

**ADDITIONAL STOPS FOR TRAINS CARRYING PASSENGERS**

- No. 105 stop on signal Paola to receive revenue passengers for Springfield and beyond.
- No. 106 stop on signal Paola to receive and discharge revenue passengers.
- No. 107 stop Prescott and Fulton to discharge revenue passengers and on signal to receive revenue passengers.
- No. 108 stop Fulton, Prescott, Olathe, Lenexa and Merriam to discharge revenue passengers and on signal to receive revenue passengers.

**SURGEONS**

The following surgeons of the Frisco Employee's Hospital Association are authorized surgeons.

**GENERAL HOSPITAL, 4960 LACLEDE AVE., ST. LOUIS 8, MISSOURI**

Vencel W. Holo, M. D.	Chief Surgeon
James P. Murphy, M. D.	Physician-in-Charge
Daniel L. Sexton, M. D.	Physician-in-Charge
Harry A. Wittler, M. D.	Attending Surgeon
John J. Keenoy, M. D.	Attending Surgeon
Louis F. Stephens, M. D.	Attending Surgeon
W. D. Schierman, M. D.	Attending Physician
James C. Redington, Jr., M. D.	Attending Physician
Robert H. Ramsey, M. D.	Attending Physician
Hugh C. Crowell, M. D.	Attending Physician and Dispensary Surgeon
Robert C. Hoppe, M. D.	Dispensary Surgeon
Gus J. Furla, M. D.	Dispensary Surgeon
Norman C. Miller, M. D.	Dispensary Surgeon
A. G. Boldizar, M. D.	Oculist

**SPRINGFIELD, MISSOURI**

H. A. Lowe, Jr., M. D.	Surgeon in Charge
H. A. Lowe, Sr., M. D.	Division Surgeon
John W. Williams, M. D.	Oculist
R. B. Stewart, M. D.	Oculist

H. L. Bogan, M. D.	(L) Baxter Spgs.	R. Leonard, M. D.	(LE) Lyons
V. D. Alquist, M. D.	(L) Baxter Spgs.	Wylie G. Chesnut, M. D.	(L) Miami
Orlando J. Friesen, M. D.	(L) Buhler	J. E. Highland, M. D.	(L) Miami
O. L. Alberty, M. D.	(L) Carl Junction	F. T. Kerr, M. D.	(DE) Monett
William T. McNew, M. D.	(L) Carthage	F. A. Moorhead, M. D.	(DE) Neodesha
Fred Gasser, M. D.	(L) Cherryvale	Edmer Beebe, M. D.	(L) Olathe
Donald D. Arthurs, M. D.	(L) Cherryvale	I. J. Waxse, M. D.	(L) Oswego
C. C. Fuller, M. D.	(L) Columbus	C. A. Fisher, M. D.	(LE) Paola
G. B. Athy, M. D.	(L) Columbus	Robert E. Banks, M. D.	(L) Paola
H. St. Clair O'Donnell, M. D.	(L) Ellsworth	C. H. Miller, M. D.	(LE) Parsons
R. L. Gench, M. D.	(DE) Fort Scott	C. H. Smith, M. D.	(LE) Pittsburg
A. C. Irby, M. D.	(L) Fort Scott	K. J. Bierlein, M. D.	(L) Pittsburg
G. I. Akers, M. D.	(L) Fort Scott	William J. Justus, M. D.	(L) Pleasanton
J. R. Prichard, M. D.	(C) Fort Scott	J. W. Young, M. D.	(DE) Rosedale
F. M. Stone, Jr., M. D.	(O) Fort Scott	Robert M. Daniels, M. D.	(L) Valley Center
R. J. Beal, M. D.	(L) Fredonia	E. S. Edgerton, M. D.	(DE) Wichita
R. W. Friggeri, M. D.	(L) Girard	H. R. Hodson, M. D.	(L) Wichita
Wesley H. Hall, M. D.	(L) Girard	Doyle A. Shrader, M. D.	(O) Wichita
J. R. Kuhn, Jr., M. D.	(DE) Joplin		
B. F. Wooldridge, M. D.	(L) Joplin		
W. L. Post, M. D.	(O) Joplin		
C. L. Young, M. D.	(DE) Kansas City		
J. R. McVay, M. D.	(DE) Kansas City		
J. R. McVay, Jr., M. D.	(DE) Kansas City		
W. R. Eubank, M. D.	(O) Kansas City		
F. E. Wade, M. D.	(O) Kansas City		
Edmond Guldner, M. D.	(L) Lamar		
James B. Mercer, M. D.	(L) Lenexa		
Harry Last, M. D.	(L) Leon		
A. G. Eddleman, M. D.	(L) Liberal		
Thaddus Combs, M. D.	(LE) Lockwood		

- C—Consulting Surgeon
- D—Division Surgeon
- L—Local Surgeon
- O—Oculist
- CO—Consulting Oculist
- DE—Division Examining Surgeon
- LE—Local Examining Surgeon

# St. Louis-San Francisco Railway Company

## NORTHERN DIVISION

# TIME TABLE

No.

# 43

EFFECTIVE

**Sunday, December 3, 1961**

at 12:01 A. M.

Central Standard Time

SUPERSEDING PREVIOUS TIME TABLES

FOR EMPLOYEES ONLY

The Railway Company reserves the right to vary from the schedules contained herein as circumstances require.

**R. H. PASCHAL**  
Superintendent

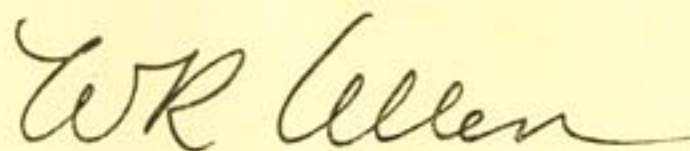
## A REMINDER

Please remember that your customers, whether receivers of the freight you haul or passengers on your train, are—in the final analysis—your employers. They, and they alone, pay your wages. Through the Frisco, they hire you to perform transportation service, the only product we have for sale and the only reason for the existence of the Frisco—and your job!

The all-important measure of the quality of the service we provide is the number of satisfied customers we have. It is therefore, our job and our responsibility to make every customer a satisfied customer. Whether they are satisfied customers or not depends to a very great extent on the personal attitude of the Frisco people with whom they come in contact.

How can we insure customer satisfaction in performing our daily tasks? Here are a few suggestions:

1. Avoid arguments or friction with customers. A calm and pleasant manner, regardless of circumstances, will win friends for you and the railroad.
2. Be courteous under all circumstances.
3. Be informed on matters that pertain to your line of work and answer questions to the best of your ability.
4. Take pride in your work. Railroading is a respected profession through which you contribute to the welfare of your community.
5. Be neat in appearance and attentive to business.
6. On-time performance and smooth handling of passenger trains are essential to continued patronage.
7. Always exercise care in the operation and switching of freight trains. Rough handling results in damage to our customers' goods and in delays to their shipments due to damaged equipment. Such damage and delay is a sure way to lose customer good will and must be avoided.
8. Endeavor to excel. There is no substitute for a job well done.



General Manager

# SPECIAL INSTRUCTIONS

## 1. REGISTER STATIONS, CLEARANCES AND TRAIN ORDER SIGNALS.

Southward trains originating at Kansas City 19th Street will secure clearance at Rosedale.

Trains originating or terminating Paola register by Form 1339 Standard.

Nos. 105 and 106 will register by Form 1339 Standard at Fort Scott.

Trains will not require clearance at Edward.

No. 107, or sections of that schedule, entering passenger line at Nichols will assume schedule of No. 92 of Eastern Division.

No. 105, or sections of that schedule, entering passenger line at Nichols will assume schedule of No. 96 of Eastern Division.

Northern Division trains entering passenger line at Nichols will not require clearance.

Northern Division trains originating Springfield will secure clearance from both Eastern and Northern Divisions, and will not require clearance at Nichols.

Northern Division trains originating Springfield Yard, will secure clearance at Springfield Yard from Northern Division, and will not require clearance at Nichols.

Southward extra trains, Parsons Subdivision, originating Pittsburg will not require clearance at Pittsburg but will secure clearance at Cherokee.

Northern Division trains secure clearance from both Southwestern and Northern Divisions at Monett, and will not require clearance at Pierce City unless train order signal is displaying stop indication.

Eastward Northern Division trains entering CTC territory at Pierce City will maintain authorized identity and leave Pierce City without clearance.

Trains finding light out in color light train order signal at Columbus may proceed after securing clearance, or on authority of dispatcher.

Oronogo is register station for regular trains only.

Westward extra trains originating Union Station, Wichita, will secure clearance at Wichita Yard.

No lights in train order signals Valley Center, Burrton, Buhler and Lorraine.

## 2. USE OF TRACKS OF OTHER DIVISIONS AND FOREIGN LINES.

Between Kansas City Union Station and 29th St., trains will be governed by time table, rules and instructions of Kansas City Terminal Railway.

Between Nichols and Springfield, Northern Division passenger trains will be governed by Eastern Division time table and instructions. Time shown at Springfield is for information only.

Between Monett and Pierce City, Northern Division trains will be governed by Southwestern Division time table and instructions. Time shown at Monett is for information only.

Trains using Wichita Union Terminal Railway Company tracks will be governed by rules and instructions of that line.

Between AT&SF Jct. and AT&SF Ry. station Lyons, trains will be governed by time table, rules and instructions of that line.

## 3. MAXIMUM SPEED.

	MPH	
	Psgr.	Freight
<b>Kansas City and Ash Grove Subdivisions</b> .....	70	50
Except regular connections Trains 133 and 136.....		55
<b>Afton Subdivision</b> .....	70	50
Girard Branch .....	40	40
Picher Branch .....	20	20
<b>Parsons Subdivision</b> .....	35	35
Coal Branch .....	10	10
<b>Carthage Subdivision:</b>		
Between Pierce City and Oronogo .....	55	45
Oronogo and Columbus .....	35	35
Columbus and Neodesha .....	50	45
<b>Joplin and Galena Branches:</b>		
Between Oronogo and MP H-331-1.....	30	30
MP H-331-1 and MP H-333-6 .....	15	15
MP H-333-6 and Baxter Springs .....	30	30
Tuckahoe Branch.....	40	40
<b>Wichita Subdivision:</b> .....	55	45
<b>Burrton Subdivision</b> .....	35	35
<b>4. SPEED RESTRICTIONS.</b>		
Troop trains handling mixed freight and passenger equipment, when any part of passenger equipment being handled behind freight equipment .....		45
<b>Kansas City Subdivision:</b>		
Through turnouts at both ends of controlled sidings.....	25	25
Mile C-2.0 through interlocking until engine or lead car through interlocking limits .....	20	20
Between MP C-2-0 and MP C-3-7 .....	45	
Southwest Blvd., MP C-3-37 until engine or lead car over street crossing .....	30	30
Through crossovers "B" between		
MP C-3-39 and MP C-4-2 .....	35	35
Between MP C-4-2 and MP C-6-3.....	55	55
Curves between		
MP C- 7-18 and MP C- 7-39 Both tracks.....	60	55
Merriam, MP C-7-46 to MP C-9-43, through city limits.....	40	40
Curves between		
MP C-10- 9 and MP C-12-45 Both tracks.....	60	55
C-14- 0           C-15-45 Both tracks.....	65	55
Through crossovers "C" between		
MP C-15-14 and MP C-15-22.....	50	50
Olathe, MP C-20-11 to MP C-21-22 until engine over street crossings.....	40	40
Through crossovers "D" between		
MP C-26-20 and MP C-26-28 .....	50	50
Through crossovers "E" between		
MP C-37-13 and MP C-37-21 .....	50	50
Curves between		
MP C-37-41 and MP C-38-10 Both tracks .....	65	55
C-39-14           C-40- 9 Both tracks .....	60	55
C-41-51           C-42-10 West track .....	55	55
C-41-51           C-42-10 East track .....	50	50
<b>Paola:</b>		
Through turnout M-K-T siding .....	25	25
Through turnout puzzle switches .....	10	10
Approach M-K-T crossing, Mile C-42.8, at restricted speed, until engine over crossing.....	15	15
MP C-42-50, on east track, until engine over switch.....	20	20
Mile C-43.1, over Mo. Pac. crossing and hand operated switch on both tracks.....	20	20
Through turnout end of two main tracks.....	25	25
Curves between		
MP C-49-17 and MP C-49-51.....	65	55
C-54-47           C-56- 2.....	65	55
C-58-16           C-59-49.....	60	55
C-66-38           C-67-12.....	65	55

