

SAFETY FIRST



# MISSOURI PACIFIC RAILROAD COMPANY

---

**CENTRAL KANSAS  
DIVISION**

---

## TIME TABLE No. 31

Taking Effect at 12:01 A. M.

**SUNDAY, SEPTEMBER 29, 1929**

Superseding Time Table No. 30, dated July 23, 1929,  
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT  
OF EMPLOYEES ONLY.

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

---

CENTRAL STANDARD TIME

---

J. CANNON, Vice-President and General Manager.  
R. C. WHITE, Assistant General Manager.  
D. O. OUELLET, Gen'l Superintendent Transportation.  
W. F. KIRK, General Superintendent.  
C. J. BROWN, Superintendent.

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CENTRAL STANDARD TIME

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J. CANNON, Vice-President and General Manager.  
R. C. WHITE, Assistant General Manager.  
D. O. OUELLET, Gen'l Superintendent Transportation.  
W. F. KIRK, General Superintendent.  
C. J. BROWN, Superintendent.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Kansas City, Mo.	Cent. Kan. 11	Eastern 11	11:05 p. m.	1 Hr., 30 Min.	For passengers or equipment. (Cent. Kans. #11 departs via A. T. & S. F. Ry.). When passengers reported. For Colorado or beyond passengers.
" " "	" " 11	C. & A. 11	9:45 p. m.	10 Min.	
" " "	" " 11	Eastern 209	9:45 p. m.	10 Min.	
" " "	" " 31	" " 13	8:30 a. m.	30 Min.	
" " "	" " 31	" " 9	8:30 a. m.	30 Min.	
" " "	" " 115	C. G. W. 3	8:15 a. m.	15 Min.	
" " "	" " 115	Eastern 11	12:00 Mid.	30 Min.	
" " "	" " 115	Omaha 110	12:30 a. m.	1 Hr.	
" " "	" " 117	" " 104	5:15 p. m.	15 Min.	
" " "	" " 117	Eastern 15	5:15 p. m.	15 Min.	
" " "	Eastern 208	Cent. Kan. 12	9:40 a. m.	30 Min.	
" " "	" " 16	" " 118	12:45 p. m.	15 Min.	
" " "	Omaha 103	" " 12	9:15 a. m.	15 Min.	
" " "	" " 103	" " 116	9:15 a. m.	15 Min.	
Osawatomie	Cent. Kan. 31	Sou. Kan. 118	10:55 a. m.	30 Min.	
" " "	Sou. Kan. 151	Cent. Kan. 31	11:35 a. m.	1 Hr.	
" " "	Cent. Kan. 116	Sou. Kan. 116		Indefinitely	
" " "	" " 118	" " 118		"	
" " "	" " 118	Cent. Kan. 32	10:30 a. m.	40 Min.	
" " "	" " 33	" " 117		Indefinitely	
Lomax	" " 31	" " 641	12:33 p. m.	1 Hr.	
" " "	" " 641	" " 31	12:33 p. m.	1 Hr.	
Garnett	" " 641	Sou. Kan. 118	10:10 a. m.	1 Hr.	
" " "	" " 642	" " 117	8:36 p. m.	1 Hr.	
" " "	Sou. Kan. 117	Cent. Kan. 642	7:46 p. m.	10 Min.	
" " "	" " 118	" " 641	9:20 a. m.	10 Min.	
Blue Mound	Joplin 737	" " 641	8:30 a. m.	20 Min.	When passengers reported.
" " "	Cent. Kan. 641	Joplin 737	8:20 a. m.	10 Min.	
Geneseo	" " 31	Wichita 413	6:50 p. m.	1 Hr.	For passengers or equipment.
Hoisington	Cent. Kan. 12	Colorado 12		Indefinitely	
" " "	" " 62	" " 32		"	

KANSAS CITY DISTRICT—KANSAS CITY TO SOUTHERN KANSAS JCT.

Station Numbers	Miles from St. Louis	TIME TABLE No. 31 Taking Effect SEPTEMBER 29, 1929	TRAINS WESTWARD								
			FIRST CLASS								
			31	117	33	11	115				
STATIONS			Daily	Daily	Daily	Daily	Daily				
ST. LOUIS			L 10 10PM	L 9 00AM		L 2 02PM	L 2 02PM				
CS. KANSAS CITY (Un. Station)			L 8 00AM	L 5 00PM		L 9 35PM	L 11 30PM				
B 1	279.06	CS. EAST YARD									
		0.82									
	278.24	K. C. S. W. JUNCTION.. Y									
		0.42									
	278.66	Kansas City Term'l Ry. Cros'g									
		0.57									
	279.13	Kansas City Term'l Ry. Cros'g									
		0.10									
	279.23	Kansas City Term'l Ry. Conn.	8 16	5 16			11 46				
		0.11									
	279.34	Kansas City Ry. Co. Crossing									
		1.08									
288	280.26	CENTROPOLIS	s 8 18								
		0.17									
	280.43	FRISCO RY. CONNECTION	8 19	5 20			11 49				
		2.83									
291	283.26	P. LEEDS	s 8 25	5 25			11 55PM				
		1.26									
	284.52	K. C. S. R. R. CROSSING									
		1.24									
294	285.76	P. HY-TEX	8 31	5 30			12 01AM				
		3.24									
Yd.	289.00	P. PROSPECT									
		0.42									
	289.42	ST. L.-S. F. R. R. CROSSING									
		0.01									
	289.43	CS. S. N. TOWER	8 37	5 37			12 07				
		0.57									
298	290.00	P. DODSON	s 8 39	5 38			12 08				
		3.80									
302	293.80	P. RED BRIDGE	8 46	5 43			12 14				
		3.71									
305	297.51	P. MARTIN CITY, MO.	s 8 54	5 49			12 20				
		2.45									
308	299.96	CS. KENNETH, KAN.	s 8 59	5 52			12 24				
		0.58									
	300.54	WATER TANK									
		3.29									
	303.82	P. B. H. SIDING	9 07	5 58			12 29				
		2.83									
314	306.66	P. STILWELL	s 9 14	c 6 03			12 34				
		4.95									
319	311.61	CS. BUCYRUS	s 9 24	6 10			f 12 43				
		4.14									
324	315.75	P. CHILES	s 9 33	6 16			c 12 50				
		2.30									
326	318.05	CS. WAGSTAFF	s 9 38	c 6 20			12 54				
		4.50									
330	322.55	P. LENTO	9 45	6 26			1 00				
		3.49									
	326.04	M. K. & T. R. R. Crossing									
		0.23									
334	326.27	CS. PAOLA	s 9 54	s 6 33			s 1 07				
		0.56									
	326.83	St. L.-S. F. R. R. Crossing									
		0.13									
	326.96	M. K. & T. R. R. Crossing									
		2.58									
	329.54	P. J. B. SIDING					1 14				
		3.63									
341	333.17	CS. OSAWATOMIE DEPOT	s 10 10	s 6 39	L 7 00PM		s 1 20				
		1.39	s 10 25	s 6 55			s 1 27				
341	334.50	P. OSAWATOMIE YARD.. (WCT	10 28	6 58	7 02		1 29				
		0.06									
	334.56	CS. SOUTHERN KANS. JCT.	A 10 29AM	A 6 59PM	A 7 04PM		A 1 30AM				
		57.14	Daily	Daily	Daily	Daily	Daily				

