

MAKE EVERY TRIP A SAFETY TRIP



J. I. POOLE

Assistant Superintendents

O. L. CRAIN

S. L. FORNEY
Road Foreman of Engines

J. A. BARNARD
Chief Dispatcher

J. A. PETERSON
R. O. MORRIS
W. N. TAYLOR

Train Dispatchers

N. G. JONES
C. CLARK
F. C. DAVIS



ROAD FOREMAN OF ENGINES HAS THE SAME
AUTHORITY AS ASSISTANT SUPERINTENDENT
WHILE ON LINE OF ROAD.

Missouri-Kansas-Texas Railroad Company

SAFETY PAYS BIG DIVIDENDS

EMPLOYEES'

TIME TABLE

No. 23

NORTHERN DISTRICT

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

Sunday, May 12, 1946

Superseding Previous Time Table and Supplements

— For Employes Only —

C. W. WATTS,
Superintendent

J. H. LITTLE,
General Superintendent
of Transportation

H. M. WARDEN,
Vice-President and
General Manager

TONNAGE RATINGS

LOCOMOTIVES

		64% Booster		64%		57%		47%		32%			
FROM	TO	Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	
Glen Park.....	Parsons	5	2450	61	2125	53	1995	50	1590	40	1070	27	
Moran.....	Parsons	9	4000	100	3500	88	3100	78	2400	60	1680	42	Excess
Parsons.....	Glen Park	5	2670	67	2350	59	2100	53	1680	42	1180	30	
Ringer.....	Glen Park	10	4300	108	3750	94	3375	84	2700	68	1890	47	Excess
Parsons.....	Osage.....	5	2450	61	2100	53	1890	47	1600	40	1070	27	
Parsons.....	Coffeyville.....	8	3310	84	2890	72	2600	65	2080	52	1450	36	Excess
Coffeyville.....	Bartlesville.....	7	2920	70	2520	63	2270	57	1820	46	1285	32	Excess
Osage.....	Parsons.....	8	3310	70	2940	70	2650	66	2120	53	1500	38	
Bartlesville.....	Coffeyville.....	9	3570	70	3100	70	2790	70	2280	57	1605	40	Excess
Coffeyville.....	Parsons.....	10	5000	125	4250	106	3825	96	3060	77	2125	53	Excess
Osage.....	Oklahoma City.....	5	2375	59	2050	51	1850	46	1480	37	1040	26	
Cushing.....	Fallis.....	9	4200	70	3675	70	3300	70	2640	66	1850	46	Excess
Oklahoma City.....	Osage.....	6	2470	62	2125	53	1995	50	1590	40	1070	27	
Cushing.....	Osage.....	8	3450	70	3000	70	2700	68	2160	54	1500	38	Excess
Parsons.....	Council Grove	6							1700	43	1190	30	
Council Grove.....	Junction City	5							1325	33	925	23	
Burlington.....	Council Grove	7							2050	51	1435	36	Excess
Junction City.....	Parsons	5							1300	33	910	23	
Emporia.....	Parsons	7							2000	50	1500	38	Excess
Moran.....	Iola	9									1400	35	
Iola.....	Moran	6									1200	30	

Ratings are for trains containing number of cars listed. For each additional car deduct from rating, or for each car less, add to rating the amount shown in adjustment column to give correct rating for trains of varying length.

When actual weight of load not obtainable, use following tonnage figures.

(a)	Weight of Car & Contents	Wt. of Freight
Carload perishable under ice.....	45	16
Carload perishable not under ice.....	42	16
Refrigerators loaded with LCL mdse.....	35	8
Other cars with LCL mdse.....	30	8
Live stock	37	15
Live Poultry	36	10

When actual weights obtained on perishable loads in refrigerator, add three tons for ice when moving under refrigeration.

(b) Use following tonnage for tare weights on system cars:

	Tons
1. Caboose	
341 to 350, incl.....	27
361 to 370, 796 to 820, incl.....	25
375 and 524 to 591, incl.....	18
411 to 523, 700 to 795, 871 to 907, incl.....	21
821 to 870, incl.....	22
2. Auto Cars	
60001 to 60100, incl.....	26
61001 to 62100, incl.....	30
63000 to 63025, incl.....	31

(b) Continued.

3. Box Cars	Tons
74000 and 170000 series.....	19
76001 to 78000, incl.....	22
80001 to 80494, incl.....	25
79001 to 79157, 95000 to 96499, incl.....	23
4. Coal and Hopper Cars	
23000 to 25380, incl.....	17
32000 to 33499, incl.....	20
41000 to 41500, incl.....	24
43001 to 43500, incl.....	21
40001 to 40050, incl.....	26
40500 to 40700, incl.....	30
5. Flat Cars	
13000 to 13139, 113000 to 113120, incl.....	21
13201 to 13500, incl.....	19
6. Stock Cars	
47000 to 47500, incl.....	22
7. Tank Cars	
116000 to 117019, incl.....	22
8. For loaded and empty stock cars, add two tons for bedding.	
9. When stencilled tare weights on foreign cars are not obtained, use figures below:	

KIND	Non-Devised Auto	Devised Auto	Box	Flat	Refrigerator	Stock Bedded 22 Clean 20	Tank	Coal	Hopper
TONS	25	26	22	21	26	22	22	24	28

10. When actual tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports endorsed accordingly, for information of Assistant Auditor.