(Continued on page 16)

**SOUTHWARD**

**NORTHERN DIVISION — KANSAS CITY SUBDIVISION**

Distance from Kansas City	STATIONS	Communicating Office	FIRST CLASS			
			1305 M.-K.-T. Passenger	107 The Sunnyland	1301 M.-K.-T. Passenger	105 Kansas City- Florida Special
Miles			Leave Daily	Leave Daily	Leave Daily	Leave Daily
	<b>KANSAS CITY, MO.</b> (UNION STATION) —1.2	DN	<b>A M</b> 8 25	<b>A M</b> 8 30	<b>P M</b> 10 00	<b>P M</b> 11 15
2.0	TWENTY-NINTH STREET	DN	8 28	8 34	10 04	11 19
	<b>KANSAS CITY, MO.</b> (19TH ST. YARD) —1.6					
1.6	K. C. TERM. CR. —0.4					
2.0	TWENTY-NINTH STREET —1.9	DN				
3.9	ROSEDALE, KAN. —4.5	DN	8 31	8 37	10 07	11 22
8.4	MERRIAM —5.5	D		f 8 44		11 27
13.9	LENEXA —6.6	D		f 8 52		
20.5	OLATHE —4.3	D		s 9 02		11 38
24.8	MOSS —0.6					
25.4	BONITA —4.7					
30.1	SPRING HILL —6.1	D		f 9 14		11 47
36.2	HILLSDALE —6.6	D		f 9 22		
42.8	M.-K.-T. CROSS. —0.1					
42.9	PAOLA —0.2	DN	9 20 A M	s 9 34	10 50 P M	11 59
43.1	M. P. CROSSING —5.2					
48.3	HENSON —5.9					
54.2	FONTANA —7.5	D		f 9 48		A M 12 10
61.7	LA CYGNE —5.7	D		s 9 58		12 17
67.4	BOICOURT —6.6			f 10 07		12 22
74.0	PLEASANTON —7.9	D		s 10 18		12 28
81.9	PRESCOTT —4.1	D		10 28		12 36
86.0	FULTON —5.7			10 35		12 40
91.7	HAMMOND —5.9	D		f 10 43		12 45
97.6	M. P. CROSSING —0.4					
98.0	M.-K.-T. CROSS. —0.6					
98.6	<b>FT. SCOTT</b>	DN		s 10 55 A M		s 12 57 A M
	(98.6)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
			<b>1305</b>	<b>107</b>	<b>1301</b>	<b>105</b>

Northward trains are superior to southward trains of the same class.

NORTHERN DIVISION — KANSAS CITY SUBDIVISION

SOUTHWARD

SECOND CLASS							Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin
137	131	1343 M.-K.-T. Freight	1341 M.-K.-T. Freight	133	33	139			Siding	Other	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
							C 0	KANSAS CITY, MO. (UNION STATION) 1.2	YA	RD	TYCB
								TWENTY-NINTH STREET	Interlocking	RD	
PM 10 00	PM 8 40			AM 9 45	AM 9 00	AM 7 30	C 0	KANSAS CITY, MO. (19TH ST. YARD) 1.6	YA	RD	ORG TYCB
								K. C. TERM. CR. 0.4	Interlocking		
								TWENTY-NINTH STREET 1.9	Interlocking	RD	
11 00	9 40	PM 9 30	PM 5 30	10 45	10 00	8 30	C 4	ROSEDALE, KAN. 4.5	Interlocking	RD	CB
							C 8	MERRIAM 5.5		154	
							C14	LENEXA 6.6		112	
							C21	OLATHE 4.3		114	Y
							C24	MOSS 0.6		121	
							C25	BONITA 4.7		15	
							C30	SPRING HILL 6.1		32	
							C36	HILLSDALE 6.6		146	
								M.-K.-T. CROSS. 0.1			
		10 55 PM	6 25 PM				C43	PAOLA 0.2		127	RB
								M. P. CROSSING 5.2	Interlocking		
							C48	HENSON 5.9	125	13	
							C54	FONTANA 7.5	132	14	
							C62	LA CYGNE 5.7	137	36	
							C67	BOICOURT 6.6	100		
							C74	PLEASANTON 7.9	125	75	
							C82	PRESCOTT 4.1	130	18	
							C86	FULTON 5.7		29	
							C92	HAMMOND 5.9	126	18	
								M. P. CROSSING 0.4	Interlocking		
AM 1 10 AM	11 50 PM			PM 12 55 PM	PM 12 30 PM	10 50 AM	C99	M.-K.-T. CROSS. 0.6	YA	RD	ORG TYCB
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		FT. SCOTT			
137	131	1343	1341	133	33	139		(98.6)			

Northward trains are superior to southward trains of the same class.

**NORTHWARD**

**NORTHERN DIVISION — KANSAS CITY SUBDIVISION**

Distance from Kansas City	Miles	STATIONS	Communicating Office	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	FIRST CLASS			
					106 Kansas City-Florida Special	1302 M.-K.-T. Passenger	108 The Sunnyland	1306 M.-K.-T. Passenger
		<b>KANSAS CITY, MO. (UNION STATION)</b> 1.2	DN	TYCB	Arrive Daily A M 7 20	Arrive Daily A M 8 20	Arrive Daily P M 8 25	Arrive Daily P M 9 30
	2.0	TWENTY-NINTH STREET	DN		7 10	8 05	8 02	9 05
		<b>KANSAS CITY, MO. (19TH ST. YARD)</b> 1.6		OGR TYCB				
	1.6	K. C. TERM. CR. 0.4						
	2.0	TWENTY-NINTH STREET 1.9	DN					
	3.9	ROSEDALE, KAN. 4.5	DN	CB	7 07	8 02	7 55	9 01
	8.4	MERRIAM 5.5	D		7 02		7 50	
	13.9	LENEXA 6.6	D				7 44	
	20.5	OLATHE 4.3	D	Y	6 50		7 35	
	24.8	MOSS 0.6						
	25.4	BONITA 4.7						
	30.1	SPRING HILL 6.1	D		6 38		f 7 22	
	36.2	HILLSDALE 6.6	D				f 7 14	
	42.8	M.-K.-T. CROSS. 0.1						
	42.9	PAOLA 0.2	DN	RB	6 25	7 20 A M	s 7 02	8 15 P M
	43.1	M. P. CROSSING 5.2						
	48.3	HENSON 5.9						
	54.2	FONTANA 7.5	D		6 11		f 6 45	
	61.7	LA CYGNE 5.7	D		6 03		s 6 35	
	67.4	BOICOURT 6.6			5 57		s 6 25	
	74.0	PLEASANTON 7.9	D		5 50		s 6 17	
	81.9	PRESCOTT 4.1	D		5 42		6 07	
	86.0	FULTON 5.7			5 38		6 01	
	91.7	HAMMOND 5.9	D		5 33		f 5 55	
	97.6	M. P. CROSSING 0.4						
	98.0	M.-K.-T. CROSSING 0.6						
	98.6	<b>FT. SCOTT</b> (98.6)	DN	OGR TYCB	5 20 A M		5 45 P M	
					Leave Daily	Leave Daily	Leave Daily	Leave Daily
					<b>106</b>	<b>1302</b>	<b>108</b>	<b>1306</b>

Northward trains are superior to southward trains of the same class.

NORTHERN DIVISION — KANSAS CITY SUBDIVISION

NORTHWARD

SECOND CLASS						Station Number	STATIONS	Track Capacity	
134	130	1342 M.-K.-T. Freight	136	38	1344 M.-K.-T. Freight			Siding	Other
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
						C 0	KANSAS CITY, MO. (UNION STATION) 1.2	YA	RD
							TWENTY-NINTH STREET	Interlocking YA	RD
AM 2 00 AM	PM 11 59		PM 1 00 PM	AM 11 59		C 0	KANSAS CITY, MO. (19TH ST. YARD) 1.8	YA	RD
							K. C. TERM. CR. 0.4	Interlocking YA	RD
							TWENTY-NINTH STREET 1.9	Interlocking YA	RD
		PM 4 45			AM 8 00	C 4	ROSEDALE, KAN. 4.5	Interlocking YA	RD
						C 8	MERRIAM 5.5		154
						C14	LENEXA 6.6		112
						C21	OLATHE 4.3		114
						C24	MOSS 0.6		121
						C25	BONITA 4.7		15
						C30	SPRING HILL 6.1		32
						C36	HILLSDALE 6.6		146
							M.-K.-T. CROSS. 0.1		
		2 35 PM			5 20 AM	C43	PAOLA 0.2		127
							M. P. CROSSING 5.2	Interlocking YA	RD
						C48	HENSON 5.9	125	13
						C54	FONTANA 7.5	122	14
						C62	LA CYGNE 5.7	137	36
						C67	BOICOURT 6.6	100	
						C74	PLEASANTON 7.9	125	75
						C82	PRESCOTT 4.1	130	18
						C86	FULTON 5.7		29
						C92	HAMMOND 5.9	128	18
							M. P. CROSSING 0.4	Interlocking YA	RD
							M.-K.-T. CROSSING 0.6		
9 45 PM	9 00 PM		9 40 AM	6 50 AM		C99	FT. SCOTT (98.6)	YA	RD
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
134	130	1342	136	38	1344				

Northward trains are superior to southward trains of the same class.