# KANSAS CITY DISTRICT—SOUTHERN KANSAS JCT. TO KANSAS CITY

<b>TIME TABLE</b> <b>No. 31</b> Taking Effect <b>SEPTEMBER 29, 1929</b>		<b>TRAINS EASTWARD</b>							
		<b>FIRST CLASS</b>							
		116	12	32	118	34			
STATIONS		Daily	Daily	Daily	Daily	Daily			
ST. LOUIS		A 4 10PM	A 4 10PM		A 8 00PM	A 7 43AM			
CS. KANSAS CITY (Union Station)		A 7 30AM	A 8 20AM		A 11 50AM	A 10 45PM			
Yd. 279.06 CS. EAST YARD									
0.82 K. C. S. W. JUNCTION..Y									
0.42 Kansas City Term'l Ry. Cros'g									
0.57 Kansas City Term'l Ry. Cros'g									
0.10 Kansas City Term'l Ry. Conn.		7 13			11 34	10 32			
0.11 Kansas City Ry. Co. Crossing									
1.08 CENTROPOLIS						f 10 27			
0.17 FRISCO RY. CONNECTION		7 10			11 31	10 26			
2.83 P. LEEDS		7 05			d 11 25	s 10 20			
1.26 K. C. S. R. R. CROSSING									
1.24 P. HY-TEX		6 59			11 20	10 14			
3.24 Yd. 289.00 P. PROSPECT									
0.42 ST. L.-S. F. R. R. CROSSING									
0.01 289.43 CS. S. N. TOWER		6 53			11 15	10 07			
0.57 290.00 P. DODSON		6 51			d 11 14	s 10 05			
3.80 293.80 P. RED BRIDGE		6 44			11 07	9 57			
3.71 108 297.51 P. MARTIN CITY, MO.		6 37			11 00	f 9 50			
2.45 299.96 CS. KENNETH, KAN.		6 33			10 56	f 9 44			
0.58 300.54 WATER TANK									
3.29 102 303.83 P. B. H. SIDING		6 27			10 48	9 35			
2.83 100 306.66 P. STILWELL		6 22			d 10 43	s 9 30			
4.95 311.61 CS. BUCYRUS		f 6 15			d 10 35	s 9 20			
4.14 78 315.73 P. CHILES		c 6 08			d 10 28	s 9 11			
2.30 318.03 CS. WAGSTAFF		W 6 04			d 10 23	s 9 06			
4.50 100 322.53 P. LENTO		5 57			10 15	8 57			
3.49 326.04 M. K. & T. R. R. Crossing									
0.23 72 326.27 CS. PAOLA		s 5 50			s 10 08	s 8 50			
0.56 326.83 St. L.-S. F. R. R. Crossing									
0.13 326.96 M. K. & T. R. R. Crossing									
2.58 329.54 P. J. B. SIDING		5 42			9 58	s 8 42			
3.63 333.17 CS. OSAWATOMIE DEPOT		s 5 35			s 9 50	s 8 35			
1.39 334.50 P. OSAWATOMIE YARD (WCT)		5 26			9 41	8 25			
0.06 334.56 CS. SOUTHERN KANS. JCT.		L 5 25AM			L 9 15AM	L 8 24PM			
57.14		Daily	Daily	Daily	Daily	Daily			

**4 KANSAS CITY DISTRICT—KANSAS CITY TO SOUTHERN KANS. JCT.**

Station Numbers	Miles from St. Louis	<b>TIME TABLE</b> <b>No. 31</b> Taking Effect <b>SEPTEMBER 29, 1929</b>	<b>TRAINS WESTWARD</b> <b>SECOND CLASS</b>							<b>161</b> Red Ball Freight Daily	<b>69</b> Red Ball Freight Daily	<b>173</b> Red Ball Freight Daily	<b>61</b> Red Ball Freight Daily	<b>71</b> Red Ball Freight Daily	Joplin Division <b>261</b> Red Ball Freight Daily	<b>167</b> Red Ball Freight Daily	Joplin Division <b>263</b> Red Ball Freight Daily	<b>477</b> Red Ball Freight Daily										
			<b>STATIONS</b>																									
		<b>ST. LOUIS</b>																										
		CS. <b>KANSAS CITY (Union Station)</b> ...																	10 00AM		L 11 59PM	L 7 45PM						
B 1	279.06	CS. <b>EAST YARD</b> ...	L 2 00AM	L 4 00AM		L 5 30PM	L 10 30AM	L 6 45PM	L 8 30PM	L 7 45PM	L 10 15PM																	
	278.24	0.32 K. C. S. W. JUNCTION..Y	2 10	4 10		5 40	10 40	6 55	8 40	7 55	10 25																	
	278.66	0.42 Kansas City Term'l Ry. Cros'g																										
	279.13	0.57 Kansas City Term'l Ry. Cros'g																										
	279.23	0.10 Kansas City Term'l Ry. Conn.																										
	279.34	0.11 Kansas City Ry. Co. Crossing																										
288	280.26	1.05 CENTROPOLIS																										
	280.43	0.17 FRISCO RY. CONNECTION	2 20	4 20		5 50	10 50	A 7 05PM	8 51	A 8 05PM	10 35																	
291	283.26	2.83 P. LEEDS	2 30	4 30		6 00PM	11 00AM		9 00PM		10 45PM																	
	284.52	1.26 K. C. S. R. R. CROSSING																										
294	285.76	1.24 P. HY-TEX																										
Yd.	289.06	3.24 P. PROSPECT																										
	289.42	0.42 ST. L.-S. F. R. R. CROSSING																										
	289.43	0.01 CS. S. N. TOWER																										
298	290.00	0.57 P. DODSON																										
302	293.80	3.80 P. RED BRIDGE																										
303	297.51	3.71 P. MARTIN CITY, MO.																										
308	299.96	2.45 CS. KENNETH, KAN.																										
	300.54	0.58 WATER TANK																										
	303.83	3.29 P. B. H. SIDING																										
314	306.66	2.83 P. STILWELL																										
319	311.61	4.95 CS. BUCYRUS																										
324	315.75	4.14 P. CHILES																										
326	318.05	2.30 CS. WAGSTAFF																										
330	322.55	4.50 P. LENTO																										
	326.04	3.49 M. K. & T. R. R. Crossing																										
334	326.27	0.23 P. PAOLA																										
	326.83	0.56 St. L.-S. F. R. R. Crossing																										
	326.96	0.13 M. K. & T. R. R. Crossing																										
	329.54	2.58 P. J. B. SIDING																										
341	333.17	3.63 CS. OSAWATOMIE DEPOT																										
	334.50	1.39 P. OSAWATOMIE YARD. §WCT																										
	334.56	0.06 CS. SOUTHERN KANS. JCT.	A 7 05AM	A 7 30AM	A 8 05AM	A 12 10AM <sup>72</sup> <sub>692</sub>	A 1 45PM <sup>692</sup>		A 2 05AM		A 3 20AM																	
57.14			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily																	