KANSAS CITY DIVISION

FOURTH CLASS		THIRD CLASS				Distance from Kansas City	TIME TABLE NO. 23		Signs and Car Capacity	FIRST CLASS					SECOND CLASS
93 Way	275 Katy Klipper	277 Fast Freight	271 Bullet	281 Katy Komet	Effective 12:01 A. M. May 12, 1946		25 Katy Flyer	27 Blue-bonnet		23 Katy Limited	11 Mo. Pac. Passenger			37 Passenger	
Tuesday Thurs. Sat.	Daily	Daily	Daily	Daily		STATIONS							Daily		
					2.6	KANSAS CITY US									
	PM 7.30	PM 12.01	AM 9.15	PM 11.59		2.6									
						GLEN PARK KY									
						Joint Track With S.L.-S.F. Ry.									
AM 9.30	PM 8.40	PM 1.15	AM 10.30	AM 1.45	43.1	40.5									
					43.4	N PAOLA PD									
						0.3									
						MO. PAC. JUNCTION Interlocker									
						0.1									
9.41	8.42	1.30	10.38	1.20	43.5	SOUTH PAOLA									
						3.0									
9.50	8.50	1.45	10.48	1.30	46.5	RINGER									
						8.1									
10.10	9.04	2.02	11.03	1.44	54.6	D BEAGLE B									
						7.0									
10.37	9.17	2.15	11.15	1.55	61.6	N PARKER H									
						5.2									
10.55	9.25	2.24	11.23	2.04	66.8	DUNLAY									
						3.2									
11.10	9.31	2.30	11.29	2.09	70.0	D CENTERVILLE C									
						5.3									
11.25	9.39	2.40	11.37	2.18	75.3	JOHNSON									
						7.5									
11.49	9.52	2.58	11.49	2.30	82.8	N KINCAID KI									
						4.2									
PM 12.20	9.58	3.06	11.56	2.37	87.0	D MILDRED MR									
						7.7									
12.45	10.10	3.25	PM 12.15	2.55	94.7	MORAN									
4.05					94.8	E 43 W W 90									
						0.1									
						N MORAN TOWER MN									
						Mo. Pac. Interlocker									
						4.2									
4.20	10.16	3.40	12.24	3.03	99.0	RUTHERFORD									
						4.4									
4.35	10.22	3.50	12.30	3.09	103.4	D ELSMORE UN									
						3.0									
4.45	10.27	4.06	12.35	3.15	106.4	D SAVONBURG SG									
						4.0									
4.53	10.33	4.15	12.42	3.22	110.4	D STARK DK									
						2.2									
4.58	10.36	4.19	12.46	3.27	112.6	KIMBALL									
						7.3									
					119.9	N N. E. TOWER NE									
						A.T.&S.F. Interlocker									
						0.7									
5.15	10.47	4.30	1.00	3.41	120.6	ERIE									
						10.0									
5.33	11.01	4.44	1.20	4.00	130.6	HAYDEN									
						8.1									
5.39	11.10	4.50	1.30	4.15	133.7	N POOLE XO									
						Interlocker									
						2.5									
5.50	11.30	5.00	1.45	5.00	136.2	NORTH YARD									
						0.6									
					136.8	N PARSONS W									
						136.8									
						Average speed per hour.....									
11.2	82.9	24.8	28.6	24.8		50.6									
						50.6									
						35.1									
						18.0									
						6.0									
						PM 6.29									
						6.35 PM									

Automatic Block Signals

NORTHWARD TRAINS

KANSAS CITY DIVISION

NORTHWARD TRAINS

COND CLASS	FIRST CLASS					TIME TABLE NO. 23 Effective 12:01 A. M. May 12, 1946	THIRD CLASS				FOURTH CLASS
	38 Passenger	12 Mo. Pac. Passenger	26 Katy Flyer	24 Katy Limited	28 Blue- bonnet		270 Fast Freight	274 Katy Packer	276 Rocket	272 Fast Freight		92 Way
Daily	Daily	Daily	Daily	Daily	STATIONS	Daily	Daily	Daily	Daily	Monday Wed. Friday	
			PM 10.15	AM 7.55	AM 6.55	KANSAS CITY US 2.6					
						GLEN PARK KY Joint Track With S.L.-S.F. Ry. 40.5	AM 11.00	PM 6.00	PM 9.00	AM 1.30	
		AM 5.31	s PM 9.21	f AM 6.57	s AM 5.55	N PAOLA PD 0.3	AM 9.45	PM 4.20	PM 7.00	AM 12.05	PM 8.00
		5.30 AM				MO. PAC. JUNCTION Interlocker 0.1					
		See	9.17	6.54	5.50	SOUTH PAOLA 3.0	9.41	3.55	6.45	11.50	7.40
		Special	9.13	6.50	5.45	RINGER 8.1	9.35	3.42	6.31	11.39	7.30
		Rule	9.04	6.41	f 5.35	D BEAGLE B 7.0	9.21	3.25	6.15	11.22	7.05
		4	8.57	6.34	s 5.26	N PARKER H 5.2	9.11	3.13	5.59	11.11	6.40
			8.51	6.28	5.17	DUNLAY 3.2	9.03	2.59	5.46	10.58	6.15
			8.48	6.24	s 5.11	D CENTERVILLE C 5.3	8.58	2.52	5.37	10.50	6.01
			8.42	6.18	5.03	JOHNSON 7.5	8.50	2.40	5.25	10.42	5.45
			8.34	6.10	s 4.50	N KINCAID KI 4.2	8.39	2.12	5.05	10.29	5.15
			8.29	6.06	f 4.41	D MILDRED MR 7.7	8.32	2.04	4.50	10.22	5.01
			s 8.21	5.58	s 4.29	MORAN 0.1	8.20	1.50	4.30	10.10	4.40 12.45
						N MORAN TOWER MN Mo. Pac. Interlocker 4.2					
			8.14	5.52	4.19	RUTHERFORD 4.4	8.12	1.40	4.20	10.03	12.24
			8.09	5.47	f 4.13	D ELSMORE UN 3.0	8.04	1.32	4.12	9.56	12.10
			8.06	5.44	f 4.06	D SAVONBURG SG 4.0	7.59	1.27	4.06	9.51	12.01 PM
			8.02	5.40	f 3.58	D STARK DK 2.2	7.53	1.20	3.55	9.45	11.45
			7.59	5.37	f 3.53	KIMBALL 7.3	7.49	1.15	3.50	9.41	11.34
						N N. E. TOWER NE A.T.&S.F. Interlocker 0.7					
			7.51	5.29	s 3.41	ERIE 10.0	7.34	1.00	3.35	9.29	11.10
			7.39	5.19	3.25	HAYDEN 3.1	7.18	12.35	3.17	9.14	10.50
			7.36	5.16	3.21	N POOLE XO Interlocker 2.5	7.10	12.20	3.10	9.07	10.40
			7.33	5.13	3.18	NORTH YARD 0.6	7.00 AM	12.01 PM	3.00 PM	9.00 PM	10.30 AM
	AM 5.50		7.30 PM	5.10 AM	3.15 AM	N PARSONS W 136.8					
	5.45 AM					.....Average speed per hour.....	83.9	21.6	28.8	30.2	9.8
	7.2	18.0	50.6	52.5	35.1						