**SOUTHWARD**

**NORTHERN DIVISION — ASH GROVE SUBDIVISION**

THIRD CLASS		SECOND CLASS				Distance from Kansas City Miles	STATIONS	Communicating Office	FIRST CLASS			
<b>143</b> Local	<b>131</b>	<b>133</b>	<b>33</b>	<b>139</b>	<b>137</b>				<b>105</b> Kansas City- Florida Special	<b>107</b> The Sunnyland		
Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily			
<b>AM</b> 6 00	<b>PM</b> 11 50 <b>AM</b>	<b>PM</b> 12 55	<b>PM</b> 12 50	<b>AM</b> 11 10	<b>AM</b> 1 10	98.6	Two Main Tracks { FT. SCOTT 4.1 EDWARD 6.4 GARLAND 6.4 ARCADIA, KAN. 2.9 K. C. S. CROSSING 5.4 M. P. CROSSING 0.3 LIBERAL, MO. 7.6 IANTHA 7.0 LAMAR 0.4 M. P. CROSSING 5.3 KENOMA 5.0 DIX 1.5 GOLDEN CITY 7.7 LOCKWOOD 3.4 DUMBECK 3.5 GREENFIELD 5.1 PILGRIM 5.3 EVERTON 7.4 ASH GROVE 6.4 BOIS D'ARC 4.8 ELWOOD 3.8	CTC	DN	<b>AM</b> 1 02	<b>AM</b> 11 01	
6 15	12 03	1 07	1 00 <b>PM</b>	11 20	1 20 <b>AM</b>	102.7				1 08	11 06	
6 37	12 11	1 15		11 29		109.1				1 15	11 13	
7 10	12 19	1 23		11 37		115.5				1 22	11 20	
						118.4						
						123.8						
7 35	12 30	1 34		11 49		124.1				D	1 30	11 33
7 50	12 40	1 43		11 59 <b>PM</b>		131.7				D	1 37	11 43
<b>8 29</b> <sup>136</sup>	12 49	1 52		12 08		138.7				D	1 47	11 55
						139.1				DN		
						144.4						
8 45	1 02	2 05		12 21		149.4	Two Main Tracks { NICHOLS 2.3 SPRINGFIELD YARD	ABS		<b>PM</b> 1 52	12 01	
						150.9				D	1 56	12 07
9 14	1 14	2 16		12 32		158.6				D	1 58	12 10
9 25	1 19	2 21		12 37		162.0				D	2 07	12 20
						165.5				D	2 10	12 24
10 04	1 30	2 32		12 48		170.6				D	2 14	12 32
10 12	1 37	2 40		1 06		175.9					2 20	12 38
10 29	1 50	2 49		1 16		183.3					2 26	12 46
10 47	2 01	3 03		1 30		189.7				D	2 35	12 55
11 01	2 09	3 09		1 37		194.5					2 41	1 05
11 10 <b>PM</b> 12 30 <b>PM</b>	2 15 <b>AM</b> 3 40 <b>AM</b>	3 14 <b>PM</b> 4 40 <b>PM</b>		1 42 <b>PM</b> 3 30 <b>PM</b>		198.3			2 46	1 10		
						200.6		DN				
						198.3						
									2 50 <b>AM</b>	1 15 <b>PM</b>		
						202.0		2S	3 00 <b>AM</b>	1 35 <b>PM</b>		
Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(102.3) (103.4)		Arrive Daily	Arrive Daily		
<b>143</b>	<b>131</b>	<b>133</b>	<b>33</b>	<b>139</b>	<b>137</b>				<b>105</b>	<b>107</b>		

Northward trains are superior to southward trains of the same class.

- V. J. Deckard.....Superintendent Terminals, Kansas City, Mo.
- T. F. Norvell.....Terminal Trainmaster, Kansas City, Mo.
- C. L. Mallonee.....Assistant Terminal Trainmaster, Kansas City, Mo.
- H. A. Linderer.....Superintendent Terminals, Springfield, Mo.
- L. C. Carner.....Terminal Trainmaster, Springfield, Mo.
- R. J. Hasten.....Assistant Terminal Trainmaster, Springfield, Mo.
- B. J. Lutzenberger.....Assistant Superintendent, Ft. Scott, Kan.
- W. D. Smith.....Assistant Superintendent, Joplin, Mo.
- J. W. Dollar.....Trainmaster, Neodesha, Kans.
- L. J. Thiel.....Road Foreman of Equipment, Springfield, Mo.
- A. P. Parks.....Chief Dispatcher, Ft. Scott, Kan.



**NORTHERN DIVISION — ASH GROVE SUBDIVISION**

**NORTHWARD**

FIRST CLASS		Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	SECOND CLASS				THIRD CLASS
108 The Sunnyland	106 Kansas City-Florida Special			Siding	Other		38	136	130	134	142 Local
Arrive Daily	Arrive Daily									Arrive Tues., Thurs., Sat.	
s 5 40 PM	s 5 15 AM	C 99	FT. SCOTT 4.1	YARD	ORG TYCB	AM 6 20	AM 9 40	PM 8 55	PM 9 40	AM 11 25	
5 30	5 09	C103	EDWARD 6.4			6 05 AM	9 13	8 45 PM	9 24	10 59	
f 5 23	5 02	C109	GARLAND 6.4	106	8		9 05		9 16	10 51	
s 5 16	4 55	C116	ARCADIA, KAN. 2.9	71	YARD		8 57		9 08	10 43	
			K. C. S. CROSSING 5.4		Interlocking						
			M. P. CROSSING 0.3		Interlocking						
s 5 06	4 46	C124	LIBERAL, MO. 7.6	108	32		8 47		8 57	10 21	
s 4 56	4 38	C132	IANTHA 7.0	44	34		8 38		8 47	10 11	
s 4 46	s 4 28	C139	LAMAR 0.4	86	93	Y	8 29 <sup>143</sup>		8 38	10 01	
			M. P. CROSSING 5.3		Interlocking						
f 4 35	4 13	C144	KENOMA 5.0		14						
4 30	4 08	C149	DIX 1.5	114			8 17		8 25	9 25	
s 4 28	4 06	C151	GOLDEN CITY 7.7	15	41						
s 4 18	3 59	C159	LOCKWOOD 3.4	56	60		8 06		8 14	8 45	
4 10	3 54	C162	DUMBECK 3.5	128			8 02 <sup>142</sup>		8 09	8 02 <sup>136</sup>	
s 4 05	3 50	C166	GREENFIELD 5.1		40						
3 56	3 43	C171	PILGRIM 5.3	124			7 50		7 53	7 25	
s 3 50	3 37	C176	EVERTON 7.4	80	12		7 43		7 46	7 10	
s 3 40	3 27	C183	ASH GROVE 6.4	87	37		7 32		7 33	6 45	
f 3 30	3 20	C190	BOIS D'ARC 4.8	40	21		7 23		7 24	6 38	
3 24	3 15	C195	ELWOOD 3.8	83	10		7 16		7 17	6 31	
		242	NICHOLS 2.3				7 10 AM		7 10 PM	6 25 AM	
		239	SPRINGFIELD YARD	YARD	ORG CB		7 00 AM		7 00 PM	6 15 AM	
3 20 PM	3 10 AM	242	NICHOLS 0.0								
			EASTERN DIV. CROSSING 3.7								
3 15 PM	3 00 AM	239	SPRINGFIELD	YARD	ORG YCB						
Leave Daily	Leave Daily		(102.3) (103.4)				Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	
<b>108</b>	<b>106</b>						<b>38</b>	<b>136</b>	<b>130</b>	<b>134</b>	<b>142</b>

Northward trains are superior to southward trains of the same class.

## SOUTHWARD

## NORTHERN DIVISION — AFTON SUBDIVISION

## NORTHWARD

SECOND CLASS		Station Number	Distance from Kansas City	STATIONS	Communicating Office	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	SECOND CLASS	
33	137					Miles	38		130	
Leave Daily	Leave Daily									Arrive Daily
P M 1 00	A M 1 20	C103	102.7	EDWARD 0.0				A M 6 05	P M 8 45	
				M. P. CROSSING 8.1		GATE				
		L111	110.8	ANNA 6.2		84 16				
		L117	117.0	FARLINGTON 7.2		120 26				
			124.2	A.T.&S.F. CROSSING 0.2		Interlocking				
		L124	124.4	GIRARD 5.2	D	13 48				
		L130	129.6	BEULAH 6.3		130 6				
				PARSONS SUBDIV. CR. 0.0		GATE				
		L138	135.9	CHEROKEE 0.8	D	62 YARD	Y			
			138.7	M. P. CROSSING 4.0		GATE				
		L141	140.7	SCAMMON 7.0		113 24				
			147.7	M.-K.-T. CROSSING 0.0		Interlocking				
		L148	147.7	COLUMBUS 6.1	2S	62 YARD	Y			
		L154	153.8	NEUTRAL 5.2		125 10				
		L159	159.0	BAXTER SPRINGS 1.4	2S	124 YARD	ORY CB			
		L160	160.4	BAXTER JCT., KAN. 0.3						
			160.7	N. E. O. CROSSING 4.6		Interlocking				
		L165	165.3	QUAPAW, OKLA. 7.2		126 57	Y			
		L173	172.5	MIAMI 6.7	D	67 70				
		L179	179.2	NARCISSA 7.5		131 15				
5 30 P M	4 00 A M	G348	186.7	AFTON (84.0)	2S	YARD	TYC B	2 50 A M	5 00 P M	
Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	
<b>33</b>	<b>137</b>							<b>38</b>	<b>130</b>	

Northward trains are superior to southward trains of the same class.

GIRARD BRANCH — AFTON SUBDIVISION  
SOUTHWARD NORTHWARD

Service Rendered by Extras	Communicating Office	Distance from Kansas City	STATIONS	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	Station Number	Track Capacity		Service Rendered by Extras	
						Miles	Sliding		Other
D	134.9	PITTSBURG 0.3	OR YCB	M137	54	YARD			
	135.2	A. T. & S. F. CROSSING 0.2				GATE			
	135.4	K. C. S. CROSSING 0.1							
	135.5	PARSONS SUBDIV. CR. 6.6							
	142.1	OPOLIS (7.2)		J142		10			

PICHER BRANCH—AFTON SUBDIVISION  
SOUTHWARD NORTHWARD

Service Rendered by Extras	Communicating Office	Distance from Kansas City	STATIONS	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	Station Number	Track Capacity		Service Rendered by Extras	
						Miles	Sliding		Other
	160.4	BAXTER JUNCTION 2.5		L160		86			
	162.9	HOCKERVILLE, KAN 3.5		LA163		22			
		N. E. O. CROSSING 0.0							
	166.4	PICHER, OKLA. 2.2		LA166		50			
	168.6	TREECE, OKLA. 0.2		LB168		12			
	168.8	TREECE, KAN. 2.0		LB169		28			
	167.8	CARDIN, OKLA. 1.1		LA168		78			
	168.9	CENTURY 2.6		LA169		25			
	171.5	QUAPAW (11.1)	Y	L165		94			

SOUTHWARD

## NORTHERN DIVISION — PARSONS SUBDIVISION

NORTHWARD

Service  
Rendered  
by  
Extras

Communicating Office	Distance from Kansas City Miles	STATIONS	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Station Number	Track Capacity	
					Siding	Other
D	115.5	ARCADIA 4.5	Y	C116	YARD	
	120.0	MERTZ 3.0		M120	40	92
	123.0	MULBERRY, KAN. 1.0		M123		20
	124.0	K. C. S. CROSSING 4.2			Interlocking	
	128.2	M. P. CROSSING 0.9			GATE	
	129.1	MINDEN MINES, MO. 7.4		M129	15	
P	136.5	GIRARD BRANCH CR. 0.1				
	136.6	GIRARD BRANCH JCT. 0.6				
D	137.2	PITTSBURG, KAN. 0.6	OR YCB	M137	54	YARD
	136.6	GIRARD BRANCH JCT. 0.1				
	136.7	K. C. S. CROSSING 5.3			GATE	
	142.0	SINCLAIR 2.8		M142		13
	144.8	M. P. CROSSING 0.8			GATE	
	145.6	AFTON SUBDIV. CR. 0.0			GATE	
D	145.6	CHEROKEE 6.8	Y	L136	32	YARD
	152.4	MONMOUTH 4.4		M152	40	
	156.8	McCUNE 4.0		M157	45	25
	160.8	STRAUSS 9.8		M161	15	18
D	170.6	PARSONS 0.1		M171	9	35
	170.7	M.-K.-T. CROSSING 8.5			GATE	
	179.2	DENNIS		M179	20	15
		(63.7)				

Service  
Rendered  
by  
Extras

Northward trains are superior to southward trains of the same class.

