00 a.m.	5:00 p.m.
Hutchinson.....	Continuous	
Arlington.....	8:00 a.m.	5:00 p.m.
Langdon, Except Monday.....	7:00 a.m.	4:00 p.m.
Turon.....	8:30 a.m.	5:30 p.m.
Preston.....	8:30 a.m.	5:30 p.m.
Pratt.....	Continuous	

	From	To
<b>SUBDIVISION 40</b>		
Pratt.....	Continuous	
Cullison.....	8:00 a.m.	5:00 p.m.
Wellsford.....	7:00 a.m.	4:00 p.m.
Haviland.....	8:00 a.m.	5:00 p.m.
Greensburg.....	8:00 a.m.	5:00 p.m.
Mullinville.....	7:30 a.m.	4:30 p.m.
Bucklin.....	*..** 8:00 a.m.	5:00 p.m.
Kingsdown.....	8:00 a.m.	5:00 p.m.
Bloom.....	8:30 a.m.	5:30 p.m.
Mineola.....	7:30 a.m.	4:30 p.m.
Fowler.....	8:00 a.m.	5:00 p.m.
Meade.....	8:00 a.m.	5:00 p.m.
Plains.....	8:30 a.m.	5:30 p.m.
Kismet.....	8:30 a.m.	5:30 p.m.
Liberal.....	Continuous	

	From	To
<b>SUBDIVISION 41</b>		
Liberal.....	Continuous	
Tyrene.....	8:30 a.m.	5:30 p.m.
Hooker.....	8:00 a.m.	5:00 p.m.
	11:00 a.m.	7:00 p.m.
Guymon.....	*..** 6:30 a.m.	3:30 p.m.
Goodwell.....	7:30 a.m.	4:30 p.m.
Texhoma.....	*..** 8:00 a.m.	5:00 p.m.
Stratford.....	6:00 a.m.	3:00 p.m.
Dalhart.....	Continuous	

	From	To
<b>SUBDIVISION 42</b>		
Dalhart.....	Continuous	
Romero.....	8:00 a.m.	5:00 p.m.
Naravisa.....	6:30 a.m.	3:30 p.m.
Logan.....	7:00 a.m.	4:00 p.m.
Tucumcari.....	Continuous	

	From	To
<b>SUBDIVISION 4</b>		
Amarillo.....	*..** 9:30 a.m.	5:30 p.m.
	*..** 6:00 p.m.	2:00 a.m.
Wilderado.....	7:30 a.m.	4:30 p.m.
Vega.....	7:30 a.m.	4:30 p.m.
Adrian.....	7:30 a.m.	4:30 p.m.
San Jan.....	7:15 a.m.	4:15 p.m.
Tucumcari.....	Continuous	

	From	To
<b>SUBDIVISION 7</b>		
Liberal.....	Continuous	
Hardesty.....	6:00 a.m.	3:00 p.m.
Hitchland.....	7:00 a.m.	4:00 p.m.
Gruver.....	7:00 a.m.	4:00 p.m.
Morse.....	8:00 a.m.	5:00 p.m.
Stinnett.....	7:30 a.m.	4:30 p.m.
Fritch.....	8:30 a.m.	5:30 p.m.
Amarillo.....	*..** 9:30 a.m.	5:30 p.m.
	*..** 6:00 p.m.	2:00 a.m.

	From	To
<b>SUBDIVISION 36-A</b>		
Wathena.....	8:00 a.m.	5:00 p.m.
	** 8:00 a.m.	5:00 p.m.
Troy.....	8:00 a.m.	4:00 p.m.
	*..** 7:30 p.m.	3:30 a.m.
Denton.....	7:00 a.m.	4:00 p.m.
Horton.....	7:00 a.m.	4:00 p.m.
	** 7:00 a.m.	4:00 p.m.
Holton.....	8:00 a.m.	5:00 p.m.
Mayetta.....	8:00 a.m.	5:00 p.m.

	From	To
<b>SUBDIVISION 36-B</b>		
Woodbine.....	6:30 a.m.	3:30 p.m.
Enterprise.....	7:00 a.m.	4:00 p.m.
Abilene.....	7:15 a.m.	4:15 p.m.
	** 7:15 a.m.	4:15 p.m.
Salina.....	8:00 a.m.	5:00 p.m.
	** 8:00 a.m.	5:00 p.m.

	From	To
<b>SUBDIVISION 40-A</b>		
Bucklin.....	*..** 8:00 a.m.	5:00 p.m.