Automatic Block Signals

SOUTHWARD TRAINS

OSAGE DIVISION

NORTHWARD TRAINS

THIRD CLASS		FIRST CLASS		Distance from Kansas City	TIME TABLE NO. 23		Signs and Car Capacity	FIRST CLASS		THIRD CLASS	
271 Bullet	275 Katy Klipper	25 Katy Flyer	23 Sooner		Effective 12:01 A. M. May 12, 1946			26 Katy Flyer	28 Sooner	270 Fast Freight	276 Rocket
Daily	Daily	Daily	Daily		STATIONS		Daily	Daily	Daily	Daily	
PM 2.45	AM 12.15			136.2	NORTH YARD 0.6		WTOYSP Yard			AM 5.45	PM 12.50
2.50	12.20	PM 12.30	AM 2.25	136.8	N PARSONS W			PM 7.00	AM 2.55	5.28	12.45
				137.3	N PARSONS TOWER S.L.-S.F. Interlocker JG						
3.00	12.28	12.36	2.31	141.6	BLUM		P 80	6.45	2.49	5.19	12.36
3.13	12.40	12.48	2.40	149.0	D MOUND VALLEY S.L.-S.F. Crossing MD		P 80	6.32	2.40	5.06	12.12 PM
3.28	12.53	12.59	2.52	157.2	ANGOLA		P 109	6.17	2.28	4.50	11.35
3.39	1.03	1.08	3.01	163.8	HUNTER		P 43	6.05	2.18	4.35	11.20
3.47	1.08	1.13	3.06	166.8	COX		P 80	5.59	2.12	4.25	11.05
				167.2	A. T. & S. F. Gate Crossing						
3.50	1.10	1.18	3.18	167.7	N COFFEYVILLE FY		P 59YW	5.55	2.10	4.20	10.59
				168.3	Mo. Pac. Crossing						
4.04	1.13	1.22	3.22	168.7	EVANS		P 76	5.44	2.05	4.10	10.33
4.14	1.17	1.27	3.28	170.9	N SOUTH COFFEYVILLE SC Mo. Pac. Interlocker		P	5.39	2.02	4.07	10.22
4.30	1.26	1.36	3.36	176.4	WILSON		P 77	5.30	1.54	3.56	10.04
4.45	1.46	1.45	3.44	182.9	WANN		P 84	5.20	1.46	3.44	9.46
5.10	1.56	1.54	3.52	189.1	ALLEN		P 80	5.10	1.36	3.24	9.28
5.25	2.03	2.01	3.58	193.7	N DEWEY DE		P 80 Yard	5.01	1.27	3.10	9.10
5.35 PM	2.05 AM	2.03 PM	4.00 AM	194.5	"D. Y." JCT.			4.57 PM	1.25 AM	3.05 AM	9.01 AM
PM 5.45	AM 2.12	PM 2.16	AM 4.08	197.7	Joint Track with A.T. & S.F. R.R. N BARTLESVILLE B		WYS P Yard	PM 4.49	AM 1.18	AM 2.55	AM 8.50
PM 5.50	AM 2.15	PM 2.20	AM 4.11	198.2	"B. E." JCT.			PM 4.42	AM 1.10	AM 2.50	AM 8.35
5.55	2.16	2.23	4.13	198.7	SUTTON		P 95	4.41	1.09	2.48	8.10
6.20	2.33	2.37	4.26	208.0	OKESA		P 96	4.27	12.55	2.33	7.46
6.30	2.43	2.45	4.33	212.2	LAUENBURG		P 65	4.19	12.48	2.20	7.28
6.42	2.52	2.52	4.40	217.5	D NELAGONY GY M. V. Gate Crossing		P 70WY	4.11	12.41	2.07	7.00
7.05	3.05	3.05	4.51	225.7	D WYNONA WY		P 60	3.58	12.28	1.52	6.30
7.30	3.21	3.20	5.06	236.0	D HOMINY HY		P 98	3.44	12.14	1.32	6.10
7.43	3.30	3.36	5.13	240.7	ALMQUIST		P 81	3.36	12.07 AM	1.22	6.00
7.55 PM	3.45 AM	3.45 PM	5.19 AM	245.2	N OSAGE JN		Yard WOYSP	3.29 PM	11.59 PM	1.10 AM	5.45 AM
21.1	81.1	38.4	37.4		Average speed per hour.....			30.8	37.0	23.8	15.3