COAL BRANCH — PARSONS SUBDIVISION  
SOUTHWARD NORTHWARDService  
Rendered  
by  
Extras

Distance from Kansas City Miles	STATIONS	Station Number	Track Capacity	
			Siding	Other
142.0	SINCLAIR 3.2	M142		13
145.2	WEIR CITY	MA145		14
	(3.2)			

Service  
Rendered  
by  
Extras

## NORTHERN DIVISION BRANCHES

WESTWARD

## JOPLIN AND GALENA BRANCHES — CARTHAGE SUBDIVISION

EASTWARD

Service  
Rendered  
by  
Extras

Distance from St. Louis via Joplin	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin
				Siding	Other	
Miles						
322.3	D	<b>ORONOGO</b>	F322	30	28	Y
326.0	D	3 7 WEBB CITY	H326	15	24	
331.2		5 2 K. C. S. CROSSING				
331.5	D	0 3 JOPLIN	H331	YA	RD	OR YCB
332.3		0 8 J. AND G. JCT.		YA	RD	Y
333.2		0 9 M. P. CROSSING		GA TE		
333.3		0 1 RUTH, MO.	H333	YA	RD	
339.8	D	6 5 GALENA, KAN.	H340	13	YARD	
343.8		4 0 RIVERTON	H344	37	100	
347.5		3 7 K. O. & G. CROSSING		Interlocking		
347.9	2S	0 4 BAXTER SPRINGS	L159	YA	RD	OR YCB
		(26.4) (25.6)				

Service  
Rendered  
by  
Extras

Eastward trains are superior to westward trains of the same class.

WESTWARD

## TUCKAHOE BRANCH — CARTHAGE SUBDIVISION

EASTWARD

Service  
Rendered  
by  
Extras

Distance from St. Louis via Joplin	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin
				Siding	Other	
Miles						
332.3		J. AND G. JUNCTION	H332	YA	RD	Y
332.7		0 4 M. P. CROSSING		GA TE		
333.9		1 2 WEST JOPLIN	J334		33	
337.4		3 5 THOMS	J337	33		
340.4	D	3 0 CARL JUNCTION	F328	YA	RD	Y
		0 0 CARTHAGE SUBDIV. CR.		GA TE		
		(8 1)				

Service  
Rendered  
by  
Extras

WESTWARD

NORTHERN DIVISION — CARTHAGE SUBDIVISION

EASTWARD

SECOND CLASS		Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS	
337	Miles					Siding	Other		330	330
Leave Daily									Arrive Daily	
A M 5 30	282.0	DN	Two Main Tracks	MONETT 4.9	282	YA	RD	ORGT YCB	A M 10 45	
A M 5 40	286.9	D		PIERCE CITY 2.5	G287	YA	RD		A M 10 00	
5 49	289.4		QUINN 3.6	F289	50				7 45	
5 57	293.0		WENTWORTH 5.7	F293	35				7 30	
6 06	298.7	D	SARCOXIE 5.1	F299	35	51			7 15	
6 15	303.8		REEDS 4.8	F304	27	15			7 00	
6 24	308.8		KNIGHTS 2.4	F309	30	7			6 50	
6 40 <sup>330</sup>	311.0		MENK 1.7	F311	94				6 40 <sup>337</sup>	
	312.7		M. P. CROSSING 0.5			Interl	ocking			
6 50	313.2	D	CARTHAGE 9.1	F313	46	200			6 35	
7 10	322.3	D	ORONOGO 4.8	F322	23	28	Y		6 15	
	327.1		K. C. S. CROSSING 1.0			Interl	ocking			
7 30	328.1	D	CARL JUNCTION, MO. 6.8	F328	YA	RD	Y		6 00	
	334.9		K. C. S. CROSSING 1.3			GA	TE			
7 55	336.2		CRESTLINE, KAN. 7.3	F336	31	10			5 30	
	343.5		AFTON SUBDIV. M-K-T CR. 0.0			Interl	ocking			
10 00	343.5	2S	COLUMBUS 0.2	L148	41	YARD	Y		4 45	
	343.7		N. E. O. CROSSING 6.0			GA	TE			
	349.7		M. P. CROSSING 0.0			GA	TE			
10 15	349.7		SHERWIN 2.8	F350		17			4 34	
10 25	352.5		HALLOWELL 7.4	F352	30	22			4 30	
10 55	359.9	D	OSWEGO 1.2	F360	60	66			4 18	
	361.1		M.-K.-T. CROSSING 3.8			Interl	ocking	Y		
11 10	364.9		STOVER 5.7	F365	30				4 02	
11 25	370.6	D	ALTAMONT 6.0	F371	38	38			3 53	
	376.6		M.-K.-T. CROSSING 0.2			Interl	ocking			
11 40	376.8	D	MOUND VALLEY 5.3	F377	40	24			3 37	
11 50	382.1		BIG HILL 4.9	F382	38				3 25	
	387.0		A. T & S. F. CROSSING 0.0			GA	TE			
P M 12 01	387.0	2S	CHERRYVALE 8.8	F387	34	YARD	Y		2 55	
12 40	395.8		BROOKS 5.6	F396	31	6			2 40	
2 00 P M	401.4	2S	NEODESHA	F401	YA	RD	ORGT CB		2 30 A M	
Arrive Daily			(114.5) (119.4)						Leave Daily	
337									330	

Eastward trains are superior to westward trains of the same class.

WESTWARD

NORTHERN DIVISION — WICHITA SUBDIVISION

EASTWARD

SECOND CLASS 337	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	SECOND CLASS 330
					Siding	Other		
Leave Daily	Miles							Arrive Daily
P M 10 30	401.4	2S	NEODESHA 0.1	F401	YA	RD	ORGT CB	A M 1 30
	401.5		M. P. CROSSING 12.5					
	414.0		M. P. CROSSING 0.0			GA	TE	
	414.0		A. T. & S. F. CROSSING 0.0			GA	TE	
10 50	414.0	2S	FREDONIA 6.6	F414	45	YARD		11 40
11 01	420.6		NEW ALBANY 5.8	F420		27		11 28
11 20 <sup>330</sup>	426.4	D	FALL RIVER 12.2	F426	93	17		11 20 <sup>337</sup>
	438.6		A. T. & S. F. CROSSING 0.0			GA	TE	
11 50 AM	438.6	N	SEVERY 8.2	F439	36	24	Y	10 59
12 20	446.8		PIEDMONT 6.1	F447	44	16		10 45
12 35	452.9	P	BLODGETT 5.6	F453	55			10 35
12 55	458.5	N	BEAUMONT 6.4	F458	41	YARD	YC	10 25
1 15	464.9		KEIGHLEY 7.9	F465	54	12		10 02
1 28	472.8	N	LEON 5.7	F473	41	19		9 47
1 37	478.5		HAVERTHILL 5.1	F478		26		9 38
	483.6		A. T. & S. F. CROSSING 0.4			Interl	ocking	
1 48	484.0	D	AUGUSTA 9.5	F484	48	YARD		9 25
2 25	493.5		ANDOVER 5.7	F493	44	18		8 45
2 35	499.2		MINNEHA 5.2	F499	35	20		8 35
	504.4		BURRTON SUB JCT. 0.9			Interl	ocking	Y
	505.3	DN	WICHITA (UNION DEPOT) 0.9	F505			CB	
2 50	504.4		BURRTON SUB. JCT. 2.0				Y	8 25
	506.4		M. P. CROSSING 0.2			Interl	ocking	
	506.6		C. R. I. & P. CROSSING 1.2			Interl	ocking	
6 00 A M	507.8	2S	WICHITA YARD	F508	YA	RD	ORG CB	8 15 P M
Arrive Daily			(103.9) (106.4)					Leave Daily
337								330

Eastward trains are superior to westward trains of the same class

TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS.

	Mile	Car Capacity	Station Number	End Connection		Mile	Car Capacity	Station Number	End Connection
<b>Kansas City Subdivision:</b>					<b>Carthage Subdivision:</b>				
North Cement Works.....	C- 96.3	20	C- 96	South	Link.....	F-319.8	11	F-320	West
<b>Ash Grove Subdivision:</b>					Military.....	F-334.6	50	F-335	East
H. and H. Mine.....	C-119.5	10	C-120	South	Waring.....	H-323.2	54	H-323	West
Wimmer.....	C-126.8	16	C-127	Both	Red Plant.....	H-324.6	50	H-324	Both
<b>Afton Subdivision:</b>					Old Rock, Mo.....	H-338.4	26	H-338-A	West
Maxine.....	J-140.0	50	J-140	Both	Old Rock, Kans.....	H-338.4	8	H-338	West
<b>Parsons Subdivision:</b>					Horn.....	H-340.5	2 miles	HB-343	West
Clemens No. 22.....	M-119.9	150	M-120-A	South	Hawley.....	J-339.0	60	J-339	West
Litchfield.....	M-133.0	40	M-133	Both	<b>Wichita Subdivision:</b>				
Atlas.....	M-139.8	47	M-139	North	Lorena.....	F-490.3	17	F-490	Both
Kramer.....	M-140.3	10	M-140	North	Bonanza.....	F-498.1	2 miles	F-498-A	West
Brownstone.....	M-166.4	28	M-166	Both	Beech.....	F-498.5	15	F-498	Both
Kansas Ordnance Plant.....	M-167.0	6 miles	M-167	South					

WESTWARD

NORTHERN DIVISION — BURRTON SUBDIVISION

EASTWARD

SECOND CLASS		Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS	
337						Siding	Other		330	
Leave Daily Ex. Sunday		Miles							Arrive Daily Ex. Sunday	
		505.3	DN	<b>WICHITA</b> (UNION DEPOT)	F505			CB		
		504.4		BURRTON SUB. JCT.		Interlocking		Y		
		506.4		M. P. CROSSING		Interlocking				
		506.6		C. R. I. & P. CROSSING		Interlocking				
<b>A M</b> 8 00		507.8	2S	<b>WICHITA YARD</b>	F508	YARD		ORG CB	<b>P M</b> 7 30	
8 10		510.7		WICHITA HEIGHTS	F511		107		6 30	
8 20		514.6	D	VALLEY CENTER	F515	39	45		6 20	
		514.6		A. T. & S. F. CROSSING		Interlocking				
8 35		523.3		BENTLEY	F523		17		6 01	
8 55		532.0		PATTERSON	F532		28		5 45	
		537.8		A. T. & S. F. CROSSING		Interlocking				
9 20		537.8	D	BURRTON	F538	28	104		5 30	
10 01		547.0	D	BUHLER	F547		30		5 05	
10 15		551.5		MEDORA	F552		22		4 40	
		551.5		C. R. I. & P. CROSSING		Interlocking				
10 55		569.9		SAXMAN	F570		22		4 01	
11 25		574.7		AMERICAN SALT CO.	F575		35		3 50	
		574.8		M. P. CROSSING		GATE				
11 45		577.4		LYONS	F577		37		3 35	
		577.0		A. T. & S. F. CROSSING		GATE				
<b>P M</b> 12 01		583.8		POLLARD	F584		20		3 20	
12 15		589.2		FREDERICK	F590	20	100		3 10	
		589.2		M. P. CROSSING		GATE				
		594.1		A. T. & S. F. CROSSING		GATE				
12 30		594.1	D	LORRAINE	F594		28		2 55	
		607.8		U. P. CROSSING		GATE				
<b>2 00</b> <b>P M</b>		607.9	D	ELLSWORTH	F608		79	RYCB	<b>2 30</b> <b>P M</b>	
Arrive Daily Ex. Sunday				(104.4) (100.1)					Leave Daily Ex. Sunday	
<b>337</b>									<b>330</b>	

Eastward trains are superior to westward trains of the same class, except No. 337 is superior to No. 330.

