

MAKE EVERY TRIP A SAFETY TRIP



J. I. POOLE
Assistant Superintendent

S. L. FORNEY
Road Foreman of Engines

J. A. BARNARD
Chief Dispatcher

CHAS. WEBB
R. O. MORRIS

W. N. TAYLOR
N. G. JONES
Train Dispatchers



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

Missouri-Kansas-Texas Railroad Company

EMPLOYES'

TIME TABLE

No. 24

NORTHERN DISTRICT

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

Sunday, May 16, 1948

Superseding Previous Time Table and Supplements

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYES ONLY

The Railroad Company Reserves the Right to Vary Therefrom as
Circumstances May Require

C. W. WATTS,
Superintendent

J. H. LITTLE
General Superintendent
of Transportation

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

EMPLOYEES' HOSPITAL ASSOCIATION:

Dr Roland S. Kieffer, Chief Surgeon, 1831 Railway Exchange Building, St. Louis 1, Missouri.

STATION	NAME
Americus, Ks.....	Dr. Albert Beam.....
Bartlesville, Okla.....	Dr. H. G. Crawford..... Dr. Forrest S. Etter.....
Burlington, Ks.....	Dr. A. B. McConnell.....
Chanute, Ks.....	Dr. R. Herbert Rollow.....
Cleveland, Okla.....	Dr. E. T. Robinson.....
Coffeyville, Ks.....	Dr. J. H. Low.....
Council Grove, Ks.....	Dr. B. E. Miller.....
Cushing Okla.....	Dr. Benjamin Davis..... Dr. E. O. Martin.....
Dewey, Okla.....	Dr. L. D. Hudson.....
Emporia, Ks.....	Dr. Frank Foncannon, 511 Commercial... Dr. F. W. Foncannon, " ".....
Erie, Ks.....	Dr. E. C. Bryan.....
Hominy, Okla.....	Dr. G. I. Walker.....
Humboldt, Ks.....	Dr. Chas. E. Vestle.....
Iola, Ks.....	Dr. A. R. Chambers.....
Junction City, Ks.....	Dr. A. E. O'Donnell.....
Kansas City, Mo.....	Dr. Robt. Uhlmann, Physical Diagnostician, Professional Bldg..... Dr. A. E. Eubank, Ear, Nose & Throat 1404 Bryant Bldg..... Dr. Thos. G. Orr, Consulting Surgeon, University of Kansas Hospital..... Dr. Thomas F. B. Darnell, Dermatologist, Professional Building..... Dr. Chas. L. Schaefer, 3937 Main St..... Dr. A. W. McAlester, Jr., Oculist, 2003 Bryant Bldg..... Dr. A. W. McAlester, III, 2003 Bryant Bldg. Dr. H. E. Carlson, Urologist, Professional Building..... Dr. J. D. Bennett, Local Surgeon, 822 Argyle Building..... Dr. C. E. Sanders, Consulting Surgeon, 822 Argyle Building.....

STATION	NAME
Moran Ks.....	Dr. R. R. Nevitt.....
Mound Valley, Ks.....	Dr. Paul Jones.....
Osage, Okla.....	Dr. M. M Carmichael, Division Surgeon...
Oklahoma City, Okla....	Dr. Geo. LaMotte, Colcord Bldg..... Dr. P. E. Haskett, Div. Surgeon, 506-511 Hales Bldg..... Dr. Chas. A. Garland, Oral Surgeon, Hales Bldg. Dr. Ellis Moore, Urologist, Medical Arts Bldg..... Dr. S. F. Wildman, Urologist, 316 Medical Arts Bldg..... Dr. Leo F. Cailey, Oculist, Medical Arts Bldg..... Dr. Carl L. Brundage, Dermatologist, 1200 N. Walker St..... Dr. Fowler Border, Consulting Surgeon, 330 N. W. 10th..... Dr. Glen F. Wade, Medical Arts Building..... Dr. Tom Wainwright, Medical Arts Building..... Dr. S. R. Shaver, Oculist, Medical Arts Building.....
Osawatomie, Ks.....	Dr. W. L. Speer.....
Paola, Ks.....	Dr. P. A. Pettitt.....
Parsons, Ks.....	Dr. N. C. Morrow, Div. Surgeon, M.K.T. Hospital..... Dr. A. C. Baird, Div. Surgeon, M.K.T. Hospital..... Dr. J. D. Pace, Assistant Division Surgeon Dr. T. D. Blasdel, Oculist..... Dr. J. E. Lightfoot, Oral Surgeon..... Dr. G. K. Giessman, Oral Surgeon.....
Kansas City, Ks.....	Dr. C. L. Francisco, Arthopedic Surgeon, Huron Bldg..... Dr. J. W. Young, Div. Surgeon, 1401 S-W Blvd.....
Yale, Okla.....	Dr. F. K. Oehlschlager.....

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TONNAGE RATINGS

LOCOMOTIVES		DIESEL					STEAM					
		4500 HP	3000 HP	64% Booster		64%	57%		47%		32%	
FROM	TO	Rating Tons	Rating Tons	Rating No. Cars	Rating No. Cars	Rating No. Cars	Rating No. Cars	Rating No. Cars	Rating No. Cars	Rating No. Cars	Rating No. Cars	
Glen Park.....	Parsons.....	4120	2750	5	2450 61	2125 53	1995 50	1590 40	1070 27			
Moran.....	Parsons.....	6740	4600	9	4000 100	3500 88	3100 78	2400 60	1680 42	Excess		
Parsons.....	Glen Park.....	4590	3060	5	2670 67	2350 59	2100 53	1680 42	1180 30			
Ringer.....	Glen Park.....	6090	4060	10	4300 108	3750 94	3375 84	2700 68	1890 47	Excess		
Parsons.....	Osage.....		2830	5	2450 61	2100 53	1890 47	1600 40	1070 27			
Parsons.....	Coffeyville.....		4160	8	3310 84	2890 72	2600 65	2080 52	1450 36	Excess		
Coffeyville.....	Bartlesville.....		3760	7	2920 70	2520 63	2270 57	1820 46	1285 32	Excess		
Osage.....	Parsons.....		2800	8	3310 70	2940 70	2650 66	2120 53	1500 38			
Bartlesville.....	Coffeyville.....		4700	9	3570 70	3100 70	2790 70	2280 57	1605 40	Excess		
Coffeyville.....	Parsons.....		3580	10	5000 125	4250 106	3825 96	3060 77	2125 53	Excess		
Osage.....	Oklahoma City.....		2980	5	2375 59	2050 51	1850 46	1480 37	1040 26			
Cushing.....	Fallis.....		3280	9	4200 70	3675 70	3300 70	2640 66	1850 46	Excess		
Oklahoma City.....	Osage.....		3580	6	2470 62	2125 53	1995 50	1590 40	1070 27			
Cushing.....	Osage.....		3800	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	
45000 Series.....	27
46000 Series.....	30
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
40801 to 40950, incl.....		25
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	24	23

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.