SOUTHWARD TRAINS

OKLAHOMA DIVISION

NORTHWARD TRAINS

5

THIRD CLASS		FIRST CLASS		Distance from Kansas City	TIME TABLE NO. 23		Signs and Car Capa- city	FIRST CLASS		THIRD CLASS				
271 Bullet	275 Katy Klipper	25 Katy Flyer	23 Sooner		Effective 12:01 A. M. May 12, 1946			26 Katy Flyer	28 Sooner	276 Rocket	270 Fast Freight			
Daily	Daily	Daily	Daily		STATIONS			Daily	Daily	Daily	Daily			
PM 8.45	AM 4.30	PM 3.50	AM 5.19	245.2	Auto Block N	OSAGE	JN	Yard WOYPS	PM s 3.24	PM 11.59	PM 8.00	AM 12.40		
9.01	4.36	s 3.55	s 5.24	248.2	D	CLEVELAND	CN	P 45	s 3.17	s 11.54	7.50	12.27		
9.20	4.51	s 4.09	5.35	256.5		HALLETT		P 65	s 3.05	11.42	7.37	12.14		
				257.5	N	HALLETT TOWER	HJ							
9.30	4.57	s 4.14	5.40	260.2	D	S. L.-S. F. Interlocker		P 85	s 2.59	11.37	7.30	12.07 AM		
9.58	5.16	s 4.29	5.54	270.4	D	JENNINGS	NS	P	s 2.44	11.22	7.10	11.47		
10.00	5.17	4.30	5.55	271.0		YALE	YA							
				271.4	AUTOMATIC INTERLOCKER	SUN-CO.		79	2.43	11.21	7.05	11.46		
				273.9		A. T. & S. F. Gauntlet Track								
10.20	5.23	4.36	6.01	273.9		NORFOLK		P 53	2.37	11.16	6.50	11.41		
10.51	5.33	4.44	6.09	279.4		DEEP ROCK		P Yard 71YW	2.29	11.08	6.40	11.31		
11.03	5.38	s 4.52	s 6.16	280.2	N	CUSHING	CH	P 30	s 2.23	s 11.03	6.30	11.28		
11.18	5.48	5.02	6.26	286.0		FORNEY		P 53	2.13	10.53	5.45	11.18		
11.34	5.55	s 5.10	6.34	290.6		AGRA		P 65	s 2.06	10.46	5.35	11.04		
11.46	6.05	s 5.20	6.43	297.2	D	TRYON	RN	P 17	s 1.56	10.36	5.20	10.54		
11.55	6.15	s 5.29	6.50	301.8		CARNEY		P 14	s 1.47	10.27	5.02	10.44		
AM 12.25	6.29	s 5.41	7.01	310.3		FALLIS		P 83	s 1.36	10.16	4.47	10.31		
12.45	6.41	s 5.52	7.10	317.0		LUTHER		P 46	s 1.26	10.06	4.35	10.20		
1.10	6.54	s 6.05	7.20	324.7		ARCADIA		P 64	s 1.15	9.56	4.21	10.08		
1.30	7.07	f 6.16	7.30	332.2		WITCHER		P 59	f 1.05	9.46	4.08	9.56		
1.50	7.20	6.28	7.39	339.1		OWANDA		P 22	12.56	9.35	3.56	9.45		
				341.5		C. R. I. & P. Crossing								
2.01	7.25	6.33	7.43	341.6		BARNARD			12.51	9.30	3.50	9.40		
2.30 AM	7.30 AM	6.37	7.46	342.8	Auto Block N	TURNER	SX	Yard SWOTP	12.49	9.28	3.45 PM	9.30 PM		
				343.2		C. R. I. & P. Crossing								
		6.45 PM	7.50 AM	343.9		OKLAHOMA CITY		P Yard Y	12.45 PM	9.25 PM				
17.0	32.5	33.8	39.2			Average speed per hour			37.2	38.5	23.0	30.8		

			FOURTH CLASS		SECOND CLASS	Distance from Parsons	TIME TABLE NO. 23	Signs and Car Capacity	SECOND CLASS		FOURTH CLASS
			91 Way		37 Passenger		Effective 12:01 A. M. May 12, 1946		38 Passenger	90 Way	
			Tuesday Thurs. Saturday		Daily		STATIONS		Daily		Monday Wed. Friday
			AM 5.00		PM 12.35	156.8	D JUNCTION CITY TY	WYO Yard	AM 11.50		PM 4.30
			f 5.30		f 12.58	146.3	10.5 OLSON	14	f 11.22		f 3.40
			f 5.40		s 1.04	143.8	2.5 SKIDDY	17	s 11.16		f 3.30
						137.9	5.9 N WHITE CITY TOWER WY C. R. I. P. Interlocker				
			s 6.05		s 1.19	137.6	0.3 D WHITE CITY WC	25	s 10.59		s 2.55
			s 7.15		s 2.01	120.0	17.6 D COUNCIL GROVE CA	45 W	s 10.17		s 2.01
						119.9	0.1 N COUNCIL GROVE TOWER CG M. P. Interlocker				
			f 7.40		f 2.09	116.0	8.9 HOUCKE	20	f 10.02		f 12.25 PM
			f 8.01		s 2.19	111.4	4.6 D DUNLAP D	22	s 9.51		f 11.59
			f 8.30		s 2.34	108.9	7.5 D AMERICUS MS	38	s 9.34		f 11.30
			s 9.15 9.59		s 2.56	95.2	8.7 D EMPORIA RD	60 W	s 9.15		s 11.00
						94.9	0.3 N EMPORIA JCT. X A. T. & S. F. Interlocker				
			f 10.25		f 3.09	89.0	5.9 CURTIS	20	f 8.54		f 9.45
			f 10.50		s 3.25	81.8	7.2 D HARTFORD HD	40	s 8.40		f 9.25
			f 11.10		s 3.38	75.5	6.3 STRAWN	25	s 8.28		f 9.05
			s 11.40		s 3.53	67.8	7.7 D BURLINGTON BI	33 Y	s 8.15		s 8.45
						67.5	0.3 A. T. & S. F. Crossing				
			PM f 12.22		s 4.20	55.1	12.4 N MOODY MO M. P. Interlocker	20	s 7.47		f 8.05
			f 12.37		s 4.29	49.8	5.3 D NEOSHO FALLS NF	20 W	s 7.36		f 7.50
			s 1.10		s 4.40	44.2	5.6 D PIQUA G M. P. Gate Crossing	50 Y	s 7.24		s 7.24
			f 1.40		s 4.59	35.1	9.1 D HUMBOLDT HM	50 Y Yard	s 7.05		f 6.54
						26.8	8.3 A. T. & S. F. Gate Crossing				
			s 3.15		s 5.23	25.9	0.9 D CHANUTE U	60 SW Yard	s 6.44		s 6.20
						23.7	2.2 A. T. & S. F. Gate Crossing				
			f 3.50		s 5.45	16.9	6.8 URBANA	18	s 6.24		f 5.50
			f 4.15		s 5.58	10.5	6.4 D GALESBURG A	43	s 6.11		f 5.30
						1.1	9.4 M. K. T. Crossing				
			5.00 PM		6.29 PM	0.6	0.5 NORTH YARD	Yard	5.50 AM		5.00 AM
			18.0		26.5		156.2				
							Average speed per hour		26.0		18.6

SOUTHWARD TRAINS

IOLA BRANCH

NORTHWARD TRAINS

SOUTHWARD TRAINS				IOLA BRANCH				NORTHWARD TRAINS								
Fourth Class				Distance from Kansas City	TIME TABLE NO. 23				Signs and Car Capacity	Fourth Class						
59 Mixed					Effective 12:01 A. M. May 12, 1946					60 Mixed						
Daily Except Sunday					STATIONS					Daily Except Sunday						
			PM 1.15	94.7	N	MORAN	MN					PM 3.45				
			1.59 PM	107.9	D	IOLA	OA		Yard ^P			2.15 PM				
			18.0	Average speed per hour.....								8.8			

No. 59 IS SUPERIOR TO No. 60.