## 21. LIST OF TIME INSPECTORS.

R. E. Huesgen, Pres. American R. R. Time  
Service Company, General Time Inspector.....St. Louis, Mo.  
J. H. Mace Co. ....Union Station, Kansas City, Mo.  
Helzberg's Diamond Shop.....3132 Troost Ave., Kansas City, Mo.  
Helzberg's Jewelers.....1100 Walnut Ave., Kansas City, Mo.  
Martyr Jewelry Co. ....5512 St. John, Kansas City, Mo.  
Schneider Jewelry Co. ....736 Minnesota Ave., Kansas City, Kans.  
J. F. Gambrill .....709 Central Ave., Kansas City, Kans.  
Leo Connor, Jr. ....3010 Strong Ave., Kansas City, Kans.  
Riley's Jewelry .....6118 Johnson Drive, Mission, Kans.  
W. W. Rainey .....9322 Johnson Dr., Merriam, Kans.  
Jack Burns .....Olathe, Kans.  
Carpenter Jewelry Co. ....Paola, Kans.  
Ova L. Newberry Co. ....14 E. Wall St., Ft. Scott, Kans.  
Gammon Jewelry Co. ....326 E. Commercial, Springfield, Mo.  
Hocklander Jewelry Co. ....South Ave. at Walnut, Springfield, Mo.

Sullivan's Jewelry.....Aurora, Mo.  
R. D. Dawson Co. ....40 N. Main, Miami, Okla.  
Baxter Jewelry Co. ....1107 Military, Baxter Springs, Kans.  
Al Williams .....422 Broadway, Pittsburg, Kans.  
Pfeiffer Jewelry Co. ....1810 Main St., Parsons, Kans.  
Ross E. Shadel .....409 Broadway, Monett, Mo.  
Tick-Tock Shop .....710 Main St., Joplin, Mo.  
W. C. Barnes & Son.....Carthage, Mo.  
Scott Taylor & Son.....Oswego, Kans.  
H. L. Barton .....Cherryvale, Kans.  
Ogden Jewelry Co.....Neodesha, Kans.  
John Sloop, Jr. ....Lyons, Kans.  
R. W. Gumm.....121 E. First St., Wichita, Kans.  
Dale's Jewelry .....114 E. 21st St., Wichita, Kans.  
Huff Jewelers .....Ellsworth, Kans.

## 4. SPEED RESTRICTIONS (Continued).

	MPH	
	Psg.	Freight
Pleasanton, MP C-73-12 to MP C-74-13 until engine over street crossings .....	35	35
Engine of southward trains passing MP C-96-29.....		40
Curve between MP C-96-35 and MP C-96-38.....	40	30
Fort Scott, through turnout, north end Long track.....	25	25
MP C-97-10 until engine over switch .....	20	20
First class trains move at restricted speed between MP C-97-25 and MP C-98-47, Fort Scott, expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
<b>Ash Grove Subdivision:</b>		
First class trains move at restricted speed between MP C-97-25 and MP C-98-47, Fort Scott, expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Fort Scott, MP C-98-47 to MP C-100-33 until engine over street crossings .....	20	20
Edward, through turnouts .....	25	25
Curves between MP C-102-25 and MP C-103-37.....	50	45
C-104-32      C-105- 2.....	55	55
C-105-31      C-106-14.....	65	55
C-106-15      C-106-30.....	55	55
Garland, through turnouts, both ends siding.....	25	25
Curves between MP C-114-19 and MP C-114-31.....	65	55
C-115-15      C-115-30.....	45	45
C-116-12      C-116-20.....	55	55
C-118- 5      C-118-13.....	60	55
Mile C-118.4, interlocking, until engine over crossing.....	60	50
Curves between MP C-119- 7 and MP C-119-17.....	65	55
C-120-23      C-121- 0.....	65	55
Liberal, through turnouts, both ends siding.....	25	25
No. 106, Liberal, daily, to dispatch U. S. Mail.....	50	
Curves between MP C-128-28 and MP C-128-37.....	65	55
C-137-24      C-139- 4.....	60	55
Lamar, through turnout, south end siding .....	25	25
Mile C-139.1, interlocking, until engine over crossing.....	60	50
Dix, through turnouts, both ends siding.....	25	25
Curves between MP C-159-18 and MP C-159-28.....	60	55
Dumbeck, through turnouts, both ends siding.....	25	25
Curves between MP C-162-7 and MP C-164-18.....	60	55
C-165-3      C-165-24.....	55	55
C-165-29      C-167-16.....	60	55
C-167-17      C-167-37.....	40	40
C-168-15      C-168-27.....	60	55
Pilgrim, through turnouts, both ends siding.....	25	25
Curves between MP C-171-33 and MP C-175-37.....	60	55
Everton, through turnout, south end siding.....	25	25
Curves between MP C-176- 0 and MP C-176-17.....	55	55
C-177-13      C-186-20.....	60	55
Ash Grove, through turnout, south end siding.....	25	25
Curve between MP C-193-30 and MP C-193-39.....	60	55
Mile C-198.3, diverging route .....	25	25
First class trains move at restricted speed between MP C-200-39 and Springfield passenger station expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		

## 4. SPEED RESTRICTIONS (Continued).

	MPH	
	Psg.	Freight
<b>Afton Subdivision:</b>		
Through turnouts at both ends of controlled sidings.....	25	25
Edward, through turnouts .....	25	25
MP L-124-9 to MP L-125-13 until engine over street crossings .....	15	15
Between MP L-135-10 and MP L-136-26 until engine through these limits .....	20	20
Between MP L-147-24 and MP L-148-12 until engine through these limits .....	20	20
Columbus, MP L-148-19, over switch.....	35	35
Between MP L-158-35 and MP L-160-23 until engine through these limits .....	20	20
Between MP L-160-27 and MP L-162-12 .....	60	50
Between MP L-171-23 and MP L-173-6 until engine through these limits .....	20	20
<b>Girard Branch:</b>		
Pittsburg, MP J-133-27 to MP J-136-6, until engine over street crossings .....	15	15
<b>Picher Branch:</b>		
Curves between Hockerville and Century.....	15	15
<b>Parsons Subdivision:</b>		
Between MP M-115-20 and MP M-129-5 .....	25	25
Mile M-124.0, interlocking, until engine over crossing.....	20	20
Between MP M-131- 3 and MP M-131-11.....	10	10
Pittsburg, MP M-135-27 to MP M-138-5 until engine over street crossings .....	15	15
Pittsburg, MP M-137-24, until engine over street crossing.....	5	5
Parsons, MP M-169-32 to MP M-172-10 until engine over street crossings .....	20	20
<b>Coal Branch: Mile MA-142.3 .....</b>	<b>5</b>	<b>5</b>
<b>Carthage Subdivision:</b>		
Pierce City, through turnout, Northern Division Junction....	25	25
Between MP F-287-12 and MP F-295.....	35	35
Sarcoxie, MP F-298-21 to MP F-299-7, until engine over street crossings .....	20	20
Carthage, MP F-311-22 to MP F-314-7, until engine through interlocking and over street crossings.....	20	20
Between MP F-314-23 and MP F-315-5.....	35	35
Mile F-327.1, interlocking, until engine over crossing.....	20	20
Mile F-343.5, interlocking, until engine over crossing.....	20	20
Between MP F-358-1 and MP F-358-20.....	30	30
Between MP F-359-12 and MP F-359-20.....	30	30
Mile F-361.1, interlocking, until engine over crossing.....	20	20
Altamont, MP F-370-5 to MP F-371-0 until engine over street crossings .....	30	30
Mile F-376.6, interlocking, until engine over crossing.....	20	20
Between MP F-383-15 and MP F-383-25.....	30	30
Cherryvale, MP F-386-23 to MP F-387-10 until engine over street crossings .....	30	30
Between MP F-397-10 and MP F-397-20.....	30	30
<b>Joplin and Galena Branches:</b>		
Oronogo, through turnout .....	20	20



4. SPEED RESTRICTIONS (Continued).

MPH  
Psg. Freight

Joplin:

MP H-328-22 to MP H-331-1, until engine over street crossings .....	15	15
MP H-332-5 to MP H-332-22, until engine over street crossings .....	10	10
MP H-333-6 to MP H-334-26, until engine over street crossings .....	15	15
Mile HB-332.08 to Mile H-333.3 .....	10	10
Between MP H-341-10 and MP H-347-17.....	20	20
Galena, MP H-338-27, until engine over crossing.....	10	10
MP H-339 .....	10	10
Galena, MP H-339-35 until engine over street crossing 6:00 p.m. to 6:00 a.m. ....	10	10
Baxter Springs, MP H-347-17 to MP H-347-30 until engine through interlocking and over street crossings.....	20	20

Tuckahoe Branch:

Joplin MP J-332-14 to MP J-332-38 until engine over street crossings .....	10	10
MP J-332-38 to MP J-334-35 until engine over street crossings .....	15	15

Wichita Subdivision:

Neodesha, MP F-402-20, over main track switch.....	30	
Curves between MP F-425-13 and MP F-425-17.....	50	
F-433- 5            F-434 .....	50	
F-450-22          F-451- 5.....	45	
F-456- 2          F-457- 6.....	50	
Leon, MP F-472-23 to MP F-473-6 until engine over street crossings.....	30	30
Augusta, MP F-483-20 to MP F-484-1 until engine through interlocking and over street crossings .....	12	12
MP F-500-16, until engine over Woodlawn Ave.....	30	30
MP F-501-14, until engine over Oliver Street crossing.....	30	30
Wichita, MP F-501-15 to MP F-506-16, over street crossings and along streets .....	15	15
Wichita, MP F-504-14, westward trains until engine over Ohio Ave. ....	5	5
Mile F-506.4, interlocking, until engine over crossing.....	20	20
Mile F-506.6, interlocking, until engine over crossing.....	20	20

Burrton Subdivision:

Wichita, MP F-504-12 to MP F-506-16, over street crossings and along streets .....	15	15
Wichita, MP F-504-14, westward trains until engine over Ohio Ave. ....	5	5
Mile F-506.4, interlocking, until engine over crossing.....	20	20
Mile F-506.6, interlocking, until engine over crossing.....	20	20
Mile F-514.6, interlocking, until engine over crossing.....	20	20
Between MP F-520 and MP F-528 .....	35	25
Mile F-537.8, interlocking, until engine over crossing.....	20	20
Between MP F-537-30 and MP F-538-8, until engine over street crossings .....	20	20
Buhler, MP F-547-7, until engine over street crossing .....	10	10
Mile F-551.5, interlocking, until engine over crossing.....	20	20
Between MP F-563 and MP F-570 .....	35	25
Between MP F-589-5 and MP F-594-5.....	35	25

5. OTHER SPEED RESTRICTIONS.

Circus-Carnival Trains:

MPH  
Tangent Curves

Kansas City-Ash Grove-Afton Subdivisions.....	35	25
Carthage and Wichita Subdivisions .....	30	25
Burrton and Parsons Subdivisions .....	25	20
Branch lines, except Coal Branch .....	20	15

5. OTHER SPEED RESTRICTIONS (Continued).

MPH

Trains Handling:

Scale Test (4-wheel) Cars, Company-owned Hoists, Pile Drivers, Air Dump Cars, (except Air Dump Cars SF 96610 to 96627),\* Locomotive Cranes or Spreader-Ditchers, Snow Plows SF 99096, 99097 and 105288, moving on own wheels:

\*—Except movement of Bridge Crane BC-209 (converted derrick) will be governed by instructions governing movement of 100-ton derricks.

Kansas City, Ash Grove and Afton Subdivisions.....	30
Carthage Subdivision, Joplin and Galena, Tuckahoe and Girard Branches .....	25
Parsons, Wichita and Burrton Subdivisions.....	20
Picher Branch .....	15

Revenue equipment of this type will be handled on written instructions of Chief Dispatcher.

Company-owned Bull Dozers, Cranes, Tractor Ditchers and Scrapers, Dumpsters, Speed Swing, Track Cleaners, Motor Graders, Wheel Tractors with attachments, Rail Layers, or Shovels, loaded on cars, at intermediate stations, from point of loading to nearest terminal where car inspectors are on duty:

Kansas City, Ash Grove and Afton Subdivisions.....	30
Carthage Subdivision, Joplin and Galena, Tuckahoe and Girard Branches .....	25
Parsons, Wichita and Burrton Subdivisions .....	20
Picher Branch .....	15

Company-owned equipment of this type, when moving from terminals where Car Inspectors are on duty, will be handled without restrictions unless otherwise instructed.