FOURTH CLASS	THIRD CLASS				Distance from Kansas City	TIME TABLE No. 24		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 16, 1948		STATIONS	25 Katy Flyer	27 Blue-bonnet	23 Katy Limited	15 Mo. Pac. Passenger	
Tuesday Thurs. Sat.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily
	PM 7.30	PM 12.01	AM 8.30	PM 11.30	2.6	KANSAS CITY US		AM 9.20	PM 9.30	PM 10.30				
						GLEN PARK KY	WTSO Yard P							
						Joint Track With S.L.-S.F. Ry. 40.5								
	AM 9.00	PM 8.35	PM 1.15	AM 9.40	AM 12.40	43.1	N PAOLA PD	WTO Yard P	s 10.16	PM 10.26	s 11.30	PM 8.51	PM 10.01	
						43.4	MO. PAC. JUNCTION Interlocking					8.52 PM	10.02 PM	
	9.10	8.40	1.30	9.43	12.44	43.5	SOUTH PAOLA	46	10.18	10.28	11.33	See	See	
	9.32	8.52	1.45	9.49	12.52	46.5	RINGER	96 P	10.22	10.32	11.39	Special	Special	
	9.50	9.05	2.02	10.03	1.06	54.6	D BEAGLE B	80 P	10.30	10.40	f 11.49	Rule	Rule	
	10.14	9.18	2.15	10.14	1.19	61.6	N PARKER H	84 P	10.37	10.47	s 12.01 AM	1-c	1-c	
	10.43	9.26	2.24	10.21	1.27	66.8	DUNLAY	114 P	10.43	10.53	12.08			
	11.01	9.32	2.30	10.27	1.33	70.0	D CENTERVILLE C	23 WP	10.47	10.57	f 12.12			
	11.15	9.40	2.40	10.35	1.41	75.3	VANCE	111 P	10.53	11.03	12.21			
	11.31	9.51	2.58	10.46	1.52	82.8	N KINCAID KI	84 P	11.00	11.10	s 12.33			
	PM 12.01	9.58	3.06	10.53	1.59	87.0	D MILDRED MR	70 P	11.05	11.15	f 12.42			
	12.15 4.05	10.15	3.25	11.14	2.15	94.7	MORAN	E 40 W W 82	11.14	11.24	s 12.52			
						94.8	N MORAN TOWER MN Mo. Pac. Interlocking							
	4.27	10.21	3.34	11.30	2.25	99.0	ARDEN	51 P	11.19	11.29	1.04			
	4.35	10.28	3.42	11.38	2.35	103.4	D ELSMORE UN	91 P	11.23	11.33	f 1.11			
	4.45	10.33	3.50	11.45	2.42	106.4	D SAVONBURG SG	95 P	11.26	11.36	f 1.18			
	4.53	10.40	3.57	11.55	2.50	110.4	D STARK DK	18 P	11.31	11.40	f 1.25			
	4.58	10.44	4.01	11.59	2.55	112.6	KIMBALL	86 P	11.34	11.43	f 1.30			See
						119.9	N N. E. TOWER NE A.T.&S.F. Interlocking							Special
	5.15	10.55	4.14	PM 12.13	3.10	120.6	ERIE	N 52 S 86 P	f 11.42	11.51	s 1.42			Rule
	5.33	11.11	4.30	12.31	3.30	130.6	HAYDEN	86 P	11.55	AM 12.01	1.57			1-b
	5.39	11.16	4.40	12.40	3.40	133.7	N CROSS XO Interlocking		P 11.58	12.04	2.01			
	5.50 PM	11.30 PM	5.00 PM	1.00 PM	4.15 AM	136.2	NORTH YARD	WTSYO Yard P						PM 6.04
						136.8	N PARSONS W	Yard	12.05 PM	12.10 AM	2.10 AM			6.10 PM
	10.6	81.9	24.8	27.9	26.0		.....Average speed per hour.....		51.6	54.1	35.1	18.0	18.0	6.0

NO. 37 IS SUPERIOR TO NO.'S 24, 25 AND 26.

SECOND CLASS		FIRST CLASS					TIME TABLE No. 24		THIRD CLASS				FOURTH CLASS
38 Passenger		12 Mo. Pac. Passenger	26 Katy Flyer	24 Katy Limited	28 Blue-bonnet	Effective 12:01 A. M. May 16, 1948		270 Fast Freight	274 Katy Packer	276 Freight	272 Fast Freight	92 Way	
Daily		Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily	Monday Wed. Friday	
			PM 8.35	PM 1.40	AM 8.10	KANSAS CITY US							
						-2.6-							
						GLEN PARK KY		AM 11.30	PM 6.00	PM 9.00	PM 11.45		
						Joint Track With S.L.-S.F. Ry. 40.5							
		AM 5.35	s PM 7.39	s PM 12.40	f AM 7.14	N PAOLA PD		AM 10.00	PM 4.20	PM 7.00	PM 10.15	PM 6.45	
		5.34 AM				-0.3- MO. PAC. JUNCTION Interlocking					10.02		
		See	7.34	12.34	7.10	-0.1- SOUTH PAOLA		9.43	3.55	6.45	9.55	6.20	
		Special	7.31	12.30	7.07	-3.0- RINGER		9.32	3.42	6.31	9.47	6.10	
		Rule	7.22	f 12.20	6.58	-8.1- D BEAGLE B		9.21	3.25	6.15	9.33	5.50	
		1-c	7.15	s 12.08 PM	6.51	-7.0- N PARKER H		9.11	3.13	5.59	9.18	5.30	
						-5.2- DUNLAY		9.03	2.59	5.46	9.08	5.15	
			7.09	11.57	6.45	-3.2- D CENTERVILLE C		8.58	2.52	5.37	9.00	5.05	
			7.06	s 11.50	6.42	-5.3- VANCE		8.50	2.40	5.25	8.51	4.52	
			7.00	11.41	6.36	-7.5- N KINCAID KI		8.39	2.15	5.05	8.40	4.40	
			6.53	s 11.31	6.29	-4.2- D MILDRED MR		8.32	2.04	4.55	8.32	4.25	
			6.48	f 11.23	6.25	-7.7- MORAN		8.20	1.50	4.40	8.18	4.10 12.15	
			s 6.40	s 11.14	6.17	-0.1- N MORAN TOWER MN							
						-4.2- Mo. Pac. Interlocking							
			6.33	10.59	6.11	-4.4- ARDEN		8.11	1.40	4.27	8.09	12.01 PM	
						-3.0- D ELSMORE UN		8.04	1.32	4.19	8.01	11.38	
			6.29	f 10.52	6.07	-4.0- D SAVONBURG SG		7.59	1.26	4.14	7.56	11.26	
			6.26	f 10.45	6.04	-2.2- D STARK DK		7.53	1.19	4.06	7.49	11.12	
			6.22	f 10.37	6.00	-7.3- KIMBALL		7.49	1.15	4.01	7.45	11.05	
			6.19	f 10.33	5.57	-0.7- N N. E. TOWER NE							
						-10.0- A.T.&S.F. Interlocking							
			6.10	s 10.21	5.49	-3.1- ERIE		7.34	12.55	3.35	7.33	10.50	
			5.59	10.05	5.39	-2.5- HAYDEN		7.18	12.31	3.17	7.17	10.31	
			5.56	10.01	5.36	-2.5- N CROSS XO		7.10	12.20	3.10	7.10	10.25	
						-0.6- NORTH YARD		7.00 AM	12.05 PM	3.00 PM	7.00 PM	10.15 AM	
						-136.8- N PARSONS W							
AM 5.40						.....Average speed per hour.....		81.0	21.9	23.3	28.6	11.0
5.35 AM			5.50 PM	9.55 AM	5.30 AM								
7.2		18.0	51.6	34.1	54.1								