	From	To
<b>SUBDIVISION 41-A</b>		
Dalhart.....	Continuous	
Etter.....	8:00 a.m.	5:00 p.m.
Sunray.....	8:30 a.m.	5:30 p.m.

O. R. THURSTON, Terminal Sup't., Kansas City, Kan.  
 B. B. BRENTON Ass't. Sup't., Liberal, Kan.  
 S. A. WILLIAMS, Trainmaster, Kansas City, Kan.  
 R. M. DICKERSON, Trainmaster, Kansas City, Kan.  
 W. H. SMITH, Passenger Trainmaster, Kansas City, Mo.  
 W. L. HUNT, Trainmaster, Eldon, Mo.  
 A. E. ANDERSON, Trainmaster, Herington, Kan.  
 F. NORVELL, Trainmaster, Dalhart, Tex.  
 F. L. GRANT, Ass't. Trainmaster-Agent, Amarillo, Tex.  
 R. E. LAKE, Trainmaster-Agent, Carrie Ave., Mo.  
 J. W. GANN, Master Mechanic, Kansas City, Kan.  
 A. L. FRANCIS, Ass't. Master Mechanic, Liberal, Kan.  
 J. H. KATHERMAN, Road Foreman Equipment, Kansas City, Kan.  
 A. L. DAVIS, Road Foreman Equipment, Herington, Kan.  
 E. J. GWIN, Road Foreman Equipment, Pratt, Kan.  
 R. W. CHURCH, Chief Dispatcher, Kansas City, Kan.  
 F. J. BRIDGES, Ass't. Chief Dispatcher, Kansas City, Kan.  
 W. E. PERRYMAN, Ass't. Chief Dispatcher, Kansas City, Kan.  
 D. K. SHORT, Ass't. Chief Dispatcher, Kansas City, Kan.  
 C. T. ROWLEY, Chief Dispatcher, Liberal, Kan.  
 T. C. FARRELL, Night Chief Dispatcher, Liberal, Kan.

P. H. JOHNSON  
 A. G. DOUGLAS  
 J. B. JOHNSON  
 A. P. USSARY  
 W. D. MINNICK  
 W. K. STEGALL  
 C. R. FERGUSON

} Train Dispatchers  
 Kansas City, Kan.