SPECIAL INSTRUCTIONS

- NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
- No. 59 is superior to No. 60.
- All trains and engines will run at restricted speed between puzzle switch 700 feet north of Paola passenger depot and Mo. Pac. Junction-interlocker south of Paola passenger depot expecting to find main track occupied or switches set against them.
- On Kansas City Division, Mo. Pac. trains No.'s 11 and 12 more than thirty minutes behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by special instruction, Rule 3.
- Third and Fourth class trains, extra trains and yard engines will clear first class trains at least ten minutes, except between, and including, Parsons and Paola, inferior trains will clear superior trains sufficiently in advance of their time to avoid delay by automatic block signal indications.
- Yard engines will clear regular trains and protect against extra trains (including extras and work extras) between the following points within yard limits:
 - Between yard limit board north of Hunter and M.P. A-166.
 - Between M.P. A-170 and yard limit board south of South Coffeyville.
 - Between block signal 2470 and yard limit board south of Mindeman.
 - Between South Switch Sunco and M.P. A-276.
 - Between yard limit board Owanda and Barnard.
 Trains and yard engines delayed between these points must protect in accordance with Rule 99, the same as not within yard limits.
 Train orders instructing extra trains to wait when used in connection with this rule will include both extras and work extras.
- Between automatic block signal 1357, Kansas City Division, automatic block signal 3862, Sedalia Division, and the northward home signals Parsons Tower, Osage and Cherokee Division, all trains and engines will run at yard speed. This does not relieve crews on trains carrying passengers from protecting in accordance with Rule 93(b). Any train or engine standing or moving under obscure conditions must also be protected in accordance with Rule 93(b).
- Trains and engines may proceed against overdue superior trains at, and between switch located at north end Turner Yard and Barnard when automatic block signals or indicators are at proceed, but must comply with rule 343 when signals indicate stop.
 All first class and passenger extras must run prepared to stop the same as required of third and fourth class and extra trains under provision of rule No. 93 between Oklahoma City passenger station and switch leading from main line to north end of Turner Yard.
- All trains and engines (including first class trains and passenger extras) will move at yard speed between Missouri Pacific crossing, Coffeyville Yards, and the "Restricted" sign located 12 poles north of MP A-169.
 All trains and engines (including first class trains and passenger extras) will move at yard speed between "Restricted" signs located 2 poles north of mile post A-167 and 10 poles south of mile post A-167, Coffeyville Yards, and look out for AT&SF engines and cars occupying main track. "Restricted" sign 2 poles north of mile post A-167 is located on east side of main track. "Restricted" sign 10 poles south of mile post A-167 is located on west side of main track.

10. MAXIMUM SPEED (miles per hour), observing permanent slow boards, slow orders or other restrictions:

Between:	Passenger		Mixed and Freight Trains	
	Trains	Trains	Trains	Trains
Paola and Parsons	70	.....	45	.....
Parsons and Osage	50	.....	35	.....
Osage and Oklahoma City	50	.....	35	.....
Parsons and MP-B-77.1	40	.....	30	.....
MP-B-77.1 and MP-B-79.3	25	.....	20	.....
MP-B-79.3 and MP-B-123.0	30	.....	20	.....
MP-B-123.0 and Junction City	30	.....	25	.....
Moran and Iola .....	.....	.....	20	.....
Exceptions—Osage and Oklahoma Divisions:				
Trains 270 and 275 .....	.....	.....	40	.....

- 10-a. Freight engines handling passenger trains not exceed maximum speed authorized for freight trains, unless otherwise provided.

11. All trains not exceed 15 M. P. H. through turnouts and through sidings.

Do not exceed 35 M. P. H. over Mo. Pac. crossing, Moran.

Southward trains do not exceed 20 M. P. H. between home signals, Parsons Tower.

12. Road engines backing up with or without cars 25 M. P. H.

Road engines running light, 25 M. P. H. Switch engines 20 M. P. H.

25 M. P. H. Scale Test Car X-1658, to be moved only on local freight trains, just ahead of caboose on rear of train.

Time table and train order restrictions at Erie apply at the North siding unless otherwise directed.

13. Osage and Oklahoma Divisions passenger trains 45 M. P. H. and freight trains 30 M. P. H. around curves not marked by permanent slow boards.

14. A.T.&S.F. Crossing M.P. A-167.2 Coffeyville protected by gate normally set against A.T.&S.F. Approach crossing at restricted speed and do not exceed 15 M. P. H. over crossing. See Rule 556-a.

All trains not exceed 10 M. P. H. through spring switch "B. E." Junction 15 M. P. H., over switch "D. Y." Junction.

Spring switch at "B. E." Junction connects M-K-T and AT&SF main tracks. This is a hand throw switch for southward movements. Back up movements by northward trains must not be made without throwing switch by hand.

M.V. crossing Nelagony protected by crossing gate normally set against M.V. trains. Approach crossing at restricted speed and do not exceed 15 M. P. H. over crossing. See Rule 556-a.

Do not exceed 25 M. P. H. over bridge 246.0.

Do not exceed 35 M. P. H. over SL-SF Crossing, Hallett Tower.

Do not exceed 20 M. P. H. passing Deep Rock Refinery, Cushing.

Passenger trains do not exceed 40 M. P. H., freight trains 30 M. P. H. between MP A-296.0 and Carney.

15. Northward Signal 414 on MKT tracks "B. E." Jct. is three position home signal and is operated from telegraph office, Bartlesville. Normal position of this home signal is stop. If home signal 414 at "B. E." Jct. is in stop position communicate with operator and be governed by his instructions. Telephone on pole adjacent to MKT home signal.

16. S.L.-S.F. crossing Mound Valley is controlled by automatic interlocker. Interlocking rules and following instructions govern:

Do not exceed 20 M. P. H. between home signals. Track circuit, that should clear home signal, when train moves onto it, extends from distant signal to home signal.

In case home signal does not clear and no train approaching on S.L.-S.F. tracks, a member of crew will turn knob in relay box at crossing (M-K-T switch lock) as far as it will go and release it. Signal should clear in 2 minutes.