NO. 37 IS SUPERIOR TO NO.'S 24, 25 AND 26.

SOUTHWARD TRAINS

OSAGE DIVISION

NORTHWARD TRAINS

THIRD CLASS		FIRST CLASS		Distance from Kansas City	TIME TABLE No. 24		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 16, 1948			26 Katy Flyer	28 Sooner	270 Fast Freight	276 Freight
Daily	Daily Ex. Sunday	Daily	Daily	STATIONS		Daily	Daily	Daily Ex. Monday	Daily		
PM 3.00	AM 12.15			136.2	NORTH YARD 0.6		WTOYSP Yard			AM 5.15	PM 12.30
3.10	12.20	PM 12.35	AM 2.35	136.8	N PARSONS W			PM 5.15	AM 4.50	5.10	12.25
				137.3	N PARSONS TOWER S. L.-S. F. Interlocking 4.3		JG				
3.23	12.29	12.41	2.41	141.6	BLUM		P 71	5.06	4.41	5.00	12.17
3.40	12.42	s 12.52	2.50	149.0	Auto. Inter. { D MOUND VALLEY S. L.-S. F. Crossing 8.2		P 72	s 4.56	4.32	4.45	12.02 PM
4.01	12.58	s 1.03	3.01	157.2	ANGOLA		P 99	s 4.43	4.20	4.20	11.35
4.31	1.11	1.12	3.09	163.8	HUNTER		P 36	4.31	4.11	3.55	11.20
4.41	1.18	1.17	3.13	166.8	COX		P 72	4.25	4.04	3.45	11.05
				167.2	A. T. & S. F. Gate Crossing 0.5						
4.51	1.23	s 1.22	s 3.24	167.7	N COFFEYVILLE FY		P 44YW	s 4.21	s 4.01	3.37	10.59
				168.3	Mo. Pac. Crossing 0.4						
5.01	1.29	1.26	3.29	168.7	EVANS		P 65	4.10	3.53	3.29	10.33
		s 1.31	f 3.33	170.9	N SOUTH COFFEYVILLE SC Mo. Pac. Interlocking 5.5		P	s 4.05	f 3.48		
5.25	1.44	f 1.40	3.40	176.4	WILSON		P 70	f 3.55	3.40	3.01	10.04
5.45	1.57	s 1.49	3.48	182.9	WANN		P 76	s 3.45	3.30	2.48	9.46
5.59	2.09	f 1.58	3.56	189.1	ALLEN		P 71	f 3.35	3.20	2.35	9.28
6.10	2.23	s 2.04	4.02	193.7	Auto. Block { N DEWEY DE		P 71 Yard	s 3.24	3.12	2.23	9.10
6.20 PM	2.26 AM	2.06 PM	4.04 AM	194.5	"D. Y." JCT. 3.2			3.20 PM	3.10 AM	2.18 AM	9.01 AM
PM 6.35	AM 2.34	s 2.16	s 4.12	197.7	Joint Track with A.T. & S.F. R.R. N BARTLESVILLE B		WYS P Yard	s 3.13	s 3.01	AM 2.08	AM 8.50
PM 6.40	AM 2.37	PM 2.20	AM 4.15	198.2	"B. E." JCT. 0.5			PM 3.06	AM 2.53	AM 2.00	AM 8.35
6.50	2.50	2.23	4.17	198.7	SUTTON		P 83	3.05	2.50	1.57	8.10
7.20	3.08	f 2.37	4.30	208.0	OKESA		P 84	f 2.52	2.37	1.41	7.46
7.45	3.17	2.45	4.37	212.2	UTLEY		P 58	2.45	2.30	1.31	7.28
7.59	3.27	s 2.54	4.44	217.5	D NELAGONY GY		P 61WY	s 2.37	2.21	1.18	7.00
8.24	3.44	s 3.07	s 4.54	225.7	D WYNONA WY		P 53	s 2.27	s 2.10	1.03	6.31
8.55	4.02	s 3.27	s 5.09	236.0	D HOMINY HY		P 88	s 2.13	f 1.54	12.44	6.10
9.10	4.12	3.37	5.16	240.7	MAHAN		P 72	2.07	1.48	12.35	6.00
9.30 PM	4.30 AM	s 3.45 PM	5.22 AM	245.2	Auto. Block { N OSAGE JN		Yard WOYSP	2.01 PM	1.42 AM	12.20 AM	5.45 AM
16.8	29.0	34.2	39.0	Average speed per hour.....				33.5	34.5	22.2	16.1