# KANSAS CITY DISTRICT—SOUTHERN KANS. JCT. TO KANSAS CITY

## TIME TABLE No. 31

Taking Effect  
SEPTEMBER 29, 1929

### TRAINS EASTWARD

#### SECOND CLASS

Siding Capacity in Cars	Miles from St. Louis	STATIONS	TRAINS EASTWARD																	
			72 Red Ball Freight Daily	170 Red Ball Freight Daily	Joplin Division 260 Red Ball Freight Daily	460 Red Ball Freight Daily	74 Red Ball Freight Daily	168 Red Ball Freight Daily	Joplin Division 262 Red Ball Freight Daily	60 Red Ball Freight Daily	160 <sup>o</sup> Red Ball Freight Daily									
		<b>ST. LOUIS</b>																		
		CS. KANSAS CITY (Union Station) .....																		A 5 00AM
		CS. EAST YARD .....	A 5 00AM	A 8 00AM	A 5 30AM					A 10 00AM	A 9 00AM	A 11 00AM	A 1 00AM							
Yd.	279.06	0.82 K. C. S. W. JUNCTION.. Y	4 55	7 55	5 25					9 50	8 55	10 50	12 55							
		0.42 Kansas City Term'l Ry. Cros'g																		
		0.57 Kansas City Term'l Ry. Cros'g																		
		0.10 Kansas City Term'l Ry. Conn.																		
		0.11 Kansas City Ry. Co. Crossing																		
Yd.	280.26	1.08 CENTROPOLIS .....																		
		0.17 FRISCO RY. CONNECTION	4 39	7 39	L 5 09AM					9 38	L 8 40AM	10 40	12 40							
		2.83 P. LEEDS .....	4 30	7 30						9 30		10 30	12 30AM							
		1.26 K. C. S. R. R. CROSSING .....																		
		1.24 P. HY-TEX .....																		
Yd.	289.06	3.24 P. PROSPECT .....																		
		0.42 ST. L.-S. F. R. R. CROSSING .....																		
e 1021	289.43	0.01 CS. S. N. TOWER .....																		
		0.03 P. DODSON .....																		
108	293.80	3.80 P. RED BRIDGE .....																		
		3.71 P. MARTIN CITY, MO. ....																		
e 931	299.96	2.45 CS. KENNETH, KAN. ....																		
w 1021	300.54	0.58 WATER TANK .....																		
102	303.83	3.29 P. B. H. SIDING .....																		
100	306.66	2.83 P. STILWELL .....																		
e 1021	311.61	4.95 CS. BUCYRUS .....																		
w 1021	315.75	4.14 P. CHILES .....																		
e 1021	318.05	2.30 CS. WAGSTAFF .....																		
w 1021	322.55	4.50 P. LENTO .....																		
		3.49 M. K. & T. R. R. Crossing .....																		
72	326.27	0.23 CS. PAOLA .....																		
		0.56 St. L.-S. F. R. R. Crossing .....																		
		0.13 M. K. & T. R. R. Crossing .....																		
e 330	329.54	2.58 P. J. B. SIDING .....																		
w 200	333.17	3.63 CS. OSAWATOMIE DEPOT ..																		
		1.39 P. OSAWATOMIE YARD.. {WCT							A 2 30AM	A 5 30AM										
Yd.	334.50	0.06 CS. SOUTHERN KANS. JCT. ..	L 12 01AM	L 1 15AM				L 2 25AM	L 5 20AM	L 5 15AM		L 5 30AM	L 7 30PM							
		57.14	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							

## KANSAS CITY DISTRICT—KANSAS CITY TO SOUTHERN KANS. JCT.

Station Numbers	Miles from St. Louis	TIME TABLE No. 31 Taking Effect SEPTEMBER 29, 1929	TRAINS WESTWARD							
			SECOND CLASS			THIRD CLASS				
			151 Mixed	269 Red Ball Freight		91 Local Freight	93 Local Freight	81 Tonnage	83 Tonnage	691 Local Freight
STATIONS			Daily Ex. Sunday	Daily		Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily
		ST. LOUIS								
		CS... KANSAS CITY (Union Station)...								
B 1	279.06	CS... EAST YARD		L 11 30AM		L 9 00AM		L 4 30AM	L 11 15AM	
	278.24	... K. C. S. W. JUNCTION.. Y		11 35		9 05		4 40	11 25	
	278.66	... Kansas City Term'l Ry. Cros'g								
	279.13	... Kansas City Term'l Ry. Cros'g								
	279.23	... Kansas City Term'l Ry. Conn.								
	279.34	... Kansas City Ry. Co. Crossing								
288	280.26	... CENTROPOLIS				s 9 16				
	280.43	... FRISCO RY. CONNECTION.		A 11 50AM		9 17		4 56	11 40AM	
291	283.26	P... LEEDS				f 9 25		5 15	12 01PM	
	284.52	... K. C. S. R. R. CROSSING								
294	285.76	P... HY-TEX				9 35				
Yd.	289.00	P... PROSPECT				9 50				
	289.42	... ST. L.-S. F. R. R. CROSSING								
	289.43	CS... S. N. TOWER				10 00				
298	290.00	P... DODSON				s 11 20				
302	293.80	P... RED BRIDGE				f 11 30				
305	297.51	P... MARTIN CITY, MO.				f 11 40				
308	299.96	CS... KENNETH, KAN.				f 11 45				
	300.54	... WATER TANK	W							
	303.83	P... B. H. SIDING				11 55AM				
314	306.66	P... STILWELL				f 12 05PM				
319	311.61	CS... BUCYRUS				f 12 18				
324	315.75	P... CHILES				f 12 28				
326	318.05	CS... WAGSTAFF	W*			s 12 35				
330	322.55	P... LENTO				12 45				
	326.04	... M. K. & T. R. R. Crossing								
334	326.27	CS... PAOLA				s 2 00				
	326.83	... St. L.-S. F. R. R. Crossing								
	326.96	... M. K. & T. R. R. Crossing								
	329.54	P... J. B. SIDING				2 15				
341	333.17	CS... OSAWATOMIE DEPOT		L 10 35AM		s 2 30				
	334.50	P OSAWATOMIE YARD.. §WCT				A 2 40PM	L 6 55AM	A 8 45AM	A 3 45PM	L 12 40AM
	334.56	CS... SOUTHERN KANS. JCT.		A 10 55AM			A 7 00AM			A 12 45AM
	57.14			Daily Ex. Sunday	Daily		Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily

# KANSAS CITY DISTRICT—SOUTHERN KANS. JCT. TO KANSAS CITY

<b>TIME TABLE</b> <b>No. 31</b> Taking Effect SEPTEMBER 29, 1929		<b>TRAINS EASTWARD</b>										
		<b>SECOND CLASS</b>				<b>THIRD CLASS</b>						
		<b>150</b> Mixed				<b>90</b> Local Freight	<b>92</b> Local Freight	<b>80</b> Tonnage	<b>82</b> Tonnage	<b>692</b> Local Freight		
<b>STATIONS</b>	Daily Ex. Sunday			Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily				
<b>ST. LOUIS</b>												
<b>CSKANSAS CITY (Union Station)</b>												
Yd.	279.06	CS	EAST YARD					A 3 00PM		A 4 30PM	A 10 15PM	
	278.24		K. C. S. W. JUNCTION..Y					2 45		4 25	10 10	
	278.66		Kansas City Term'l Ry. Cros'g									
	279.13		Kansas City Term'l Ry. Cros'g									
	279.23		Kansas City Term'l Ry. Conn.									
	279.34		Kansas City Ry. Co. Crossing									
	280.26		CENTROPOLIS									
	280.43		FRISCO RY. CONNECTION					2 22		4 10	9 55	
	62 283.26	P	LEEDS					2 12		4 00	9 45	
	284.52		K. C. S. R. R. CROSSING									
	60 285.76	P	HY-TEX					1 55				
	Yd. 289.00	P	PROSPECT					1 45PM				
	289.42		ST. L.-S. F. R. R. CROSSING									
	e102 tr97 289.43	CS	S. N. TOWER					11 20AM				
	290.00	P	DODSON					s 11 15				
	293.80	P	RED BRIDGE					9 55				
	108 297.51	P	MARTIN CITY, MO.					f 9 46				
	e 931 tr102 299.96	CS	KENNETH, KAN.					f 9 40				
	300.54		WATER TANK	W								
	102 303.83	P	B. H. SIDING					9 27				
	100 306.66	P	STILWELL					f 9 20				
	e102 tr102 311.61	CS	BUCYRUS					f 9 05				
	78 315.75	P	CHILES					f 8 50				
	e102 tr102 318.05	CS	WAGSTAFF	W*				s 8 40				
	100 322.55	P	LENTO					8 27				
	326.04		M. K. & T. R. R. Crossing									
	72 326.27	CS	PAOLA					s 8 15				
	326.83		St. L.-S. F. R. R. Crossing									
	326.96		M. K. & T. R. R. Crossing									
	e3301 tr200 329.54	P	J. B. SIDING					7 15				
	333.17	CS	OSAWATOMIE DEPOT					s 7 05				
	Yd. 334.50	P	OSAWATOMIE YARD.. §WCT					L 7 00AM	A 3 20PM	L 12 01PM	L 5 45PM	A 12 15AM
	334.56	CS	SOUTHERN KANS. JCT.					L 3 15PM				L 12 10AM <sup>61</sup>
	57.14				Daily Ex. Sunday			Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily



# 8 OSAWATOMIE DISTRICT—SOUTHERN KANS. JCT. TO COUNCIL GROVE

Station Numbers	Miles from St. Louis	TIME TABLE No. 31 Taking Effect SEPTEMBER 29, 1929	TRAINS WESTWARD							
			FIRST CLASS			SECOND CLASS			THIRD CLASS	
			31 Passenger	33 Passenger	11 Passenger	61 Red Ball Freight	69 Red Ball Freight	71 Red Ball Freight	691 Local Freight	93 Local Freight
STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday		
334.56		CS. SOUTHERN KANS. JCT. ....	L 10 29AM	L 7 04PM		L 12 10AM <sup>72</sup>	L 7 30AM	L 1 45PM	L 12 45AM	L 7 00AM
346 338.10	3.54	P. O'BRIEN .....	f 10 35	7 10		12 25	7 45	2 00	1 00	f 7 12
351 343.35	5.25	D. RANTOUL .....	*s 10 45	7 18		12 38	8 00	2 15	1 15	s 7 25
355 346.93	3.58	P. IMES .....	*f 10 51	7 23		12 44	8 10	<b>2 25</b> <sup>92</sup>	1 22	s 7 32
362 354.16	7.23	N. OTTAWA .....	W s 11 02	s 7 34		1 05	<b>8 35</b> <sup>93</sup>	2 42	1 45	s <b>8 35</b> <sup>32</sup>
354.43	0.27	A. T. & S. F. R. R. CROSSING .....								
357.17	2.74	A. T. & S. F. R. R. CROSSING .....								
	0.00	CS. H. U. TOWER .....	11 10	7 39	L 11 05PM <sup>692</sup>					
368 360.60	3.43	P. RICHTER .....	f 11 17	<b>7 45</b> <sup>34</sup>	11 10	1 25	8 50	3 00	2 05	f 9 25
373 364.75	4.15	D. POMONA .....	*s 11 25	7 51	11 15	1 35	9 00	3 10	2 15	s 9 40
376 368.32	3.57	CS. LOMAX .....	*WCY s 11 33 <sup>92</sup>	f 7 57	11 23	1 50	9 15	3 20	<b>A 2 30AM</b>	s 10 05
	0.01	TOPEKA DISTRICT Crossing .....								
383 375.33	7.00	D. VASSAR .....	*s 11 46	8 07	11 33	2 15	9 32	3 40		s 10 35
385 376.85	1.52	P. D. K. SIDING .....	11 48	8 09	11 35	2 20	9 35	3 44		<b>11 04</b> <sup>92</sup>
386 378.60	1.75	P. LYNDON .....	*s 11 51	8 11						s 11 20
389 381.18	2.58	P. MADALINE .....	11 56AM	8 15	11 41	<b>2 45</b> <sup>74</sup>	9 47	3 55		11 30AM
381.51	0.33	A. T. & S. F. R. R. CROSSING .....								
386.21	4.70	A. T. & S. F. R. R. CROSSING .....								
394 386.49	0.28	CS. OSAGE CITY .....	*s 12 10PM <sup>93</sup>	<b>8 22</b> <sup>72</sup>	f 11 48	<b>3 00</b> <sup>60</sup>	<b>10 00</b> <sup>92</sup>	4 08		s <b>12 10PM</b> <sup>31</sup>
399 390.91	4.42	P. RAPP .....	f 12 18	8 28	11 54PM	3 10	10 10	4 20		f 12 40
403 395.48	4.57	D. MILLER .....	*W s 12 28	8 34	12 01AM	3 21	10 20	4 32		s 1 00
410 401.99	6.51	N. ADMIRE .....	*s 12 40	f 8 42	12 11	3 35	10 35	4 48		s 1 25
414 405.83	3.84	D. ALLEN .....	*Y s 12 50	8 47	12 17	3 45	10 45	5 00		s 1 40
410.00	4.17	WATER TANK .....								
419 411.04	1.04	CS. BUSHONG .....	*s 1 00	8 53	12 24	3 57	10 57	5 13		s 1 57
425 416.94	5.90	D. COMISKEY .....	*f 1 10	9 00	12 32	4 12	11 10	5 27		s 2 15
432 424.51	7.57	COUNCIL GROVE YARD WCT .....	1 23	9 09	<b>12 42</b> <sup>74</sup>	<b>A 4 35AM</b>	<b>A 11 30AM</b>	<b>A 5 45PM</b> <sup>72</sup>		<b>A 2 40PM</b>
424.56	0.05	M. K. & T. R. R. CROSSING .....								
432 424.62	0.06	CS. COUNCIL GROVE DEPOT .....	A s 1 25PM	A s 9 10PM	A s 12 43AM					
	91.45		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday

OSAWATOMIE DISTRICT—COUNCIL GROVE TO SOUTHERN KANS. JCT. 9

Sliding in C.	Miles from St. Louis	TIME TABLE No. 31 Taking Effect SEPTEMBER 29, 1929	TRAINS EASTWARD								
			FIRST CLASS			SECOND CLASS			THIRD CLASS		
			12 Passenger	32 Passenger	34 Passenger	74 Red Ball Freight	60 Red Ball Freight	72 Red Ball Freight	92 Local Freight	692 Local Freight	
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily		
334.56		CS. SOUTHERN KANS. JCT.		A 9 15AM	A 8 24PM		A 5 20AM	A 5 30AM	A 12 01AM <sup>61</sup>	A 3 15PM	A 12 10AM <sup>61</sup>
74	338.10	P. O'BRIEN		f 9 08	8 17		5 05	5 15	11 40PM	f 2 58	11 57PM
72	343.35	D. RANTOUL		s 8 58	8 10		4 47	5 00	11 15	s 2 40	11 43
73	346.93	P. IMES		f 8 50	8 05		4 35	4 50	11 00	s 2 25 <sup>71</sup>	11 32
76	354.16	N. OTTAWA	W	s 8 35	<sup>93</sup> <sub>69</sub> 8 56		4 15	4 30	10 35	s 2 00	11 10
354.43		A. T. & S. F. R. R. CROSSING									
357.17		A. T. & S. F. R. R. CROSSING									
10		CS. H. U. TOWER		A 6 45AM	8 25	7 50					11 00 <sup>11</sup>
72	360.60	P. RICHTER		6 39	f 8 19	7 45 <sup>33</sup>	3 55	4 10	10 10	f 12 45	10 47
364.75		D. POMONA		6 33	s 8 13	7 40	3 40	4 00	9 57	s 12 30PM	10 35
73	368.32	CS. LOMAX	*WCY	6 21	s 8 06	f 7 35	3 25	3 50	9 40	s 11 33AM <sup>31</sup>	L 10 25PM
368.33		TOPEKA DISTRICT Crossing									
375.33		D. VASSAR		6 12	s 7 55	7 26	3 05	3 31	9 15	f 11 15	
80	376.85	P. D. K. SIDING		6 08	7 52	7 24	3 00	3 27	9 10	11 04 <sup>93</sup>	
378.60		P. LYNDON		s 7 49						f 10 50	
63	381.18	P. MADALINE		6 04	7 44	7 18	2 45 <sup>61</sup>	3 15	8 50	10 40	
381.51		A. T. & S. F. R. R. CROSSING									
386.21		A. T. & S. F. R. R. CROSSING									
72	386.49	CS. OSAGE CITY	*f	5 56	s 7 34	s 7 11	2 30	3 00 <sup>61</sup>	8 22 <sup>33</sup>	s 10 00 <sup>69</sup>	
390.91		P. RAPP		5 51	f 7 27		2 17	2 47	8 05	f 9 25	
58	395.48	D. MILLER	*W	5 45	s 7 20	6 59	2 06	2 32	7 50	s 9 10	
80	401.99	N. ADMIRE	*	5 37	s 7 08	f 6 49	1 50	2 12	7 30	s 8 50	
74	405.83	D. ALLEN	*Y	5 32	s 7 00	6 43	1 40	2 02	7 15	s 8 35	
410.00		WATER TANK	W								
62	411.04	CS. BUSHONG	*	5 25	s 6 50	6 36	1 27	1 48	6 55	s 8 15	
73	416.94	D. COMISKEY	*	5 16	f 6 40	6 28 <sup>72</sup>	1 10	1 30	6 28 <sup>34</sup>	s 7 55	
Yd.	424.51	COUNCIL GROVE YARD	WCT	5 05	6 28	6 17	L 12 45AM <sup>11</sup>	L 1 10AM	L 5 45 PM <sup>71</sup>	L 7 30AM	
424.56		M. K. & T. R. R. CROSSING									
424.62		CS. COUNCIL GROVE DEPOT		L 5 02AM	L 6 25AM	L 6 15PM					
	91.45			Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily

10 COUNCIL GROVE DISTRICT—COUNCIL GROVE TO HOISINGTON

Station Number	Miles from St. Louis	TIME TABLE No. 31 Taking Effect SEPTEMBER 29, 1929	TRAINS WESTWARD						
			FIRST CLASS						
			11 Passenger	31 Passenger	33 Passenger	411 Passenger	413 Passenger		
STATIONS			Daily	Daily	Daily	Daily	Daily		
432	424.62	CS. COUNCIL GROVE DEPOT	L 12 50AM	L 1 40PM	L 9 15PM				
439	431.90	P. HELMICK	1 01	f 1 55	9 25				
444	430.48	CS. WILSEY	1 08	s 2 06 <sup>94</sup>	9 31				
452	443.04	D. DELAVAN	1 18	s 2 22	9 40				
457	449.00	P. DORLEY	1 24	2 32	9 46				
459	451.27	CS. HERINGTON	s 1 30	s 2 40 <sup>72</sup>	s 9 50				
451	68	WATER TANK	W						
451	70	C. R. I. & P. R. R. CROSSING							
467	459.39	D. HOPE	1 43	2 55	10 01 <sup>74</sup>				
460	26	CS. H. O. TOWER	1 44	2 57					
460	29	A. T. & S. F. R. R. CROSSING							
471	463.68	P. SWAYNE	1 50	f 3 07	10 07				
476	467.92	D. ELMO	1 56	s 3 15	10 13 <sup>60</sup>				
479	471.60	D. CARLTON	2 00	s 3 25	10 18				
487	478.81	CS. GYPSUM CITY *WCY	2 13	A s 3 40PM	A s 10 30PM				
495	487.13	P. HALLVILLE	2 25						
499	491.21	P. BRIDGEFORT	2 31						
495	95	U. P. R. R. CROSSING							
504	496.27	N. LINDSBORG	s 2 37						
510	502.53	P. FREEMOUNT							
505	64	MARQUETTE JUNCTION							
513	505.67	CS. MARQUETTE *WY	f 2 50 <sup>12</sup>	L 5 15PM					
521	513.27	P. LANGLEY	3 01	f 5 28 <sup>74</sup>					
526	517.97	D. CRAWFORD	3 07	s 5 38					
524	21	KANAPOLIS JCT.							
524	22	A. T. & S. F. R. R. CROSSING							
532	524.56	CS. GENESEO *WCY	s 3 20	s 5 50 <sup>414</sup>	L 4 30AM	L 6 05PM			
525	08	WICHITA JCT., EAST	3 21	5 51	A 4 32AM	A 6 07PM			
525	58	WICHITA JCT., WEST	3 22	5 52					
526	03	P. G. W. SIDING							
529	72	ST. L.-S. F. R. R. CROSSING							
538	530.49	D. FREDERICK	3 30	s 6 00					
545	537.61	D. BUSHTON *W	3 40	s 6 13					
553	545.23	CS. CLAFLIN	3 50	s 6 26					
561	552.81	P. REDWING	4 00	f 6 40 <sup>60</sup>					
567	558.82	CS. HOISINGTON WCTY	A s 4 10AM	A s 6 50PM					
		PUEBLO	A 11 05AM	A 6 00AM					
	134.20		Daily	Daily	Daily	Daily	Daily		