Movement of Frisco derricks (wreckers) is authorized as follows:

	100 Ton or Lighter Derricks MPH	160 Ton Derricks 99024 99029 MPH	250 Ton Derricks 99021 99022 99025 MPH
Kansas City Subdiv., Kansas City to Ft. Scott.....	35	35	45
Ash Grove Subdiv., Ft. Scott to Springfield.....	35	35	45
Afton Subdiv., Edward to Afton.....	35	35	45
Girard Branch, Pittsburg to Opolis.....	20	20	20
Picher Branch, Baxter Jct. to Century.....	15	No	No
Picher Branch, Century to Quayaw .....	15	10	10
Parsons Subdiv., Arcadia to Cherokee.....	20	20	20
Over all bridges .....	20	10	10
Parsons Subdiv., Cherokee to Dennis.....	20	20	20
*Over all bridges.....	20	10	10
Coal Branch, Sinclair to Weir City.....	10	No	No
Carthage Subdiv., Pierce City to Neodesha.....	20	20	20
*Over all bridges.....	20	10	10
Joplin and Galena Branches, Oronogo to Baxter Springs .....	20	20	20
*Except over Bridge HA-333.3.....	10	No	No
*Except over Bridge H-343.3.....	20	10	10
Tuckahoe Branch, Joplin to Carl Junction.....	20	20	20
Wichita Subdiv., Neodesha to Wichita.....	20	20	20
*Except over Bridge F-421.8.....	20	10	10
Burrton Subdiv., Wichita to Ellsworth.....	20	No	No
*Over Bridges M-161.7, F-356.1, F-400.5, H-343.3 and F-421.8, separate 160 and 250 ton derricks from engine by 3 cars not exceeding 100,000 pounds gross weight.			
Loaded cars equipped with arch bar trucks .....			45
Triple loads on curves, except where further restricted .....			35
Special type ore cars less than 24 ft. length:			
Loaded .....			25
Empty.....			35

## 6. SWITCH LIGHTS.

No switch lights on Burrton Subdivision or Picher and Coal Branches.

## 7. BLOCK SIGNALS.

ABS	MP C- 2-10 to MP C- 3-37
CTC	MP C- 3-37 MP C- 97-35
CTC	MP C- 98-47 MP L-186- 4
ABS	MP C-102-30 MP C-198- 5
CTC	MP C-198- 5 MP C-200-39
ABS	MP C-200-39 MP C-201-23
ABS	MP F-287-12 MP F-289-27

## TRAIN MEET SIGNS:

Iantha	MP C-131-30	Southward trains
Iantha	MP C-131-30	Northward trains
Pilgrim	MP C-169-34	Northward trains
Everton	MP C-175-17	Northward trains
Everton	MP C-175-36	Southward trains
Bois D'Arc	MP C-189-30	Northward trains
Quinn	MP F-289-27	Eastward trains

Trains on main track waiting for or to meet opposing trains will stop back of sign until opposing train reaches switch. If train on main track passes sign opposing approach signal will display stop indication.

## 8. BLOCK SIGNALS, REMOTE CONTROL SWITCHES AND SPRING SWITCHES.

## Location of Spring Switches:

Fontana.....	North end siding
Garland.....	Both ends siding
Arcadia.....	North end siding
Liberal.....	Both ends siding
Lamar.....	North end siding
Dix.....	Both ends siding
Dumbeck.....	Both ends siding
Pilgrim.....	Both ends siding
Everton.....	South end siding
Ash Grove.....	Both ends siding
Girard.....	North end siding
Baxter Springs.....	North end. J. and G. Branches
Baxter Springs.....	South end siding
Afton.....	East end belt track

Afton: Spring switch east end Belt tracks MP G-347-25, equipped with electric switch light which protects facing point movements. Unless green light displayed, switch must be inspected before making facing point move.

Afton: Dwarf signal at crossover MP G-347-32 governs movements to Southwestern Division main track. White light type indicator near west end crossover MP G-347-32 permits movements on No. 1 track. When indicator displays white light, No. 1 track between east switch of crossover and fouling point may be used. If no light displayed, trains will communicate with dispatcher.

## 9. INTERLOCKINGS.

## CTC—AUTOMATIC

(After communicating with dispatcher, be governed by Rules 663 and 664).

AT&SF crossing, Girard	Mile L-124.2
MKT crossing, Columbus	Mile L-147.7
NEO crossing, Baxter Springs	Mile L-160.7

## 9. INTERLOCKINGS (Continued).

## Automatic. (Rules 663 and 664).

Mo. Pac. crossing, Fort Scott	Mile C- 97.6
KCS crossing	Mile C-118.4
Mo. Pac. crossing, Liberal	Mile C-123.8
KO&G crossing, Baxter Springs	Mile H-347.5
KCS crossing, Mulberry	Mile M-124.0
Mo. Pac. crossing, Carthage	Mile F-312.7
KCS crossing	Mile F-327.1
MKT crossing, Oswego	Mile F-361.1
MKT crossing, Mound Valley	Mile F-376.6
Mo. Pac. crossing	Mile F-506.4
CRI&P crossing	Mile F-506.6
AT&SF crossing, Valley Center	Mile F-514.6
AT&SF crossing, Burrton	Mile F-537.8
CRI&P crossing, Medora	Mile F-551.5

## 10. CROSSING GATES. (Rules 98 and 98(a)).

MILE	INTERSECTING LINE	NORMAL POSITION
<b>Afton Subdivision:</b>		
L-102.7	Mo. Pac.	Against Mo. Pac.
L-135.9	Parsons Subdiv.	Against Parsons Subdiv.
L-136.7	Mo. Pac.	Against Mo. Pac.
LA-166.3	NEO	Against SL-SF
LB-168.8	NEO	Against SL-SF
Blue Mound Crossing (Picher Branch)	NEO	Against SL-SF
<b>Girard Branch:</b>		
Granby Lead, (Pittsburg)	Mo. Pac.	Against SL-SF
J-135.4	KCS	Against SL-SF
Water Tank Wye (Pittsburg)	KCS	Against SL-SF
Freight House Lead (Pittsburg)	KCS	Against SL-SF
<b>Parsons Subdivision:</b>		
M-128.2	Mo. Pac.	Against SL-SF
M-136.7	KCS	Against SL-SF
M-144.8	Mo. Pac.	Against SL-SF
M-145.6	Afton Subdiv.	Against Parsons Subdiv.
M-170.7	MKT	Against SL-SF
<b>Carthage Subdivision:</b>		
F-328.1	Tuckahoe Branch	Against Tuckahoe Branch
F-334.9	KCS	Against KCS
F-343.7	NEO	Against NEO
F-349.7	Mo. Pac.	Against Mo. Pac.
F-386.9	Yard Track	Against Yard Track
F-387.0	AT&SF	Against SL-SF
<b>Joplin and Galena Branches:</b>		
H-333.2	Mo. Pac.	Against Mo. Pac.
HB-341.1	MKT	Against SL-SF
<b>Joplin Yard Track:</b>		
HB-332.6	Tuckahoe Branch	Against Tuckahoe Branch
HB-332.9	Mo. Pac.	Against Mo. Pac.
<b>Tuckahoe Branch:</b>		
J-332.6	Joplin yard track	Against Tuckahoe Branch
J-332.7	Mo. Pac.	Against Mo. Pac.
J-340.4	Carthage Subdiv.	Against Tuckahoe Branch

## 10. CROSSING GATES (Continued).

MILE	INTERSECTING LINE	NORMAL POSITION
<b>Wichita Subdivision:</b>		
F-414.0	Mo. Pac.	Against Mo. Pac.
F-414.03	AT&SF	Against AT&SF
F-438.6	AT&SF	Against AT&SF
<b>Burrton Subdivision:</b>		
F-574.8	Mo. Pac.	Against SL-SF
F-577.0	AT&SF	Against SL-SF
F-589.2	Mo. Pac.	Against SL-SF
F-594.1	AT&SF	Against SL-SF
F-607.8	UP	Against SL-SF

## 11. LOCATION OF YARD LIMITS.

Rosedale	Carl Junction
Fort Scott	Cherryvale
Girard Branch	Neodesha
Columbus (Carthage Subdiv.)	Fredonia
Picher Branch	Beaumont
Afton (Northern Division)	Augusta
Arcadia to Cherokee (Parsons Subdiv.)	Wichita
Parsons	Lorraine
Carthage	Ellsworth
Oronogo	
Tuckahoe Branch	
Joplin and Galena Branches	

## 12. DRAWBRIDGES (Blank).

## 13. AUXILIARY LINES (Rule 14, W and X).

Edward .....	Afton Subdivision
Arcadia .....	Parsons Subdivision
Nichols .....	Northern Division
Pittsburg .....	Girard Branch
Cherokee .....	Parsons Subdivision
Columbus .....	Carthage Subdivision
Baxter Springs .....	Joplin and Galena Branches
Baxter Jct. ....	Picher Branch
Quapaw .....	Picher Branch
Afton .....	Northern Division
Sinclair .....	Coal Branch
Pierce City.....	Northern Division
Oronogo .....	Joplin and Galena Branches
J. and G. Jct. ....	Tuckahoe Branch
Carl Junction .....	Tuckahoe Branch
Beaumont .....	Western Division
Burrton Subdivision Jct. ....	Burrton Subdivision

## 14. INSTRUCTIONS RELATING TO DIESEL OPERATION.

Diesel engines must not be handled without air being coupled and brakes on diesel fully released.

To prevent damage to traction motor gear, before coupling into train with diesel engines composed of two or more units, stop must be made between 5 and 20 feet of coupling.

When necessary to shove train or cars forward with an engine composed of following units, be governed as follows:

- 4 units—All RD-SW units—isolate rear unit.
- 5 units—1 road—1 RD-SW—3 road—isolate two rear units.
- 6 units—All road units—isolate rear unit.
- 6 units—1 road—1 RD-SW—4 road—isolate three rear units.

14. INSTRUCTIONS RELATING TO DIESEL OPERATION.  
(Continued).

## HANDLING ENGINES IN TRAINS.

Diesel engines 1 to 8 inclusive will be handled only in short trains, not over 40 cars and placed 15 cars ahead of caboose. Other diesel engines of one or more units will be handled next to engine of through trains and behind short loads and short empties on trains picking up or setting out en route, but not more than 25 cars from head end, (or more than 12 seventy-foot or longer flat, bi-level or tri-level cars), except diesel yard or road switcher units shall not be coupled directly behind engine handling train and each unit shall be separated by one or more cars. The minimum total brake pipe reduction when handling diesel units in tow shall be not less than 12 pounds.

Diesel engines must not be handled unless air brakes in operation. When diesel engines are set out, they must be coupled to car or cars on which sufficient hand brakes must be set to hold them; if no cars available, hand brakes on diesels must be set. Do not set hand brakes on diesel engines when towed in train. Diesel engines, in service or in tow, except when switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

## MAKE UP OF ENGINES.

Not more than the following number of diesel units will be used in road service and in following combinations:

- 3 AT&N units
- 3 RD-SW units
- \*4 RD-SW units
- \*1 Road—3 RD-SW units
- 1 Road—2 RD-SW units
- \*1 Road—2 RD-SW units—1 Road
- 1 Road—1 RD-SW unit —1 Road
- 1 Road—1 RD-SW unit —2 Road
- 1 Road—1 RD-SW unit —3 Road
- 1 Road—2 RD-SW units—2 Road
- \*\*1 Road—3 RD-SW units—1 Road
- \*1 Road—1 RD-SW—1 Road—1 RD-SW—1 Road
- 2 Road—1 RD-SW unit
- 2 Road—1 RD-SW unit —1 Road
- 2 Road—1 RD-SW unit —2 Road
- \*2 Road—2 RD-SW units—1 Road
- \*3 Road—1 RD-SW unit —1 Road
- 4 Road 800 to 807, inclusive, units
- \*6 Road units (except units 800 to 807, incl.)
- \*\*1 Road—1 RD-SW—4 Road
- \*—When making back up movement or taking slack, isolate lead unit.
- \*\*—When making back up movement or taking slack, isolate 2 lead units.