THIRD CLASS		FIRST CLASS		Distance from Kansas City	TIME TABLE No. 24		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 16, 1948			26 Katy Flyer	28 Sooner	276 Freight	270 Fast Freight	
Daily	Daily Ex- cept Sun.	Daily	Daily		STATIONS			Daily	Daily	Daily	Daily Ex- cept Sun.	
PM 10.30	AM 5.00	PM 3.50	AM 5.22	245.2	Auto Block {	N OSAGE JN	Yard WOYPS	PM 1.55	AM 1.42	PM 7.48	PM 11.48	
10.45	5.07	s 3.55	s 5.26	248.2		D CLEVELAND CN	P 57	s 1.50	s 1.37	7.41	11.38	
11.05	5.22	s 4.09	5.36	256.5		HALLETT	P 59	s 1.37	1.24	7.26	11.22	
				257.5		N HALLETT TOWER HJ S. L.-S. F. Interlocking						
11.15	5.29	s 4.14	5.41	260.2		D JENNINGS NS	P 98	s 1.31	1.18	7.19	11.15	
11.45	5.46	s 4.29	5.56	270.4		D YALE YA	P	s 1.14	1.02	6.59	10.55	
11.47	5.57	4.30	5.57	271.0	AUTOMATIC INTERLOCKER {	SUN-CO.	71	1.13	1.01	6.57	10.53	
				271.4		A. T. & S. F. Gauntlet Track						
AM 12.10	6.13	4.36	6.02	273.9		NORFOLK	P 45	1.05	12.52	6.50	10.44	
12.43	6.25	4.44	6.09	279.4		DEEP ROCK	P Yard 63YW	12.56	12.43	6.40	10.34	
12.45	6.29	s 4.52	s 6.16	280.2		N CUSHING CH	P 27	s 12.50	s 12.38	6.20	10.29	
1.12	6.40	5.02	6.26	286.0		FORNEY	P 47	12.39	12.28	5.45	10.19	
1.27	6.48	s 5.10	6.34	290.6		AGRA	P 59	s 12.31	12.21	5.35	10.11	
1.42	7.00	s 5.20	6.43	297.2		D TRYON RN	P 12	s 12.21	12.11	5.20	9.59	
1.58	7.08	s 5.29	6.50	301.8		CARNEY	P 11	s 12.13	12.03 AM	5.02	9.51	
2.20	7.23	s 5.41	7.01	310.3		FALLIS	P 74	s 12.01 PM	11.51	4.47	9.36	
2.40	7.35	s 5.52	7.10	317.0		LUTHER	P 39	s 11.48	11.41	4.35	9.24	
2.59	7.49	s 6.05	7.20	324.7		ARCADIA	P 57	s 11.37	11.30	4.21	9.10	
3.15	8.02	f 6.16	7.30	332.2		WITCHER	P 52	f 11.26	11.20	4.08	8.57	
3.30	8.14	6.28	7.39	339.1		OWANDA	P 17	11.14	11.10	3.56	8.45	
				341.5		C. R. I. & P. Crossing						
3.40	8.20	6.33	7.43	341.6	Automatic Block {	BARNARD		11.08	11.06	3.50	8.39	
4.00 AM	8.30 AM	6.37	7.46	342.8		N TURNER SX	Yard SWOTP	11.04	11.03	3.45 PM	8.30 PM	
				343.2		C. R. I. & P. Crossing						
		6.45 PM	7.50 AM	343.9		OKLAHOMA CITY	P Yard Y	11.00 AM	11.00 PM			
17.7	27.9	33.8	40.0			Average speed per hour		33.8	36.6	24.1	29.6	

			FOURTH CLASS		SECOND CLASS	Distance from Parsons	TIME TABLE No. 24	Signs and Car Capacity	SECOND CLASS		FOURTH CLASS		
			91 Way		37 Passenger		Effective 12:01 A. M. May 16, 1948		38 Passenger		90 Way		
			Tuesday Thurs. Saturday		Daily		STATIONS		Daily		Monday Wed. Friday		
			AM 5.00		PM 12.05	156.8	D JUNCTION CITY TY	WYO Yard	AM 11.35		PM 4.00		
			f 5.30		f 12.27	146.3	10.5 OLSON	14	f 11.07		f 3.20		
			f 5.40		s 12.33	143.8	2.5 SKIDDY	17	s 11.01		f 3.05		
						137.9	5.9 N WHITE CITY TOWER WY C. R. I. P. Interlocking						
			s 6.05		s 12.47	137.6	0.3 D WHITE CITY WC	25	s 10.47		s 2.25		
			s 7.15		s 1.25	120.0	17.6 D COUNCIL GROVE CA	45 W	s 10.09		s 1.25		
						119.9	0.1 N COUNCIL GROVE TOWER CG M. P. Interlocking						
			f 7.40		f 1.35	116.0	3.9 HAUCKE	20	f 9.59		f 1.01		
			f 8.01		s 1.45	111.4	4.6 DUNLAP	22	s 9.49		f 12.45		
			f 8.30		s 2.01	103.9	7.5 D AMERICUS MS	38	s 9.33		f 12.25 PM		
			s 9.13 9.59		s 2.23	95.2	0.3 D EMPORIA RD	60 W	s 9.13		s 11.55		
						94.9	5.9 N EMPORIA JCT. A. T. & S. F. Interlocking						
			f 10.25		f 2.36	89.0	5.9 CURTIS	20	f 8.56		f 10.10		
			f 10.50		s 2.52	81.8	7.2 D HARTFORD HD	40	s 8.40		f 9.45		
			f 11.10		s 3.07	75.5	6.3 STRAWN	25	s 8.25		f 9.20		
			s 11.40		s 3.23	67.8	7.7 D BURLINGTON BI	33 Y	s 8.09		s 8.55		
						67.5	0.3 A. T. & S. F. Crossing						
			PM f 12.22		s 3.50	55.6	12.4 N MOODY MO	20	s 7.43		f 8.10		
			f 12.37		s 4.01	49.8	5.3 D NEOSHO FALLS NF	20 W	s 7.32		f 7.50		
			s 1.10		s 4.13	44.2	5.6 D PIQUA G	50 Y	s 7.19		s 7.19		
			f 1.40		s 4.33	35.1	9.1 D HUMBOLDT HM	50 Y Yard	s 7.00		f 6.50		
						26.8	8.3 A. T. & S. F. Gate Crossing						
			s 3.15		s 5.00	25.9	0.9 D CHANUTE U	60 SW Yard	s 6.37		s 6.20		
						23.7	2.2 A. T. & S. F. Gate Crossing						
			f 3.50		s 5.23	16.9	6.8 URBANA	18	s 6.16		f 5.50		
			f 4.15		s 5.39	10.5	6.4 D GALESBURG A	43	s 6.02		f 5.30		
						1.1	9.4 M. K. T. Crossing						
			5.00 PM		6.04 PM	0.6	0.5 NORTH YARD	Yard	5.40 AM		5.00 AM		
			18.0		26.1		156.2 Average speed per hour.....		26.4		14.2		

SOUTHWARD TRAINS

IOLA DIVISION

NORTHWARD TRAINS

SOUTHWARD TRAINS				IOLA DIVISION				NORTHWARD TRAINS			
Fourth Class	Distance from Kansas City	TIME TABLE No. 24				Signs and Car Capacity	Fourth Class				
59 Mixed		Effective 12:01 A. M. May 16, 1948					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

1. SUPERIORITY OF TRAINS:

- NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
- No. 37 is superior to No's. 24, 25 and 26.
No. 59 is superior to No. 60.
- On Kansas City Division, Mo. Pac. trains No's. 11, 12, and 15, 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 instructions, Rule 6 (a) Paragraph 4.