If home signal then does not clear and no train approaching on S.L.-S.F. tracks, train will move forward beyond home signal but remain clear of crossing. If member of crew then finds home signals on S.L.-S.F. in both directions indicate STOP, he may give signal to proceed.

If a home signal on S.L.-S.F. does not indicate STOP, flagman must protect against train movements in that direction on S.L.-S.F. track before train fouls crossing. If both home signals on S.L.-S.F. tracks do not indicate STOP, flagman must protect in both directions on S.L.-S.F. tracks before train fouls crossing.

Southward trains holding main track against Northward trains will stop clear of fouling point sign opposite distant signal and wait until Northward train has entered siding.

Train or engines in the clear on house track, Mound Valley, with house track switch closed, desiring to move southward to main track, must not foul the main track until a member of the crew has gone to crossing, seeing that no trains is approaching on the SL-SF, turned M-K-T release knob in relay box, opened house track switch and waited two minutes before fouling main track.

17. AT&SF gauntlet track, Oklahoma Division, M.P. A-271.4 just south of Sunco, is controlled by automatic interlocker. Interlocking rules and following instructions will govern: Passenger trains not exceed 20 M. P. H., and freight trains 15 M. P. H. between home signals.

Track circuit that should clear home signal when train moves onto it extends 1500 feet before reaching home signal.

In case home signal does not clear, trains will move to within 100 feet of home signal.

In case home signal does not clear after moving onto track circuit 100 feet from home signal and no train approaching on AT&SF, train will move forward beyond home signal but remain clear of AT&SF track. If home signal in same direction on AT&SF is at STOP, flagman will cross bridge, and, if flagman finds opposing home signal on AT&SF at STOP, will give his train signal to proceed.

If a home signal on AT&SF does not indicate stop, flagman must protect against train movements in that direction on AT&SF track before train fouls crossing. If both home signals on AT&SF track do not indicate STOP flagman must protect in both directions on AT&SF track before train fouls crossing. Should it be necessary for train to stop between distant and home signals, for reasons other than home signal at STOP, the track circuit 100 feet before reaching home signal must not be occupied until it is desired to proceed through interlocker. In case signals are inoperative, notify M-K-T Dispatcher on telephone located at north end of bridge.

18. All trains and engines moving on the Neosho Division will stop at the crossing of the two freight main tracks at the north end of North Yard, Parsons, complying with Rule 556. All trains and engines moving on inbound and outbound freight main tracks will run at yard speed approaching and passing over Neosho Division Crossing at the north end of North Yard, Parsons, and to or through the switches leading to or from the yard tracks at this point.

18-a OSHO DIVISION: Railroad Crossing Gates

M. P. B-23.7: Normal position of gate against M-K-T. Rule 556-a.

M. P. B-26.8: Electrically locked gate, normal position against M-K-T. Instructions on inside mechanism case, Rule 556-a.

M. P. B-44.2: Normal position of gate against M-K-T. Rule 556-a.

Do Not Exceed—

20 M. P. H. between home signals Moody, Emporia, Council Grove and White City.

10 M. P. H. for trains handling loaded cars of 70 tons over bridges B-34.2, B-58.3, B-60.4, B-72.1, B-77.4, B-89.2, B-112.3, B-144.0, B-151.6, B-152.2.

15 M. P. H. with 38%, 44% and 47% type engines over bridges B-31.1, B-34.2, B-58.3, B-60.4, B-72.1, B-77.4, B-89.2, B-112.3, B-144.0, B-151.6, B-152.2.

38% type, or heavier, engines must not be double-headed over bridges B-31.1, B-34.2, B-58.3, B-60.4, B-72.1, B-77.4, B-89.2, B-112.3, B-144.0, B-151.6, B-152.2.

All trains will flag 6th Street crossing, Junction City.

All trains will flag 6th Avenue crossing, Emporia.

Normal position of main line switch at north end of lead from North Yard to Neosho Division main track, nine poles south of Mile Post B-3, will be for the lead. All trains approach this switch at restricted speed expecting to find switch set against them.

19. AUTOMATIC BLOCK SIGNALS IN SERVICE:

Between Paola and Parsons.

" M.P. A-192.9 and M.P. A-194.4.

" M.P. A-240.9 and M.P. A-247.0.

" Turner Yard and Barnard.

Grade Signal, black letter "G" on yellow disc, on mast of automatic block signal, will be authority for trains to proceed without stopping for such automatic block signal displaying "stop" indication, observing the 10 and 5 miles per hour speed restrictions and other requirements of Rule 343, paragraph "P".

Trains must remain back of fouling point indicated by insulated rail joints at signals to permit clearing signals.

Parsons is train register station for first and second class trains and passenger extras.

North Yard is train register station for freight trains only.

Train orders for Southward Cherokee and Osage Division trains will be placed at Parsons Tower.

All trains originating at Parsons will report for orders at Telegraph office.

All trains will report for orders before leaving Paola.

All trains to Iola Branch report for orders before leaving Moran.

All Northward trains originating at North Yard (except for the Neosho Division) will report for orders at Poole.

All Neosho Division trains originating at North Yard will report for orders at telegraph office, Parsons.

All trains report for orders before leaving Bartlesville.

First Class and Extra trains originating at Oklahoma City will report for orders at Turner.

20. Small figures shown at Kansas City, Glen Park, and Bartlesville, indicate the advertised leaving and arriving time only. See special instructions, Rules 24, 24-a, and 24-b.

21. List of main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4½ inches.

Division Mile Post

Division	Mile Post	Train shed, passenger station, Penn. Ave. Tower K. C. Terminal Ry.
Kansas City	A-O	
Neosho	B-152.2	Bridge No. B-152.2
All	Various	Swing spouts on water tanks.
All	Various	All mail cranes when pouches are hung.

List of main track bridges and structures having vertical clearance above top of rail less than 21 feet 6 inches.