C. D. WILLIAMSON  
 I. C. LEGER  
 G. G. MURPHY  
 W. R. HEDRICK  
 R. W. POPEJOY  
 V. E. McCORMICK  
 D. W. CULVER

} Train Dispatchers  
 Liberal, Kansas

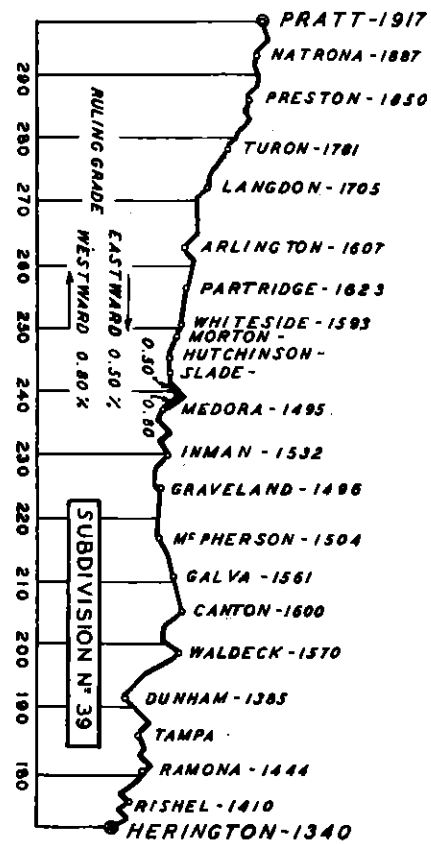
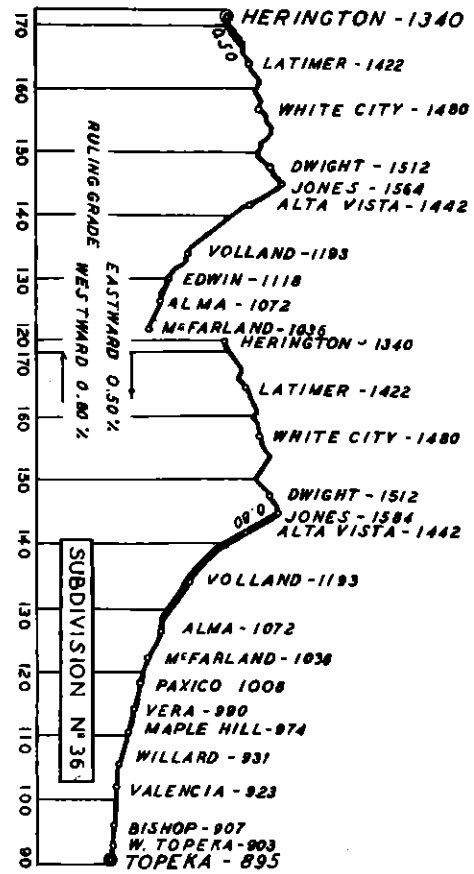
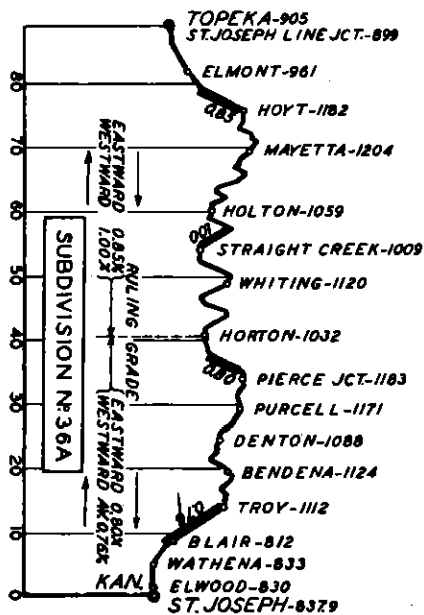
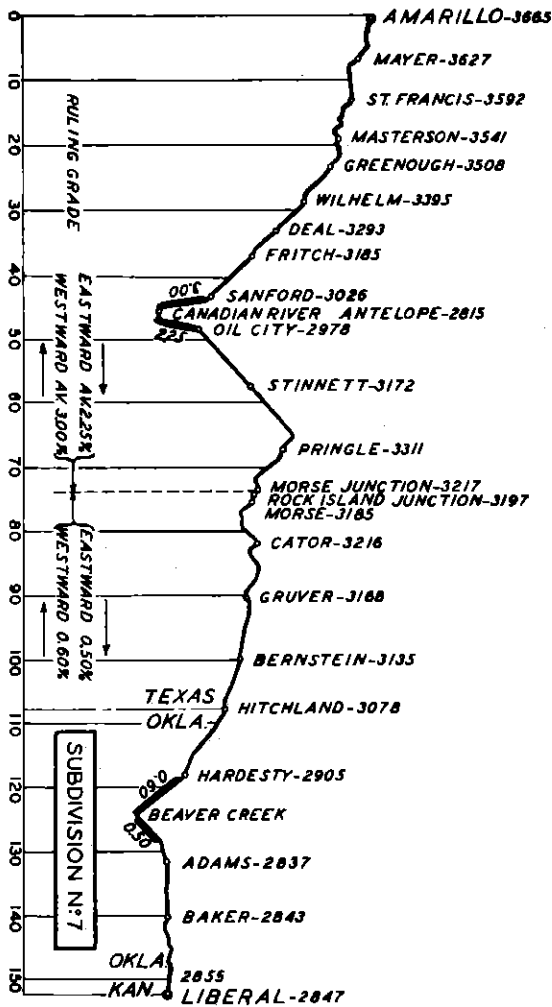


TABLE OF TRAIN SPEEDS

Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour
0	33	110.0	1	3	57.1	1	19	45.6	1	34	38.2
0	34	106.0	1	4	56.2	1	20	45.0	1	35	37.9
0	36	100.0	1	5	55.3	1	21	44.4	1	40	36.0
0	38	94.7	1	6	54.5	1	22	43.9	1	45	34.3
0	40	90.0	1	7	53.7	1	23	43.4	1	50	32.7
0	42	85.7	1	8	52.9	1	24	42.9	1	55	31.3
0	45	80.3	1	9	52.1	1	25	42.4	2	0	30.0
0	48	75.0	1	10	51.4	1	26	41.9	2	5	28.8
0	50	72.0	1	11	50.7	1	27	41.4	2	10	27.7
0	52	69.2	1	12	50.0	1	28	40.9	2	15	26.7
0	54	66.6	1	13	49.3	1	29	40.4	2	20	25.7
0	56	64.2	1	14	48.6	1	30	40.0	2	25	24.8
0	58	62.0	1	15	48.0	1	31	39.6	3	0	20.0
1	0	60.0	1	16	47.4	1	32	39.1	4	0	15.0
1	1	59.0	1	17	46.7	1	33	38.7	6	0	10.0
1	2	58.0	1	18	46.1						