2. CLEARING TRAINS:

- Second, Third and Fourth class and Extra trains and yard engines, will clear first class trains at least ten minutes, except where automatic block signals are in service.
- 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 Sun-co 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 though were not in yard limits.
- When taking siding to meet opposing train, stop not less than 200 feet from fouling point, if length of train will permit. When standing on main track for train to enter siding, stop 200 feet from clearance point.

3. WHERE TRAINS WILL REPORT FOR ORDERS:

- Paola, all trains.
- Moran, all Iola Division trains.
- Cross, northward trains (except Neosho Division trains) originating North yard.
- Parsons telegraph office, all Neosho Division trains originating North yard and all northward trains originating Parsons.
- Parsons tower, all southward trains.
- Bartlesville, all trains.
- Turner, First Class and Extra trains originating Oklahoma City.

4. REGISTER STATIONS:

- Conductors will register and check the train register at all register stations unless relieved of doing so by train order or by special instructions.
- All trains Kansas City Division will register at Paola by slip except trains No. 92 and 93.
- Iola Division trains register by slip at Moran.
- Kansas City Division trains originating or terminating at North Yard will register by slip at Cross.
Osage Division trains originating or terminating at North Yard will register by slip at Parsons Tower.
- Parsons is train register station for first and second class trains and passenger extras.
- Train No's 23 and 28 register by slip at Osage.
- First Class trains and passenger extras register by slip at Turner.

- h. When not practicable to comply with rule 3(b), it will not be necessary for Conductors to compare time with Engineer before departing from terminal but will compare time as soon as practicable after departing.

For information of those concerned following trains will register at other than register stations:

STATION	ARRIVAL	DEPARTURE
Glen Park	All trains	All trains
Moran	Iola Divn. trains	Iola Divn. trains
North Yard	All Freight trains	All Freight trains

5. MAXIMUM SPEED (M.P.H.) OBSERVING PERMANENT

SLOW BOARDS, SLOW ORDERS AND OTHER RESTRICTIONS:

	Passenger Trains	Freight, Mixed Trains and Light Engines	
		Diesel	Others
Between:			
Paola and Parsons	70	55	45
Parsons and Osage	50	40	35
Osage and Oklahoma City	50	40	35
Parsons and M.P. B-77.1	40		30
M.P. B-77.1 and M.P. B-79.3	25		20
M.P. B-79.3 and M.P. B-123.0	30		20
M.P. B-123.0 and Junction City	30		25
Moran and Iola			20

- a. Freight engines handling passenger trains not exceed maximum speed authorized for freight trains, unless otherwise provided.
- b. Entering or leaving main track turnouts: Passenger trains 20 M.P.H. Freight trains 15 M.P.H.
- c. Road Engines backing up, with or without cars, 25 M.P.H. except on Neosho and Iola Divisions, 15 M.P.H.
- d. Diesel switch engines in yard service 25 M.P.H. Steam switch engines with or without cars 20 M.P.H.
- e. Trains handling scale test car X-1658, 25 M.P.H., except where maximum speed less than 25 M.P.H., and handle just ahead of caboose.

6. SPEED AND OTHER RESTRICTIONS:

WHEN FOGS, STORMS OR OTHER CONDITIONS OBSCURE TRACK OR SIGNALS, SPEED OF TRAIN MUST BE REDUCED TO PERMIT STRICT OBSERVANCE OF SIGNALS AND INSURE ABSOLUTE SAFETY LOSING TIME IF NECESSARY.

Trains handling Diesel switch or Diesel road engines dead in train 45 M.P.H. All dead engines hauled in train will be handled not more than 10 cars from hauling engine and not less than five cars shall be used to separate hauling engine and dead engine or between dead engines.

a. KANSAS CITY DIVISION:

BETWEEN AUTOMATIC BLOCK SIGNAL 3862, SEDALIA DIVISION, AUTOMATIC BLOCK SIGNAL 1357, KANSAS CITY DIVISION, AND THE NORTHWARD HOME SIGNALS AT PARSONS TOWER, OSAGE AND CHEROKEE DIVISIONS, 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) WHEN SUCH TRAINS STOP BEFORE ARRIVAL AT OR AFTER DEPARTURE FROM THE PASSENGER STATION. ANY TRAIN OR ENGINE STANDING OR MOVING UNDER OBSCURE CONDITIONS MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(b) EXCEPT WHEN STANDING AT THE PASSENGER STATION.

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, AND TO OR THROUGH THE SWITCHES LEADING TO OR FROM THE YARD TRACKS AT THIS POINT.

35 M.P.H. over Mo. Pac. crossing, Moran.

ALL TRAINS AND ENGINES WILL RUN AT RESTRICTED SPEED BETWEEN PUZZLE SWITCH 700 FEET NORTH OF PAOLA PASSENGER DEPOT AND THE NORTHBOUND HOME SIGNAL TO THE INTERLOCKING PLANT MO. PAC. JUNCTION, EXPECTING TO FIND MAIN TRACK OCCUPIED OR SWITCHES SET AGAINST THEM.

b. OSAGE DIVISION:

BETWEEN AUTOMATIC BLOCK SIGNAL 3862, SEDALIA DIVISION, AUTOMATIC BLOCK SIGNAL 1357, KANSAS CITY DIVISION, AND THE NORTHWARD HOME SIGNALS AT PARSONS TOWER, OSAGE AND CHEROKEE DIVISIONS, 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) WHEN SUCH TRAINS STOP BEFORE ARRIVAL AT OR AFTER DEPARTURE FROM THE PASSENGER STATION. ANY TRAIN OR ENGINE STANDING OR MOVING UNDER OBSCURE CONDITIONS MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(b) EXCEPT WHEN STANDING AT THE PASSENGER STATION.

20 M.P.H. between home signals, Parsons Tower.

20 M.P.H. between home signals SL-SF Ry. crossing, Mound Valley.

ALL TRAINS AND ENGINES 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 RY. 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.

ALL TRAINS AND ENGINES WILL MOVE AT YARD SPEED BETWEEN MO. PAC. CROSSING, COFFEYVILLE YARDS, AND THE "RESTRICTED" SIGN LOCATED 12 POLES NORTH OF M.P. A-169.

15 M.P.H. over AT&SF Ry. Crossing, MP A-167.2, Coffeyville.

10 M.P.H. through spring switch "B.E." Junction MP A-198.2.

15 M.P.H. over switch "D.Y." Junction MP A-194.5.

15 M.P.H. over MV Ry. Crossing, MP A-217.5, Nelagony.

c. OKLAHOMA DIVISION:

25 M.P.H. over Bridge A-246.0.

35 M.P.H. over SL-SF Ry. Crossing, MP A-257.5, Hallett Tower.

Passenger trains 20 M.P.H. and freight trains 15 M.P.H. between home signals Gauntlet track MP A-271.4.