NOTE: Term "road" refers to EA7, E8A, F9B, F37 (A&B), F39A, F7 (A&B), FP-7-A, Alco freight (A&B) and U25 units.

Term "RD-SW" refers to GP7 and Alco road switchers (550-554) only.

Road units 800 to 807, inclusive, will not be combined with other units.

When an Alco unit (series 5200-5231, except unit 5225) used in a six road unit consist, Alco unit must be rear unit or isolated. When Alco unit (series 5200-5231, except unit 5225) used in a six unit consist (1 road—1 RD-SW—4 road) Alco unit must be rear unit. Alco unit 5225 may be used as a "B" unit or as rear unit in six unit consist.

A RD-SW unit must not be used as the lead unit of an engine containing road units.

An engine containing or composed of RD-SW units must not be doubleheaded with another engine composed of or containing such units.

An engine containing or composed of RD-SW units shall be the lead engine when doubleheaded with an engine composed of road units.

Alco road switchers units 550 to 554 inclusive, must not be coupled to nose end of freight "A" units equipped with nose receptacles.

An engine composed of one, two or three AT&N units (Nos. 101-111, inclusive) shall be the lead engine when doubleheaded with an engine composed of road units, and shall not be doubleheaded with an engine composed of or containing RD-SW units.

## 15. GENERAL INSTRUCTIONS.

Road foreman of equipment has authority of an assistant superintendent when on line.

### Rule 17(b) amended:

Oscillating white headlight, on engines equipped, must be displayed by day and by night, except it must be extinguished when standard white headlight is dimmed or extinguished.

### Rule 17(d) amended:

When a train is equipped with oscillating red light on rear and train is moving on two main tracks signalled for traffic in both directions, oscillating red light will, except in emergency, be set in stationary position while moving on such tracks. In an emergency the light must be set in oscillating position.

### Rule 27, note amended:

**NOTE:** Within block signal limits in the states of Arkansas and Missouri, switch lights are not required on switches where block signal protecting facing-point movement is 500 feet or less in advance of the switch.

In other states, switch lights are not required:

- (1) On switches where block signal protecting facing-point movement is 1,000 feet or less in advance of the switch.
- (2) On electrically locked, hand-operated switches within CTC limits.
- (3) On trailing-point switches on two main tracks signalled for traffic in one direction.

### Rule 746 amended in part:

- (b) As soon as the flames have been extinguished, open doors and remove fire-damaged bales from car. When fire-damaged bales have been removed, where all surfaces can be examined, smouldering fires must be extinguished.
- (c) Care must be used to be sure that all bales remaining in the car are free from fire.
- (f) After all fire has been extinguished, watchman service will be provided as necessary to control fire and keep trespassers away. Damaged cotton will be forwarded or disposed of only on instructions from Freight Claim Department and in accordance with federal regulations.

When operating Sperry rail detector car, air brake test and running test of brakes must be made when commencing each trip.

Loaded cars equipped with arch bar trucks will not be handled in important freight trains, except on instructions of chief dispatcher.

Steam engines will not be moved dead in train except on instructions from chief dispatcher to conductor and engineman as to where engine is to be handled in train and speed restrictions.

When coupling cars in TOFC ramp track or spotting cars to TOFC ramp, stop must be made between 5 and 20 feet from standing cars or TOFC ramp.

During hail storm, when handling automobiles in TOFC service, or on tri-level or bi-level cars, reduce speed to 10 MPH until storm is over.

Loaded TOFC cars and/or tri-level and bi-level cars handling automobiles, except in switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

When loaded TOFC cars or multi-level cars loaded with automobiles are derailed, jacks or blocking must be used to rerail. The use of rerailing frogs will not be permitted except when authorized by qualified Transportation or Mechanical Department officer at scene of derailment.

MDC 583 is a caterpillar-bulldozer assigned to Mechanical Department at Springfield and will move on SF 105500, gross weight will be 153,800 and will be an oversized load that will not clear man riding on side of cars or engines of trains met or passed. SF 105500 will not be handled in road movement until train orders received specifying speed restrictions required.

### CONELRAD WARNING SYSTEM

During periods of imminent air attack, enemy planes will try to use radio stations for navigational purposes. Accordingly, the FCC has directed that radio stations, including those on railroads, be operated in a manner

## 15. GENERAL INSTRUCTIONS (Continued).

designed to prevent such use. When a CONELRAD RADIO ALERT is received, as outlined in current circulars, all wayside and yard radio stations will broadcast the word "CONELRAD" (3) three times at (5) five second intervals. During the time of such alert, radios will only be used when absolutely necessary, and no station will give their location by name but will use milepost numbers only. The "CONELRAD" alert message will not be acknowledged by mobile units when received, but will be acknowledged by them when cancellation of alert is received.

Between 29th Street and Rosedale interlocking, movement of trains with current of traffic will be as prescribed by Rules 251 to 254, inclusive.

Between Rosedale interlocking and beginning of CTC, MP C-3-37, movement of trains for both opposing and following movement will be as prescribed by Rules 261 to 264, inclusive.

Regular connections of trains 131, 133, 134, 136 and 137 will not handle triple loads and will not handle cars restricted to speed below maximum.

On M-K-T passenger trains between Paola and Kansas City, a single electric marker lamp may be displayed in center of rear car in lieu of two marker lamps, which will show red to rear by day and by night.

M-K-T passenger trains desiring to enter Frisco main tracks, at puzzle switches Paola, must, unless switch lined for route to be used and signal displaying proceed indication, communicate with dispatcher for authority to operate hand operated switch and information as to route to be used.

M-K-T trains desiring to move over crossing Paola must, before fouling the crossing, communicate with dispatcher for authority to use crossing and for authority to pass "Stop" signal displaying stop indication.

First class trains will not leave Fort Scott unless white light displayed, except on authority of dispatcher. Light governing northward trains located north end station platform, and light governing southward trains located on Pole at Wall Street. If no indication is displayed when ready to leave, train man will communicate with dispatcher.

Movements over the following crossings must be protected from ground position unless automatic crossing protection is operating:

Pittsburg:

Highway U. S. 69 Bypass, MP J-133-33.

Parsons:

Main Street, MP M-172.

Joplin:

Main, Joplin and Wall Streets on Carterville track.

Movements over the following crossings will be protected by member of crew from ground position:

Parsons: Sixteenth Street.

Galena: Between 6:00 AM and 6:00 PM over Main Street MP H-339-35.

Main Street, Mile HB-339.8. When night signals required, a lighted red fusee must also be displayed on north side of track.

Augusta: State Street, after stopping, proceed over crossing not exceeding 3 MPH.

Wichita: Waterman, Lincoln, Gilbert and Morris Streets, Central Avenue, First and Second Streets east of St. Francis Avenue. Cars must not be kicked or dropped over these crossings.

Burrton: Burrton Avenue.

Lyons: North Grand Avenue.

Movements over the following crossings will be protected from ground position before occupying crossing, and in addition at night display lighted red fusee on each side of track.

Olathe: All crossings on connection to west side.

Greenfield: All crossings on Greenfield Branch.

Joplin: 10th and Maiden Lane.  
13th and Maiden Lane.  
17th and Maiden Lane.  
11th and Missouri.

Between Sinclair and brick plant at Weir City, where there is indication of cave-in, track will not be used until condition is reported to and inspected by mine inspector.

## 15. GENERAL INSTRUCTIONS (Continued).

Parsons: Meeting point will be Depot Jct.

On trains arriving Monett, train men must set sufficient hand brakes, not less than eight, on west end to prevent cars from rolling out. When required to double over, this applies to each cut. When outbound trains are required to double over and the double over does not include all of the cars in that track, sufficient hand brakes, not less than eight, must be set on remaining cars to prevent them from rolling out. Train men must not release hand brakes in Monett until engine is attached and train line charged.

## TRACK RESTRICTIONS.

## Ash Grove Subdivision:

Greenfield: Engines will not exceed 15 MPH on Greenfield Branch.

## Afton Subdivision:

Cherokee: Engines and loaded cars cannot use Hamilton track north of timber trestle located 300 feet north of switch.

## Girard Branch:

Maxine: Engine or cars will not use tracks Nos. 1 and 2 under tipple of Clemens Coal Company.

## Picher Branch:

Cardin: Engines will not use track under loading tipple of Youngman Mining Company.

Ottawa Spur: Engines will not use track under loading tipple of Eagle-Picher Company and will not use west track 450 feet beyond tipple.

## Carthage Subdivision:

Carthage: Engines above 40 bridge class will not use Quarry track more than 300 feet from switch.

Cherryvale: Engines will not use Metal track at Smelter more than 950 feet from crossover switch and will not use tracks 1 and 2, National Zinc Company.  
Engines will not use track south of scales, Kansas Milling Company.

## Burrton Subdivision:

American Salt Co.: Engines above 40 bridge class will not use West No. 2 track under mine building.

Frederick: Engines will not exceed 10 mph on Spur track.

19. RESTRICTIONS ON DOUBLEHEADING OVER BRIDGES.  
(Blank.)

## 20. PERMISSIBLE LOAD LIMITS.

	Maximum Gross Weight of Cars	Bridge Class of Engines and Derricks
<b>Kansas City Subdivision:</b>		
Kansas City to Ft. Scott .....	251,000	70.4
<b>Ash Grove Subdivision:</b>		
Ft. Scott to Springfield .....	251,000	70.4
Greenfield Branch .....	210,000	53
<b>Afton Subdivision:</b>		
Edward to Afton .....	251,000	70.4
Girard Branch .....	*251,000	53.8
Picher Branch		
Baxter Jct. to Century .....	210,000	45
Quapaw to Central Mill .....	251,000	65.8
<b>Parsons Subdivision:</b>		
Arcadia to Strauss .....	*251,000	53.8
Strauss to Dennis .....	210,000	53.8
Coal Branch .....	169,000	45
<b>Carthage Subdivision:</b>		
Pierce City to Columbus .....	*251,000	63
Columbus to Neodesha .....	*251,000	53.8
Joplin and Galena Branches .....	*251,000	63
Joplin, Bridge HA-333.3 .....	210,000	46
Tuckahoe Branch .....	*251,000	53.8
<b>Wichita Subdivision:</b>		
Neodesha to Wichita .....	*251,000	53.8
<b>Burrton Subdivision:</b>		
Wichita to Ellsworth .....	210,000	53.8

\*Except cars shorter than 35 feet to be limited to 210,000

## 17. TONNAGE RATING OF ENGINES BY CLASSES.

## KANSAS CITY AND ASH GROVE SUBDIVISIONS

TONNAGE CLASS OF ENGINES	21	26	27	34	42	50	52
Kansas City to Olathe .....	1230	820	1380	1230	1850	2160	2270
Olathe to Fort Scott .....	1465	975	1650	1465	2200	2570	2700
Fort Scott to Springfield .....	1150	765	1260	1150	1725	2015	2115
Springfield to Ash Grove .....	1330	885	1495	1330	2000	2340	2455
Ash Grove to Lockwood .....	880	585	980	880	1325	1550	1625
Lockwood to Arcadia .....	1175	785	1320	1175	1765	2060	2165
Arcadia to Fort Scott .....	1680	1115	1890	1680	2525	2950	3095
Fort Scott to Olathe .....	1765	1175	1985	1765	2650	3100	3255
Olathe to Kansas City .....	2665	1775	3000	2665	4000	4680	4915