MANUAL BLOCK

VIA SALINA

# COUNCIL GROVE DISTRICT—HOISINGTON TO COUNCIL GROVE

Miles from St. Louis	Siding in C.	TIME TABLE No. 31 Taking Effect SEPTEMBER 29, 1929	TRAINS EASTWARD					
			FIRST CLASS					
			12 Passenger	34 Passenger	32 Passenger	412 Passenger	414 Passenger	
STATIONS		Daily	Daily	Daily	Daily	Daily		
424.62		CS. COUNCIL GROVE DEPOT... 7.28	As 4 55AM <sup>61</sup>	As 6 10PM <sup>71</sup>	As 6 10AM			
80 431.90	P	HELMICK... 4.58	4 45	5 59	f 5 52			
80 436.48	CS	WILSEY... 7.46	4 38	5 52	s 5 40 <sup>61</sup>			
66 443.94	D	DELAVAN... 5.06	4 27	5 42	s 5 22			
84 449.00	P	DORLEY... 2.27	4 20	5 34	5 10			
68 451.27	CS	HERINGTON... 0.41	s 4 15	s 5 30	s 5 05			
451.68		WATER TANK... 0.02	W					
451.70		C. R. I. & P. R. R. CROSSING... 7.69						
71 459.39	D	HOPE... 0.87	4 02	5 15	s 4 37			
460.26	CS	H. O. TOWER... 0.03	4 01	5 14	4 35			
460.29		A. T. & S. F. R. R. CROSSING... 3.39						
73 463.68	P	SWAYNE... 4.24	3 57	5 08	f 4 30			
71 467.92	D	ELMO... 3.68	3 51	5 02	s 4 22			
69 471.60	D	CARLTON... 7.21	3 45	4 56	s 4 15			
Yd. 478.81	CS	GYPSUM CITY... *WCY 8.32	3 34	L 4 45PM	L 4 01AM			
61 487.13	P	HALLVILLE... 4.08	3 21					
72 491.21	P	BRIDGEPORT... 4.74	3 15					
495.95		U. P. R. R. CROSSING... 0.32						
71 496.27	N	LINDSBORG... 6.26	s 3 07					
502.53	P	FREEMOUNT... 3.11	2 56					
505.64		MARQUETTE JUNCTION... 0.03						
Yd. 505.67	CS	MARQUETTE... *WY 7.60	f 2 50 <sup>11</sup>		As 2 10AM			
60 513.27	P	LANGLEY... 4.70	2 41		f 1 58			
71 517.97	D	CRAWFORD... 0.24	2 35		s 1 50			
524.21		KANAPOLIS JCT... 0.01						
524.22		A. T. & S. F. R. R. CROSSING... 0.34						
36 524.56	CS	GENESEO... *WCY 0.52	2 27		s 1 40	A 1 30AM	A 5 45PM <sup>31</sup>	
525.08		WICHITA JCT., EAST... 0.50	2 21		s 1 33 <sup>412</sup>	L 1 25AM <sup>32</sup>	L 5 40PM	
525.58		WICHITA JCT., WEST... 0.45	2 20		1 32			
98 526.03	P	G. W. SIDING... 3.69						
529.72		ST. L.-S. F. R. R. CROSSING... 0.77						
77 530.49	D	FREDERICK... 7.12	2 15		s 1 26			
75 537.61	D	BUSHTON... *W 7.62	2 07		s 1 15			
73 545.23	CS	CLAFLIN... 7.58	1 58		s 1 03			
63 552.81	P	REDWING... 6.01	1 48		s 12 50			
Yd. 558.82	CS	HOISINGTON... WCTY	L 1 40AM		L 12 40AM			
		PUEBLO	L 5 10PM		L 1 00PM			
		134.20	Daily	Daily	Daily	Daily	Daily	

MANUAL BLOCK

VIA SALINA

COUNCIL GROVE DISTRICT—COUNCIL GROVE TO HOISINGTON

Station Numbers	Miles from St. Louis	TIME TABLE No. 31 Taking Effect SEPTEMBER 29, 1929	TRAINS WESTWARD							
			SECOND CLASS				THIRD CLASS			
			61 Red Ball Freight	71 Red Ball Freight	69 Red Ball Freight	455 Mixed	461 Red Ball Freight	95 Local Freight	97 Local Freight	495 Local Freight
STATIONS			Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
432 424.62		CS. COUNCIL GROVE DEPOT...	L 5 05AM <sup>12</sup>	L 6 15PM <sup>34</sup>	L 11 45AM			L 10 30AM		
439 431.90		P. HELMICK 7.28	5 25	6 35	12 02PM			f 10 50		
444 436.48		CS. WILSEY 4.58	5 40 <sup>32</sup>	6 48	12 13			s 11 10		
452 443.94		D. DELAVAN 7.46	6 05	7 04	12 30			s 11 35		
457 449.00		P. DORLEY 5.06	6 23	7 15	12 45 <sup>94</sup>			11 50AM		
459 451.27		CS. HERINGTON 2.27	6 30	7 20	12 51			s 12 25PM <sup>94</sup>		
451.68		WATER TANK 0.41								
451.70		C. R. I. & P. R. R. CROSSING 0.02								
467 459.39		D. HOPE 7.69	6 57	7 40	1 25			s 1 09		
460.26		CS. H. O. TOWER 0.87	6 59	7 42	1 27					
460.29		A. T. & S. F. R. R. CROSSING 0.03								
471 463.68		P. SWAYNE 3.39	7 11	7 50	1 40			s 1 30		
476 467.92		D. ELMO 4.24	7 25	8 00	1 50 <sup>(95/72)</sup>			s 1 50 <sup>(69/72)</sup>		
479 471.60		D. CARLTON 3.68	7 36	8 10	2 00			s 2 20		
487 478.81		CS. GYPSUM CITY 7.21	A 8 10AM	8 30	2 25			s 2 45 3 45		
495 487.13		P. HALLVILLE 8.32		8 55	2 50			f 4 10		
499 491.21		P. BRIDGEPORT 4.08		9 05 <sup>60</sup>	3 01			f 4 23		
495.95		U. P. R. R. CROSSING 4.74								
504 496.27		N. LINDSBORG 0.32		9 18	3 15			s 4 45		
510 502.53		P. FREEMOUNT 6.26						f 5 02		
505.64		MARQUETTE JUNCTION 3.11								
513 505.67		CS. MARQUETTE 0.03	L 11 25AM <sup>72</sup>	9 45	3 45			A 5 10PM	L 7 00AM	
521 513.27		P. LANGLEY 7.60	11 50AM	10 06	4 05			s 7 25		
526 517.97		D. CRAWFORD 4.70	12 05PM	10 18	4 17			s 7 45 <sup>96</sup>		
524.21		KANAPOLIS JCT. 6.24				L 2 38PM				
524.22		A. T. & S. F. R. R. CROSSING 0.01								
582 524.56		CS. GENESEO 0.34	12 30	10 35	4 30 <sup>74</sup>	A 2 40PM		s 8 30	L 4 45AM	
525.08		WICHITA JCT., EAST 0.52	12 31	10 36	4 31			8 31	A 4 50AM	
525.58		WICHITA JCT., WEST 0.50	12 33	10 38	4 33		L 11 30AM	8 33		
98 526.03		P. G. W. SIDING 0.45	12 35	10 40	4 35		11 36	8 35		
529.72		ST. L.-S. F. R. R. CROSSING 3.69								
538 530.49		D. FREDERICK 0.77	12 47	10 50	4 48		11 52AM	s 8 45		
545 537.61		D. BUSHTON 7.12	1 05	11 05	5 04		12 15PM	s 9 22 <sup>72</sup>		
553 545.23		N. CLAFLIN 7.62	1 25	11 23	5 22		12 40	s 9 51 <sup>462</sup>		
461 552.81		P. REDWING 7.58	1 45 <sup>74</sup>	11 40PM	5 40		1 05	s 10 10		
567 558.82		CS. HOISINGTON 6.01	A 2 00PM	A 12 05AM	A 6 00PM <sup>60</sup>		A 1 30PM <sup>74</sup>	A 10 25AM		
		PUEBLO	A 9 00AM	A 5 30PM	A 11 30AM		A 9 00AM			
	134.20		Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday

MANUAL BLOCK

# COUNCIL GROVE DISTRICT—HOISINGTON TO COUNCIL GROVE

13

Siding C in Cal.	Miles from St. Louis	TIME TABLE <b>No. 31</b> Taking Effect SEPTEMBER 29, 1929	TRAINS EASTWARD								
			SECOND CLASS					THIRD CLASS			
			72	74	60	454	462	96	94	494	
			Red Ball Freight	Red Ball Freight	Red Ball Freight	Mixed	Red Ball Freight	Local Freight	Local Freight	Local Freight	
Daily			Daily Ex. Sunday		Daily Ex. Sunday		Daily Ex. Sunday				
STATIONS											
424.62		CS. COUNCIL GROVE DEPOT... 7.28	A 5 00PM	A 11 59PM	A 12 30AM				A 3 00PM		
80 431.90	P	HELMICK..... 4.58	4 25	11 35	12 01AM				f 2 30		
80 436.48	CS.	WILSEY..... 7.46	4 05	11 20	11 47PM				s 2 06 31		
66 443.94	D	DELANAN..... 5.06	3 30	11 00	11 27				s 1 20		
84 449.00	P	DORLEY..... 2.27	3 00	10 40	11 12				1245 69		
68 451.27	CS.	HERINGTON..... 0.41	240 31	10 30	11 05				s 1225PM 95		
451.68		WATER TANK..... W 0.02									
451.70		C. R. I. & P. R. R. CROSSING 7.69									
71 459.39	D	HOPE..... 0.87	2 17	1001 33	10 40				s 11 40AM		
460.26	CS.	H. O. TOWER..... 0.03	2 15								
460.29		A. T. & S. F. R. R. CROSSING 3.39									
73 463.68	P	SWAYNE..... 4.24	2 04	9 45	10 27				f 11 20		
71 467.92	D	ELMO..... 3.68	1 50 69 95	9 32	10 13 33				s 11 00		
69 471.60	D	CARLTON..... 7.21	1 24	9 20	9 58				s 10 45		
Yd. 478.81	CS.	GYPSUM CITY... *WCY 8.32	12 55	L 9 00PM	9 40				s 10 20		
61 487.13	P	HALLVILLE..... 4.08	12 30		9 18				f 9 20		
491.21	P	BRIDGEPORT..... 4.74	12 17PM		9 05 71				f 9 00		
495.95		U. P. R. R. CROSSING 0.32									
71 496.27	N	LINDSBORG..... 6.26	11 59AM		8 52				s 8 30		
592.53	P	FREEMOUNT..... 3.11	11 37						f 7 40		
505.64		MARQUETTE JUNCTION 0.03									
Yd. 505.67	CS.	MARQUETTE... *WY 7.60	11 25 61	A 5 55PM	8 30			A 8 30AM	L 7 30AM		
60 513.27	P	LANGLEY..... 4.70	10 55	528 31	8 12			f 8 00			
71 517.97	D	CRAWFORD..... 6.24	10 35	5 00	8 00			f 7 45 97			
524.21		KANAPOLIS JCT. 0.01				A 12 17PM					
524.22		A. T. & S. F. R. R. CROSSING 0.34									
36 524.56	CS.	GENESEO... *WCY 0.52	10 10	4 30 69	7 45	L 12 15PM		s 7 25		A 2 00PM	
525.08		WICHITA JCT., EAST..... 0.50	10 09	3 18	7 44			6 58		L 1 55PM	
525.58		WICHITA JCT., WEST..... 0.45	10 08	3 16	7 43		A 11 05AM	6 57			
98 526.03	P	G. W. SIDING..... 3.69	10 07	3 15	7 42		11 00	6 55			
529.72		ST. L.-S. F. R. R. CROSSING 0.77									
77 530.49	D	FREDERICK..... 7.12	9 43	3 05	7 32		10 45	s 6 45			
75 537.61	D	BUSHTON... *W 7.62	9 22 97	2 37	7 17		10 20	s 6 25			
73 545.23	N	CLAFLIN..... 7.58	8 55	2 10	7 00		9 51 97	s 6 00			
63 552.81	P	REDWING..... 6.01	8 25	1 45 61	6 40 31		9 30	f 5 15			
Yd. 558.82	CS.	HOISINGTON... §WCTY	L 8 00AM	L 1 30PM 461	L 6 00PM 69		L 9 15AM	L 5 00AM			
		PUEBLO.....	L 12 01PM		L 1 00AM		L 12 01PM				
		134.20	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	

14 SALINA DISTRICT—BETWEEN GYPSUM CITY AND MARQUETTE

TRAINS WESTWARD				Miles from St. Louis	TIME TABLE No. 31 Taking Effect SEPTEMBER 29, 1929	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD				
THIRD CLASS		SECOND CLASS	FIRST CLASS					FIRST CLASS		SECOND CLASS	THIRD CLASS	
97 Local Freight Daily Ex. Sunday		61 Red Ball Freight Daily	33 Passenger Daily					31 Passenger Daily	32 Passenger Daily	34 Passenger Daily	74 Red Ball Freight Daily	96 Local Freight Daily Ex. Sunday
STATIONS												
		L 8 20AM	L 10 30PM	L 3 40PM	478.81	CS. GYPSUM CITY. *WCY	487	Yd.	A s 3 56AM	A s 4 45PM	A 8 50PM	
					478.98	SALINA DISTRICT JCT.						
		8 40	10 40	s 3 50	484.73	KIPP	*GK 6	s	s 3 45	4 35	8 30	
					494.82	C. R. I. & P. R. R. CROSSING						
					494.83	U. P. R. R. CROSSING						
L 5 00AM		9 30	10 58	417 34	494.90	D. SALINA. *WY	GK 16	Yd.	3 27	417 31	8 00	A 10 35AM
s 5 05		9 35	A 11 00PM	s 4 25	495.38	CS. SALINA UNION DEPOT	GK 16	s	s 3 25	L 4 15PM		10 30
f 5 30		1005 96		s 4 43	504.55	SMOLAN	*GK 26	s	s 2 54		6 45	1005 61
f 5 50		10 35		s 4 55	511.32	FALUN	*GK 32	s	s 2 30		6 25	9 40
					520.76	MARQUETTE JCT.						
A 6 20AM		A 11 15AM		A s 5 15PM	520.79	CS. MARQUETTE. *WY	513	Yd.	L 2 10AM		L 5 55PM	L 9 10AM
Daily Ex. Sunday		Daily	Daily	Daily					Daily	Daily	Daily	Daily Ex. Sunday
						41.78						