20 M.P.H. passing Deep Rock Refinery, MP A-278.

d. NEOSHO DIVISION:

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 WILL RUN AT YARD SPEED BETWEEN THE NORTHBOUND YARD LIMIT BOARD LOCATED 9 POLES SOUTH OF M.P. B-34 AND THE SOUTHBOUND YARD LIMIT BOARD LOCATED 2 POLES NORTH OF M.P. B-36, SHOWN IN TIME TABLE AS YARD LIMITS FOR HUMBOLDT-MONARCH INCLUSIVE. 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).

20 M.P.H. between home signals Moody.

20 M.P.H. between home signals Emporia Jct.

20 M.P.H. between home signals Council Grove tower.

20 M.P.H. between home signals White City tower.

Trains handling loaded cars of 70 tons or over 10 M.P.H. over Bridges B-31.1, B-34.2, B-58.3, B-60.4, B-72.1, B-77.4, B-89.2, B-97.2, 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-97.2, B-112.3, B-144.0, B-151.6, B-152.2.

All trains will flag 6th Avenue crossing, Emporia.

38% type, or heavier, engines must not be double-headed over Bridge B-31.1, B-34.2, B-58.3, B-60.4, B-72.1, B-77.4, B-89.2, B-97.2, B-112.3, B-144.0, B-151.6, B-152.2.

7. AUTOMATIC BLOCK SIGNALS:KANSAS CITY DIVISION:

Between Paola and Parsons.

OSAGE DIVISION:

Between MP A-192.9 and MP A-194.4.

Between MP A-240.9 and Osage.

OKLAHOMA DIVISION:

Between Osage and MP A-247.0.

Between MP A-341.7 and MP A-343.2.

a. INSTRUCTIONS COVERING MOVEMENTS AND SIGNAL OPERATION:

b. 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 M.P.H. speed restrictions and other requirements of Rule 343, Paragraph "P".

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

d. When automatic block signal under provisions of letter "A" at departing end of siding, yard, or end of double track in direction train is moving is displaying STOP indication, train or engine will stop short of signal. If signal remains at STOP and cause is unknown, conductor or engineer will communicate with dispatcher. Upon information from dispatcher that there is no opposing train in block, train or engine will be governed by Rule 343 Provision "P". Dispatcher will make record of information given.

If means of communication fails or dispatcher does not know that no opposing movement is involved, the train or engine may proceed, preceded by flagman to the next signal, except that it must wait five minutes after departure of flagman before proceeding, but when the next governing signal can be plainly seen to indicate proceed and track is seen to be clear, the train and engine will be governed by Rule 343 provision "P".

e. In automatic block signal territory, where switch indicators not provided, and it cannot be determined from automatic block signal indication whether or not block is clear, a train or engine will not pass fouling point from any track onto main track until it is reasonably sure there is no train approaching, then immediately line main track switch, and wait four minutes before fouling main track. This time element to eliminate the likelihood of a train passing a proceed indication and to permit relining the main track switch should a train approach. This does not relieve crew from protecting their train in accordance with Rule 99.

BETWEEN BARNARD AND OKLAHOMA CITY:

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 TRAINS AND ENGINES RUN AT YARD SPEED BETWEEN OKLAHOMA CITY PASSENGER STATION AND MAIN TRACK SWITCH AT NORTH END TURNER YARD. THIS DOES NOT RELIEVE CREWS ON TRAINS CARRYING PASSENGERS FROM PROTECTING IN ACCORDANCE WITH RULE 93(b). WHEN SUCH TRAINS STOP BEFORE ARRIVAL AT OR AFTER DEPARTURE FROM THE PASSENGER STATION. ANY TRAIN OR ENGINE STANDING OR MOVING UNDER OBSCURE CONDITIONS MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(b) EXCEPT WHEN STANDING AT THE PASSENGER STATION.

8. AUXILIARY SIGNALS:

a. 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.

b. Rule 93 will be authority for movement of Trains or Engines on double track between Cross and North Yard at YARD SPEED.

9. REMOTE CONTROL SWITCHES:a. OSAGE DIVISION:

"D.Y." Junction, MP A-194.5, connection of MKT Ry. and AT&SF Ry. tracks.

10. SPRING SWITCHES: Designated by letter "S" on disc attached to switch stand below target. (Rule 104-f).

- a. Osage MP A-245.9 South end of yard.
- b. At "B.E." Junction, MP A-198.2 connects MKT Ry., and AT&SF Ry. tracks. It is a spring switch for northward movements and is a hand throw switch for southward movements. Back up movements by northward trains must not be made without throwing switch by hand.
Northward signal 414 on MKT tracks, "B.E." Junction is three position home signal and is operated from telegraph office Bartlesville. Normal position of this home signal is STOP. If home signal is in STOP position communicate with operator and be governed by his instructions.
Telephone on pole adjacent to MKT home signal.

11. NORMAL POSITION OF SWITCHES:

a. OSAGE DIVISION:

"D.Y." Junction MP A-194.5 is for AT&SF Ry.

"B.E." Junction MP A-198.2 is for AT&SF Ry.

b. OKLAHOMA DIVISION:

Switch connecting OCA&A Ry., and MKT Ry. Barnard, MP A-341.6 is for MKT Ry.

c. NEOSHO DIVISION:

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

12. RAILROAD CROSSINGS

a. KANSAS CITY DIVISION:

Paola MP A-43.4, Mo. Pac. Ry., interlocking.
Moran MP A-94.8, Mo. Pac. Ry., interlocking.
Erie MP A-119.9, AT&SF Ry., interlocking.
Cross MP A-133.7, MKT Ry., interlocking.

b. OSAGE DIVISION:

Parsons Tower—MP A-137.3, SL-SF Ry., interlocking.

Mound Valley—MP A-149.0, SL-SF Ry., automatic interlocking. Interlocking Rules and following instructions govern:
The 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 SL-SF Ry. tracks, a member of crew will turn knob in relay box at crossing (MKT 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 trains approaching on SL-SF Ry. track, train will move forward beyond home signal but remain clear of crossing. If member of crew then finds home signals on SL-SF Ry. in both directions indicate STOP, he may give signal to proceed.
If home signal on SL-SF Ry. does not indicate STOP, flagman must protect against train movements in that direction on SL-SF Ry. track before train fouls crossing. If both home signals on SL-SF Ry. track do not indicate STOP, flagman must protect in both directions on SL-SF Ry. track before train fouls crossing.