## AFTON SUBDIVISION

TONNAGE CLASS OF ENGINES	21	26	27	34	42	50	52
Fort Scott to Edward .....	1150	765	1260	1150	1725	2015	2115
Edward to Columbus .....	2000	1330	2250	2000	3000	3500	3675
Columbus to Afton .....	3100	2065	3485	3100	4650	5425	5695
Afton to Quapaw .....	2000	1330	2250	2000	3000	3510	3685
Quapaw to Baxter Springs .....	2000	1330	2250	2000	4500	3510	3685
Baxter Springs to Beulah .....	2000	1330	2250	2000	3000	3510	3685
Beulah to Fort Scott .....	2215	1475	2490	2215	3325	3890	4085
Pittsburg to Opolis .....	2000	1330	2250	2000	3000	3510	3685
Opolis to Pittsburg .....	2000	1330	2250	2000	3000	3510	3685
Baxter Junction to Century .....	2000	1330	2250	2000	3000	3510	3685
Century to Baxter Junction .....	2000	1330	2250	2000	3000	3510	3685
Quapaw to Central Mill .....	3000	2000	3375	3000	4500	5265	5530
Central Mill to Quapaw .....	3000	2000	3375	3000	4500	5265	5530

## CARTHAGE SUBDIVISION

TONNAGE CLASS OF ENGINES	21	26	27	34	42	50	52
Monett to Oronogo .....	1215	805	1365	1215	1825	2135	2240
Oronogo to Columbus .....	1415	940	1590	1415	2125	2485	2610
Columbus to Oswego .....	1200	795	1350	1200	1800	2105	2210
Oswego to Neodesha .....	1330	885	1495	1330	2000	2340	2455
Joplin to Carl Junction .....	1150	765	1260	1150	2025	2015	2115
Joplin to Galena .....	1880	1250	2115	1880	2825	3305	3470
Galena to Baxter Springs .....	2665	1770	3000	2665	4000	4680	4915
Oronogo to Joplin .....	1150	765	1260	1150	1725	2015	2115
Joplin to Oronogo .....	1330	765	1495	1150	2000	2340	2455
Carl Junction to Joplin .....	1150	885	1260	1330	1725	2015	2115
Baxter Springs to Galena .....	2665	1770	3000	2665	4000	4680	4915
Galena to Joplin .....	1215	805	1365	1215	1825	2325	2440
Neodesha to Cherryvale .....	1300	860	1495	1300	1950	2275	2390
Cherryvale to Columbus .....	1510	995	1735	1510	2265	2630	2760
Columbus to Carthage .....	1700	1120	1955	1700	2550	2975	3125
Carthage to Monett .....	1315	875	1480	1315	1975	2310	2425

## WICHITA AND BURRTON SUBDIVISIONS

TONNAGE CLASS OF ENGINES	21	26	27	34	42	50	52
Neodesha to Piedmont .....	1215	805	1365	1215	1825	2135	2240
Piedmont to Beaumont .....	1015	675	1140	1015	1525	1780	1870
Beaumont to Wichita .....	1215	805	1365	1215	1825	2135	2240
Wichita to Burrton .....	2665	1770	3000	2665	4000	4680	4915
Burrton to Medora .....	1550	1030	1740	1550	2325	2720	2850
Medora to Ellsworth .....	1330	885	1495	1330	2000	2340	2450
Ellsworth to Medora .....	1215	805	1365	1215	1825	2135	2240
Medora to Burrton .....	1880	1250	2115	1880	2825	3305	3470
Burrton to Wichita .....	2665	1770	3000	2665	4000	4680	4915
Wichita to Augusta .....	1200	795	1350	1200	1800	2105	2210
Augusta to Beaumont .....	1330	885	1495	1330	2000	2340	2455
Beaumont to Severy .....	1550	1030	1740	1550	2325	2720	2855
Severy to Neodesha .....	1765	1175	1980	1765	2560	2995	3145

## PARSONS SUBDIVISION

TONNAGE CLASS OF ENGINES	21	26	27	34	42	50	52
Dennis to Cherokee .....	1500	995	1685	1500	2150	2515	2640
Cherokee to Pittsburg .....	2130	1420	2395	2130	3200	3200	3360
Pittsburg to Arcadia .....	1665	1105	1870	1665	2500	2925	3070
Arcadia to Pittsburg .....	1550	1030	1740	1550	2325	2720	2855
Pittsburg to Cherokee .....	1830	1220	2000	1830	2750	2750	2855
Cherokee to Dennis .....	1665	1105	1870	1665	2500	2925	3070

## 16. CLASSIFICATION OF ENGINES.

DIESEL UNIT NUMBER	DESIGNATION	CLASS OF SERVICE	TONNAGE CLASS	STEAM GENERATOR	MAX. SPEED IN SERVICE OR IN TOW UNLESS OTHERWISE PROVIDED (MPH)	BRIDGE CLASS (Cooper's Rating)	TONS LIGHT WEIGHT
1—3		SW	11	No	30	16	42
4—8		SW	13	No	35	16	42
A.T.&N. 11		SW	13	No	20	19.1	44
60—61		SW	26	No	45	36	94
A.T.&N. 101—111		RD-SW	34	No	60	39.5	114
200—237		SW	34	No	45	39.5	116
238—241		SW	34	No	45	38	110
250—265	NW-2	SW	34	No	45	40.3	119
270—281		SW	34	No	45	39.5	115
282—285		SW	34	No	45	40.3	118
290—294		SW	34	No	45	38	111
300—304	SW-7	SW	34	No	45	40.3	119
305—314	SW-9	SW	34	No	45	40.3	119
500—514	GP-7	RD-SW	42	Yes	65	39.5	115
515—549	GP-7	RD-SW	42	No	65	39.5	115
550—554		RD-SW	42	No	65	39.5	113
555—556	GP-7	RD-SW	42	No	65	39.5	115
557—572	GP-7	RD-SW	42	Yes	65	39.5	115
573—597	GP-7	RD-SW	42	No	65	39.5	115
598—618	GP-7	RD-SW	42	Yes	65	39.5	115
619—632	GP-7	RD-SW	42	No	65	39.5	115
800—807	U-25	FRT.	52	No	70	41.7	115
2000—2005	EA-7	PASS.	21	Yes	85	41.9	149
2006—2022	E8-A	PASS.	27	Yes	85	43.7	151
5000—5004 5006 5008—5017	F37-A	FRT.	42	No	65	36.8	109
5005 & 5007	F39-A	FRT.	50	No	65	38.4	114
5018—5039	F7-A	FRT.	42	No	65	36.8	110
5040—5051	FP-7-A	FRT. PASS.	42	Yes	65	42.4	114
5100—5116	F37-B	FRT.	42	No	65	36.8	109
5117	F37-B	FRT. PASS.	42	No	65	36.8	109
5118—5125	F7-B	FRT.	42	No	65	36.8	110
5126—5139	F7-B	FRT. PASS.	42	No	65	36.8	109
5140—5144	F9-B	FRT. PASS.	50	No	65	38.0	112
5145—5152	F9-B	FRT. PASS.	50	No	65	39.0	113
5200—5231	A.L.Co. A	FRT.	42	No	65	38.3	111
5300—5315	A.L.Co. B	FRT.	42	No	65	38.3	108

(Above tonnage class is rating for one diesel unit, when more than one unit used combined rating of all units will apply).

**STOP DAMAGE TO FREIGHT  
BY COUPLING CARS  
NOT OVER 4 MPH**

**ALERT TODAY . . .  
ALIVE TOMORROW**

22. AVERAGE WEIGHT OF PASSENGER CARS.

KIND	Numbers	Air Conditioned		KIND	Numbers	Air Conditioned	
		No. Tons	Yes Tons			No. Tons	Yes Tons
Instruction Car	50	80		Baggage	352	69	
Steam Generator	{ 51	88		"	353	68	
Instruction Car	{ 52	88		"	355	67	
Car	54	73		"	359	69	
Baggage	101	79		"	360	68	
"	106	78		"	362—365	72	
"	134	78		"	367	74	
"	135	78		"	368	71	
Mail & Baggage	201	68		"	369	66	
"	202—204	71		"	370	73	
"	205	68		"	371	75	
"	206 & 208	71		"	372	74	
"	209	72		"	373—374	76	
"	210—212	70		"	375	70	
"	214	68		"	376	73	
"	216	69		"	378—379	76	
"	217	73		"	380—390	67	
"	218—225	71		"	393	58	
"	251—252	55		"	394	65	
Baggage	304	66		"	395	66	
"	306 & 309	61		"	412	68	
"	312	67		"	425—439	69	
"	315	62		"	440	75	
"	322	59		"	441—443	66	
"	325	61		"	444—445	68	
"	333	61		"	450—451	35	
"	336	69		Non-working Baggage	452—464	34	
"	337 & 339	70		Box-Express	465—469	23	
"	341	76		Dining Car	638	102	
"	342	70		"	640	97	
"	343	71		"	641	99	
"	344	73		"	650	68	
"	346	70		Coach	751—757	84	
"	348	69		"	759	80	
"	349	61		"	761	82	
				"	762	82	
				"	765—770	79	
				"	771	82	
				"	772—775	81	
				Coach	1053—1060	81	
				"	1062	84	
				"	—1064	83	
				"	1068	81	
				"	1071—1074	83	
				"	1081—1085	81	

22. AVERAGE WEIGHT OF PASSENGER CARS (Continued).

KIND	Numbers	Air Conditioned		KIND	Numbers	Air Conditioned	
		No. Tons	Yes Tons			No. Tons	Yes Tons
Dormitory-Coach	1095—1096		64	Coach-Lge.-Buffet	1650—1652		65
Coach	1102 & 1103		81	Postal	2041 & 2043	58	
"	1107—1108		82	"	2045	69	
"	1203		82	"	2049	74	
"	1206		79	"	2050	65	
"	1207—1208		82	Storage Mail-De Luxe	2054	60	
"	1209—1211		78	Coach	Wichita		83
"	1213		78	"	Enid		90
"	1250—1258		64	"	Ft. Smith		87
"	1259		68	"	Okmulgee		80
Sleeper-Observation Lounge	1350		66	"	Joplin		82
"	1401—1402		102	Lounge-Diner	Kan. City		104
Sleeper	1450—1466		69	"	Birm'ham		103
Cafe-Lounge	1506		109	"	Memphis		105
Diner-Lounge				Business Car	Saint Louis		94
Observation	1550 & 1551		68	"	S. Francisco		115
Buffet	1601—1603		85	"	Tennessee		109
Buffet-Lge.	Glendale		89	"	Missouri		107
				"	Springfield		109
				"	Alabama		106
				"	Oklahoma		110
				"	Kansas		105

23. TABLE OF SPEEDS.

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

24. BRIDGE CLASS OF DERRICKS AND BRIDGE CRANE 209

Number	Weight Lbs.	Cap'y Tons	Br. Class	Number	Weight Lbs.	Cap'y Tons	Br. Class
*99021	385,600	250	E-62.9	99029	266,940	160	E-60.0
*99022	385,600	250	E-62.9	99030	196,000	100	E-48.3
99024	273,300	160	E-61.2	99032	197,100	100	E-48.2
*99025	388,000	250	E-63.3	99033	191,500	100	E-47.1
BC-209	189,300	100	E-46.7	99034	200,000	100	E-49.2

(Converted Derrick)

\* Diesel Electric.