Division	Mile Post	Highway overpass Frisco joint track
Kansas City	A-6.5	
Neosho	B-34.2	Bridge No. B-34.2
Neosho	B-58.3	Bridge No. B-58.3
Neosho	B-77.4	Bridge No. B-77.4
Neosho	B-97.2	Bridge No. B-97.2
Neosho	B-112.3	Bridge No. B-112.3
Neosho	B-151.6	Bridge No. B-151.6
Neosho	B-152.2	Bridge No. B-152.2

Attention is called to the fact that engines, cars and loads on open top cars are of various heights and widths and that there are also other bridges and structures over main and other tracks in approaching and passing which it is dangerous to stand erect on top of a covered car or high load on open top car; also that it is dangerous to be on the side of a car while passing through bridges, buildings, platforms and other structures alongside main and other tracks.

22. STATION AND TRACKS NOT SHOWN ON SCHEDULE PAGE:

Name	Location	End Connected to main track	Car Capacity
Bangor	.....MP A 50.7	South	16
Selma	.....MP A 78.5	North	4
Bayard	.....MP A 89.0	South	14
Hertha	.....MP A126.3	North	12
Penfield	.....MP A152.3	South	7
South Coffeyville			
Stock Yards	.....MP A171.1	North	18
Dewey Stock Yds.	.....MP A192.0	Both	6
Torpedo	.....MP A201.8	North	4
Fite	.....MP A204.3	North	10
Kiheki	.....MP A213.6	North	17
Pershing	.....MP A221.0	Both	30
Manion	.....MP A231.6	North	20
Mindeman	.....MP A249.3	Both	20
Gano	.....MP A277.6	Both	40
Petrolia	.....MP B 30.5	South	5
Monarch	.....MP B 34.0	North and South	Yard
Brown	.....MP B 63.6	Both	17
Normal	.....MP B 97.0	South	2
Henry	.....MP B123.0	North	5
Downing	.....MP B127.1	Both	17
Flint	.....MP B129.3	South	2
Parkerville	.....MP B132.6	Both	14
La Harpe	.....MP T102.1	Both	20

23. Speed through city limits, as prescribed by ordinances:

OSAGE-OKLA. DIVISION		KANSAS CITY DIVISION	
Coffeyville	25 M.P.H.	Erie	25 M.P.H.
Dewey	35 M.P.H.	NEOSHO DIVISION	
Cushing	20 M.P.H.	Americus	10 M.P.H.
Yale	25 M.P.H.	Emporia	20 M.P.H.
Oklahoma City ...	25 M.P.H.	Burlington	20 M.P.H.
		IOLA BRANCH	
		Iola	15 M.P.H.

24. Kansas City Terminal Railway Time Table and Rules govern movement over their tracks at Kansas City.

24-a. SL-SF Ry. Time Table and Rules govern between Paola and Kansas City Terminal Railway tracks.

24-b. AT&SF time table and rules govern movements between "D. Y." Junction and "B. E." Junction.

24-c. OCAA trains use M-K-T tracks between Barnard and Oklahoma City; M-K-T time table and rules govern.

24-d. Double track rules apply on cut-off between Poole and North Yard, unless otherwise directed.

24-e. MAIL CRANES LOCATED AT OTHER THAN STATIONS SHOWN IN SCHEDULE PAGE.

Kansas City Division..MP A78.5.....Selma

25. FLAG STOPS NOT SHOWN ON SCHEDULE PAGE:
KANSAS CITY DIVISION:

Train	Station
23, 28.....MP A78.5.....	Selma

IOLA BRANCH:

Train	Station
59, 60.....MP 102.1.....	La Harpe
59, 60.....MP 104.5.....	Gas

NEOSHO DIVISION:

Train	Station
37, 38.....MP B-22.....	Austin
37, 38.....MP B-59.5.....	Richey
37, 38.....MP B-61.....	Throck
37, 38.....MP B-85.....	Blue
37, 38.....MP B-101.....	Wayman
37, 38.....MP B127.1.....	Downing
37, 38.....MP B-130.1.....	Sylvan Park
37, 38.....MP B-152.0.....	Brant

Parkerville and Petrolia are regular stops for Trains 37 & 38.

KANSAS CITY DIVISION:

No. 26, Erie to discharge passengers from stations south of Parsons and pick up passengers destined Kansas City and beyond.

OKLAHOMA-OSAGE DIVISION:

Pershing is regular stop for trains 25 and 26.

No. 25 at any station to discharge from Parsons and North.

No. 26 at any station to receive for Kansas City and stations South Mound to St Louis inclusive.

No. 28 at Yale, Osage, Pershing, Dewey, Mound Valley to discharge from Oklahoma City, and to receive for regular stops north of Parsons and Neosho Division points.

No. 23 at Mound Valley, Dewey, Pershing, Osage, Yale, Agra, Tryon and Carney to discharge from Kansas City and Paola.

No. 23 at Mound Valley, Dewey, Pershing, Osage, and Yale to receive for Oklahoma City.

Trains No.'s 90 and 91 on Neosho Division will carry passengers.

26. At Osage, time table and train order restrictions for first class trains and passenger extras apply at the track immediately east of depot extending from the first main track switch north of depot to first main track switch south of depot.

27. At Cushing, time table and train order restrictions for all trains apply at track opposite passenger station known as Coach Track.

28. Normal position of switch "D. Y." Junction is for the AT&SF Ry.

Normal position of switch "B. E." Junction is for AT&SF Ry.

Normal position of switch Barnard is for M-K-T Railroad.

29. Color light signal located on pole north of scale house near office North Yard displaying green for Cherokee division and yellow for Osage division trains will be authority for third and fourth class and extra trains to move from North Yard to Parsons Tower without orders observing rule 93. In absence of light, trains be governed by instructions of yardmaster.