Southward trains holding main track against northward signal will stop clear of fouling point sign opposite distant signal and wait until northward train has entered siding. Train or engine 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, seen that no trains are approaching on the SL-SF Ry., turned MKT release knob in the relay box, opened house track switch and waited two minutes before fouling main track.

Coffeyville—MP A-167.2, AT&SF Ry., protected by gate, normal position against AT&SF. When gate is set against AT&SF, MKT trains may proceed without stopping for crossing. (Rules 98 and 556-a).

MP A-168.3, Mo. Pac. Ry. Stop sign. (Rule 556).

South Coffeyville—MP A-170.9, Mo. Pac. Ry., interlocking.

Nelagony—MP A-217.5, M.V. Ry., protected by gate, normal position against M.V. When gate is set against M.V., MKT trains may proceed without stopping for crossing. (Rules 98 and 556-a).

c. OKLAHOMA DIVISION:

Hallett Tower—MP A-257.5, SL-SF Ry., interlocking.

Gauntlet Track—MP A-271.4, AT&SF Ry. Controlled by Automatic Interlocking. Interlocking Rules and following instructions will govern:

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 Ry., train will move forward beyond home signal but remain clear of AT&SF Ry. track. If home signal in same direction on AT&SF Ry. is at STOP, flagman will cross bridge and, if flagman finds opposing home signal on AT&SF Ry., at STOP, will give his train signal to proceed.

If a home signal on AT&SF Ry. does not indicate STOP, flagman must protect against train movements in that direction on AT&SF Ry. track before train fouls crossing. If both home signals on AT&SF Ry. track do not indicate STOP, flagman must protect in both directions on AT&SF Ry. 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 MKT dispatcher on telephone located at north end of bridge.

CRI&P Ry. Crossing—MP A-341.5, just north of Barnard. Stop Sign. (Rule 556.)

CRI&P Ry. Crossing—MP A-343.2, just north of Oklahoma City. Stop Sign. (Rule 556.)

d. NEOSHO DIVISION:

MKT Ry. Crossing—MP B-1.1 at North end of North Yards. Stop Sign. (Rule 556.)

AT&SF Ry. Crossing—MP B-23.7 protected by gate normal position against MKT Ry. (Rule 556-a.)

AT&SF Ry. Crossing—MP B-26.8 just north of Chanute. Electrically interlocking gate, normal position against MKT Ry. Instructions on inside of mechanism case. (Rule 556-a.)

Piqua—MP B-44.2, Mo. Pac. Ry. crossing protected by gate normal position against MKT Ry. (Rule 556-a.)

Moody—MP B-55.1, Mo. Pac. Ry. interlocking.

AT&SF Ry. Crossing—MP B-67.5. Stop Sign. (Rule 556.)

Emporia Jct.—MP B-94.9, AT&SF Ry. interlocking.

Council Grove Tower—MP B-119.9, Mo. Pac. Ry. interlocking.

White City Tower—MP B-137.9—CRI&P Ry. interlocking.

13. DOUBLE TRACK:

KANSAS CITY DIVISION:

Between Cross and North Yard two main tracks known as "cut-off", will be used as double track and double track rules will govern unless otherwise directed.

14. YARDS PROTECTED BY YARD LIMIT BOARDS:

a. KANSAS CITY DIVISION:

Paola—South Paola, inclusive.

Cross—North Yard—Parsons, inclusive.

b. OSAGE DIVISION:

North Yard—Parsons, inclusive.

Hunter—South Coffeyville, inclusive.

Dewey Stock Yard—Dewey—"D.Y." Junction, inclusive.

"B.E." Junction—Sutton, inclusive.

Mahan—Osage, inclusive.

c. OKLAHOMA DIVISION:

Osage—Mindeman, inclusive.

Yale—Cushing, inclusive.

Owanda—Oklahoma City, inclusive.

d. NEOSHO DIVISION:

North Yard—Parsons, inclusive.

Chanute

Monarch—Humboldt, inclusive.

Junction City.

e. IOLA DIVISION:

Iola.

15. BULLETIN BOOKS LOCATED AT:

Kansas City
Telegraph Office

Coffeyville
Enginehouse

Glen Park
Yard Office
Enginehouse

Osage
Telegraph Office
Enginehouse

Parsons
Telegraph Office
Enginehouse
Crawford Avenue
Passenger Station Base-
ment

Oklahoma City
Register Room

Turner
Telegraph Office
Enginehouse

North Yard
Yard Office

Junction City
Telegraph Office

16. STANDARD CLOCKS LOCATED AT:

Kansas City
Telegraph Office

Osage
Telegraph Office
Enginehouse

Glen Park
Yard Office
Enginehouse

Cushing
Telegraph Office

Parsons
Telegraph Office

Oklahoma City
Passenger Station

North Yard
Yard Office
Enginehouse

Turner
Yard Office
Enginehouse

Coffeyville
Telegraph Office

Junction City
Telegraph Office

17. UNLESS OTHERWISE SPECIFIED, TIME TABLE OR TRAIN ORDER RESTRICTIONS WILL APPLY:

a. Erie—At north siding.

b. Osage—For first class trains and Extra passenger trains 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.

c. Cushing—At track opposite station known as coach track.

18. GOVERNING TIME TABLES AND RULES:

a. Kansas City Terminal Railway Time Table and Rules govern movements over their tracks at Kansas City.

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

c. AT&SF Ry. Time Table and Rules govern movements between "D.Y." Junction and "B.E." Junction.

d. OCA&A Ry. trains use MKT Ry. tracks between Barnard and Oklahoma City; MKT Time Table and Rules govern.

e. Small figures shown at Kansas City, Glen Park and Bartlesville indicate the advertised leaving and arriving time only.

19. MAIL CRANES LOCATED AT OTHER THAN STATIONS SHOWN ON SCHEDULE PAGES:

Kansas City Division..M.P. A-78.5Selma

20. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES: (For revenue passengers unless otherwise provided).

a. KANSAS CITY DIVISION:

Train	Station
23, 24.....M.P. A-78.5	Selma
23, 24.....M.P. A-89.0	Bayard

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

No. 27, Paola for revenue passengers destined points in Texas where No. 27 and No. 7 are scheduled to stop.

b. OKLAHOMA-OSAGE DIVISIONS:

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.

c. NEOSHO DIVISION:

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

Train	M.P.	Station
37, 38	M.P. B- 22	Austin
37, 38	M.P. B- 59.5	Richey
37, 38	M.P. B- 61	Throck
37, 38	M.P. B- 85	Blue
37, 38	M.P. B-101	Wayman
37, 38	M.P. B-127.1	Downing
37, 38	M.P. B-130.1	Sylvan Park
37, 38	M.P. B-152.0	Brant

Trains Nos. 90 and 91 on Neosho Division will carry passengers.

d. IOLA DIVISION:

Train	M.P.	Station
59, 60	M.P. T-102.1	LaHarpe
59, 60	M.P. T-104.5	Gas

21. ENGINE WHISTLE SIGNAL CODES AT INTERLOCKING PLANTS:**a. CROSS:**

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 —	o —
Sedalia to Parsons, or Parsons to Sedalia	o	o —

b. PARSONS TOWER:

Cherokee Division main track, to or from Passenger station	—	o
Osage Division main track, to or from Passenger station	—	— o
Cherokee Division main track, to or from Cherokee Division freight lead	—	—
Osage Division main track, to or from Osage Division freight lead	—	—
Through south cross-over	o	—
Through north cross-over	o	o o

22. WATCH INSPECTORS:

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

23. 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.

a. ABBREVIATIONS IN CONNECTION WITH M.P. LOCATIONS:

A—Kansas City Division, Osage Division, Oklahoma Division.
B—Neosho Division.
T—Iola Division.

24. IMPAIRED CLEARANCES:

- a. 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	Clearance
Kansas City	A-O	Train shed, passenger station, Penn. Ave. Tower K.C. Terminal Ry.
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.

- b. Main track bridges and structures having vertical clearance above top of rail less than 21 feet 6 inches.

Division	Mile Post	Clearance
Kansas City	A-6.5	Highway overpass Frisco joint track.
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

- c. 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, by buildings, platforms and other structures alongside main and other tracks.

25. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE

Station	Location	End	Capacity
Bangor	M.P. A- 50.7	Connected	
Selma	M.P. A- 78.5	South	16
Bayard	M.P. A- 89.0	North	5
Hertha	M.P. A-126.3	South	12
Penfield	M.P. A-152.3	North	16
South Coffeyville		South	8
Stock Yards	M.P. A-171.1	North	27
Dewey Stock			
Yards	M.P. A-192.0	Both	10
Torpedo	M.P. A-201.3	North	2
Fite	M.P. A-204.3	North	21
Kiheki	M.P. A-213.6	North	15
Pershing	M.P. A-221.0	Both	26
Manion	M.P. A-231.6	North	6
Mindeman	M.P. A-249.3	Both	30
Gano	M.P. A-277.6	Both	33
Petrolia	M.P. B- 30.5	South	5
Monarch	M.P. B- 34.0	North & South	Yard
Brown	M.P. B- 63.6	Both	17
Normal	M.P. B- 97.0	South	2
Henry	M.P. B-123.0	North	5
Downing	M.P. B-127.1	Both	17
Flint	M.P. B-129.3	South	2
Parkerville	M.P. B-132.6	Both	14
LaHarpe	M.P. T-102.1	Both	20

26. RULES GOVERNING OPERATION OF DIESEL POWER AND OSCILLATING SIGNAL LIGHTS.

- a. Headlight on Diesel engines in road service must be burning dimly during daylight hours except will be extinguished when train turns out to meet another and has stopped clear of main track.
- b. Unless authorized Diesel-Electric locomotives shall not be operated, either by towing or using traction motors for power, through water having depth over top of rail greater than shown below:

Type of Diesel Locomotive	Depth of Water over Top of Rail
Passenger (36" wheels).....	3 inches
Freight (40" wheels).....	5 inches
Switch (40" wheels).....	5 inches
Rail Cars (M-11 and M-12) (36" wheels).....	3 inches

Maximum speed in all cases shall not exceed three miles per hour.

c. MARS OSCILLATING HEADLIGHT.

Certain Diesel engines are equipped with both a straight beam headlight and Mars Oscillating signal light. The straight beam headlight will be displayed in conformity with Rule 17 and 17(a) of Rules and Instructions of the Transportation Department. Mars Oscillating signal light is arranged to display either an oscillating white or red light. Except when display of oscillating red light is required by these special instructions, oscillating white light will be displayed between hours of sunset and sunrise and during daylight hours when weather conditions would impair vision and obscure the observance of an approaching train.

When a train becomes disabled or makes a sudden stop due to unusual occurrence or when an adjacent track is obstructed, or there is possibility of adjacent track being obstructed, if oscillating red light is not displayed automatically, enginemen must immediately display it by manual operation.

When protection of front of train is required, enginemen will immediately display oscillating red light.

When occupying main track meeting an opposing train, oscillating red light will be displayed. This operation automatically cutting out the regular headlight. Oscillating red light may be extinguished after switch has been set for opposing train to enter siding, this operation automatically cutting in the regular headlight unless it has been cut out by its regular control switch.

Oscillating signal light will be extinguished: When train turns out to meet another and has stopped clear of main track or is standing to meet a train at end of double track or junction. When standing or moving backwards in yards where yard engines are employed.

- d. MARS OSCILLATING EMERGENCY REAR END LIGHT** will be displayed automatically, when control switch is in the "AUTOMATIC" position, either by an emergency application of the air brakes or by a reduction in train speed to approximately 20 miles per hour, depending on which type of control is used. Should automatic feature fail to function from an emergency application of the air brakes or at reduced train speed when control device is actuated by axle generator voltage, a trainman will display the light manually. Enginemen observing the emergency red light displayed on head or rear end must stop immediately and must not pass the red light until it has been ascertained that track is safe and clear for movement of the train.

This rule in effect at all hours.

The use of the emergency red headlight and rear end light does not in any way relieve enginemen and trainmen from complying with Rules 99 and 442.

Enginemen and trainmen must familiarize themselves with the operation of these lights.

SPEED TABLE

MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN	
	Min.	Sec.		Min.	Sec.
6	10		46	1	18
8	7	30	47	1	17
10	6		48	1	15
12	5		49	1	13
15	4		50	1	12
16	3	45	51	1	11
17	3	31	52	1	09
18	3	20	53	1	08
19	3	9	54	1	07
20	3		55	1	06
21	2	51	56	1	05
22	2	43	57	1	03
23	2	36	58	1	02
24	2	30	59	1	01
25	2	24	60	1	
26	2	18	61	0	59
27	2	13	62	0	58
28	2	8	63	0	57
29	2	4	64	0	56
30	2		65	0	55
31	1	56	66	0	55
32	1	52	67	0	54
33	1	49	68	0	53
34	1	46	69	0	52
35	1	43	70	0	51
36	1	40	71	0	51
37	1	37	72	0	50
38	1	35	73	0	49
39	1	32	74	0	49
40	1	30	75	0	48
41	1	28	76	0	47
42	1	26	77	0	47
43	1	24	78	0	46
44	1	22	79	0	46
45	1	20	80	0	45