30. Engine whistle signal code, SL-SF Interlocker, Parsons:

Cherokee Division main track.....	—	—
Osage Division main track.....	—	—
Joplin track to Cherokee Division main track.....	—	o
Through South Cross-over.....	o	—
Through North Cross-over.....	o	o
Joplin track to Osage Division main track....	—	o

31. Engine whistle signal code, Interlocker, Poole:

Kansas City to Parsons, or	—	—
Parsons to Kansas City.....	—	—
Kansas City to North Yard, or	—	—
North Yard to Kansas City.....	—	o
Sedalia to North Yard, or	—	—
North Yard to Sedalia.....	o	—
Sedalia to Parsons, or	o	—
Parsons to Sedalia.....	o	o

YARDS PROTECTED BY YARD LIMIT BOARDS:

Parsons—North Yard—Poole. (See special rule 7)
Oklahoma City to Owanda incl. (See special rules 6 and 8)
Cushing to Yale inclusive. (See special rule 6)
Mindeman to Almqvist inclusive. (See special rule 6)
"D-Y" Junction to Dewey stockyards inclusive.
"B-E" Junction to Sutton inclusive.
South Coffeyville to Hunter inclusive. (See special rules 6 and 9)
Paola to South Paola inclusive. (See special rules 3 and 4)
Iola
Chanute
Humboldt to Monarch Wye, incl.
Junction City

EMPLOYEES' HOSPITAL ASSOCIATION:

R. S. Yancey, Chief Surgeon, Medical Arts Bldg., Dallas, Texas.

STATION	NAME
Parsons, Ks.....	Dr. N. C. Morrow, Div. Surgeon, M.K.T. Hospital.....
	Dr. J. D. Pace, Div. Surgeon.....
	Dr. T. D. Blasdel, Oculist.....
	Dr. A. D. Lucas, Oral Surgeon.....
	Dr. G. K. Geissmann, Oral Surgeon.....
Americus, Ks.....	Dr. Albert Beam.....
Burlington, Ks.....	Dr. A. B. McConnell.....
Bartlesville, Okla.....	Dr. H. G. Crawford.....
	Dr. Forrest S. Etter.....
Coffeyville, Ks.....	Dr. J. H. Low.....
Cushing, Okla.....	Dr. Benjamin Davis.....
	Dr. E. O. Martin.....
Cleveland, Okla.....	Dr. E. T. Robinson.....
Council Grove, Ks.....	Dr. B. E. Miller.....
Dewey, Okla.....	Dr. L. D. Hudson.....
Emporia, Ks.....	Dr. Frank Foncannon, 511 Commercial....
Erie, Ks.....	Dr. E. C. Bryan.....
Humboldt, Ks.....	Dr. Chas. E. Vestle.....
Hominy, Okla.....	Dr. G. I. Walker.....
Iola, Ks.....	Dr. A. R. Chambers.....
Junction City, Ks.....	Dr. A. E. O'Donnell.....
Kansas City, Mo.....	Dr. Robt. Uhlmann, 1314 Bryant Building..
	Dr. A. E. Eubank, Ear, Nose & Throat Specialist
	Dr. Chas. L. Schaefer, 3937 Main St.....
	Dr. A. W. McAlester, Jr., Oculist.....
	Dr. A. W. McAlester, III, Oculist.....
Kincaid, Ks.....	Dr. Francis M. Stone.....
Moran, Ks.....	Dr. R. R. Nevitt.....
Mound Valley, Ks.....	Dr. Paul Jones.....
Oklahoma City, Okla....	Dr. Geo. LaMotte.....
	Dr. P. E. Heskett, Div. Surgeon.....
	Dr. Chas. A. Garland, Oral Surgeon.....
	Dr. Ellis Moore, Urologist.....
	Dr. S. F. Wildman, Urologist.....
	Dr. Leo F. Cailey, Oculist.....
	Dr. Carl L. Brundage, Dermatologist.....
Osawatomie, Ks.....	Dr. W. L. Speer.....
Paola, Ks.....	Dr. P. A. Pettitt.....
Rosedale, Ks.....	Dr. C. E. Sanders, Div. Surgeon, 1401 S-W Blvd.
	Dr. J. W. Young, Div. Surgeon, 1401 S-W Blvd.
Tryon, Okla.....	Dr. H. B. Jenkins.....
Yale, Okla.....	Dr. F. K. Oehlschlager.....

BULLETIN BOOKS LOCATED AT:

Telegraph Offices:	Parsons Kansas City Coffeyville Osage Turner Junction City
Yard Offices:	Glen Park North Yard
Round Houses:	Glen Park Parsons Turner
Crawford Ave.	Parsons
Pas. Sta. Basement	Parsons

STANDARD CLOCKS ARE LOCATED:

Telegraph Offices:	Kansas City Parsons Junction City Coffeyville Osage Cushing
Yard Offices:	Glen Park North Yard Turner
Passenger Station:	Oklahoma City

WATCH INSPECTORS:

St. Louis, Mo.....	American Railroad Time Service, 720 Olive Street.....
Parsons, Ks.....	Pfeiffer Jewelry Co., 1810 Main St... F. G. Winkler, 1802 Main St.....
Kansas City, Mo.....	J. H. Mace Co., Union Station..... J. H. Mace's, Inc., 1100 Grand Ave.....
Kansas City, Ks.....	Mace's-Jones, 726 Minnesota.....
Paola, Ks.....	Paola Jewelry Co.....
Junction City, Ks.....	W. G. Glick.....
Coffeyville, Ks.....	A. C. Hamlin.....
Osage, Okla.....	J. Skelton.....
Oklahoma City, Okla....	Jack C. Bryant Co., 204 Equity Bldg..

ABBREVIATIONS:

W—Water.
T—Turntable.
S—Track Scales.
Y—Wye.
P—Telephone.
C—Coal.
O—Oil.
D—Day Telegraph Office only.
N—Day and Night Telegraph Office.
NO—Night Telegraph Office only.
M. P. H.—Miles per hour.

SPEED TABLE.

MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN	
	Min.	Sec.		Min.	Sec.
6	10		41	1	27
8	7	30	42	1	25
10	6		43	1	23
12	5		44	1	21
15	4		45	1	20
16	3	45	46	1	18
17	3	31	47	1	16
18	3	20	48	1	15
19	3	9	49	1	13
20	3		50	1	12
21	2	51	51	1	10
22	2	43	52	1	9
23	2	36	53	1	7
24	2	30	54	1	6
25	2	24	55	1	5
26	2	18	56	1	4
27	2	13	57	1	3
28	2	8	58	1	2
29	2	4	59	1	1
30	2		60	1	
31	1	56	61	0	59
32	1	52	62	0	58
33	1	49	63	0	57
34	1	45	64	0	56
35	1	42	65	0	55½
36	1	40	66	0	54
37	1	37	67	0	54
38	1	34	68	0	53
39	1	33	69	0	52
40	1	30	70	0	51½