# TOPEKA DISTRICT—BETWEEN FT. SCOTT AND TOPEKA

15

TRAINS WESTWARD			Miles from St. Louis	TIME TABLE No. 31 Taking Effect SEPTEMBER 29, 1929			Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD		
THIRD CLASS		FIRST CLASS		STATIONS	FIRST CLASS				THIRD CLASS		
693 Local Freight Daily Ex. Sunday	691 Local Freight Daily	641 Passenger Daily			642 Passenger Daily	694 Local Freight Daily- Ex. Sunday			692 Local Freight Daily		
L 8 10AM		L 6 50AM	326.27	CS.....	FORT SCOTT	{WCT	H 27	Yd.	A 9 45PM		A 1 30PM
			326.96		M. K. & T. R. R. CROSSING						
8 15		6 55	325.56		FORT SCOTT JUNCTION				9 38		1 20
f 8 30		f 7 08	330.68		AZUA		T 6	f	f 9 24		f 12 40
s 8 45		s 7 20	334.93		DEVON		T 10	s	s 9 12		s 12 10PM
f 9 05		s 7 32	339.95		HARDING	*	T 15	s	s 9 00		f 11 35AM
			341.43		WATER TANK	W					
s 9 25		s 7 44	344.02	D.....	MAPLETON		T 19	s	s 8 50		s 11 10
f 9 40		f 7 58	349.80		YORO		T 25	f	f 8 37		f 10 35
s 10 00 <sup>694</sup>		s 8 10	354.87	D.....	BLUE MOUND		T 30	s	s 8 25		s 10 00 <sup>693</sup>
			354.88		JOPLIN DIVISION CROSSING						
			361.99		M. K. & T. R. R. CROSSING						
f 10 30		f 8 27	362.11		TRILBY		T 37	f	f 8 07		f 9 20
s 10 50AM		s 8 39 <sup>694</sup>	367.35		BUSH CITY		T 42	s	s 7 55		s 8 39 <sup>641</sup>
					GARNETT	W	R 24	s	s 7 36		s 8 10
			375.27		SOU. KANS. DIV. CROSSING						
			375.24		A. T. & S. F. R. R. CROSSING						
			383.28		GLENLOCH		T 58	f	f 6 53		f 7 27
			385.53		WATER TANK	W					
s 1 20		s 9 55	388.94	D.....	HARRIS		T 64	s	s 6 40		s 7 10
s 1 35		s 10 05	392.30		AMIOT		T 67	s	s 6 32		s 6 57
					WAVERLY		T 74	s	s 6 16		s 6 35
			399.64		A. T. & S. F. R. R. CROSSING						
f 2 45		f 10 50	407.46		ROSEMONT		T 82	f	f 5 58		f 6 05
			413.24		A. T. & S. F. R. R. CROSSING						
s 3 25		s 11 15	414.03		QUENEMO		T 89	s	s 5 40		s 5 40
			415.05		A. T. & S. F. R. R. CROSSING						
			416.05		OSAWATOMIE DIST. CROSSING						
A 3 45PM	L 3 00AM	s 11 33	416.06	CS.....	LOMAX	WCY	376	s	s 5 35		L 5 30AM
	3 35	s 11 44	422.18		MICHIGAN		T 97	s	s 5 23		s 9 25
f 4 20		s 11 56AM	429.35	D.....	OVERBROOK		T104	s	s 5 08		s 8 55
	4 45	f 12 04PM	434.32		SWISSVALE		T109	f	f 4 56		f 8 25
f 5 20		s 12 13	439.23	D.....	RICHLAND		T114	s	s 4 45		s 8 05
			439.97		WATER TANK	W					
	5 55	f 12 25	444.53		TEVIS	*	T119	f	f 4 31		f 7 32
f 6 05		s 12 28	445.92		BERRYTON		T121	s	s 4 27		f 7 25
			454.26		A. T. & S. F. R. R. CROSSING						
	7 00	12 45	454.30		SOUTH TOPEKA	WCT	T129		4 05		6 50
A 7 30AM		A 12 50PM	455.30	D.....	TOPEKA		T130	Yd.	L 4 00PM		L 6 30PM
Daily Ex. Sunday	Daily	Daily	130.45					Daily		Daily Ex. Sunday	Daily



1. All Eastward trains are superior to trains of the same class in the opposite direction, except:

Between Leeds and Osawatomie depot trains will be governed by Controlled Manual Block System Rules 401 to 465.

Council Grove Dist., No. 31 is superior to No. 414.  
Topeka Dist., No. 641 is superior to No. 642.

Between Kansas City Terminal Railway crossing (Sheffield), and Leeds, westward trains will run with the current of traffic, by block signals, as per Rules D-251 to D-254, inclusive, except that trains of 30 or more cars, finding signal 2829 located at Mile Post 282.91 (75 feet east of Raytown Road, 37th Street), indicating "Stop," will not pass this signal until the same changes to "Proceed" or instructions received from signalman at S. N. Tower to proceed.

On double track territory between Leeds and K. C. S. W. Junction, trains may be run with current of traffic without train orders; second and third class and extra trains may run ahead of over due first class trains, but must be kept advised of and avoid delays to such trains.

	Passenger Trains	Freight Trains
<b>2. MAXIMUM SPEED:</b>		
Kansas City District:		
Kansas City and Leeds.....	50	35
Leeds and Osawatomie.....	45	30
Osawatomie District.....	55	35
Council Grove District.....	60	35
Salina District.....	40	30
Topeka District.....	30	20
Kansas City, Osawatomie and Council Grove District (1700 Class Engines).....	30	30

<b>3. SPEED RESTRICTIONS:</b>		
Kansas City District:	Sheffield, all trains and engines will approach Kansas City Street Railway crossings, under control, and stop unless proceed signal is received from crossing flagman using yellow flag by day and yellow light by night.	
	Sheffield, all trains and engines will approach Kansas City Terminal Railway Connection, under control, and receive proceed signal, before proceeding. Westward trains and engines will be governed by indication of Home Interlocking Signal. Eastward trains by hand signal from switch tender using green flag by day and green light by night.	
	Trains will not exceed schedule time between Leeds and East Yard and Union Station.	
	Sheffield (between K. C. T. and C. M. & St. P. Elevator, Eastward... 10	10
	Centropolis (15th St.)..... 15	15
	Leeds (over spring switch end double track)..... 25	25
	Paola City Limits (city ordinance)... 10	10
Osawatomie Dist.:	Ottawa City Limits..... 6	6
Council Grove District:	Council Grove City Limits..... 15	15
	Over St. L. & S. F. R. R. Crossing, Mile Post 529-72..... 15	15
Salina Dist.:	Salina City Limits..... 6	6
Passenger trains handled by freight engines.....	40	..
Motor Cars:		
(a) Gas-electric passenger motor cars (including such Sykes type cars as have been converted into gas-electric).....	50	..
(b) Brill Model 55, passenger motor cars, and Sykes type cars (Sykes cars that have not been converted into gas-electric cars).....	40	..
Where maximum speed permitted for passenger trains is less, motor cars will observe such restrictions.		
Trains Handling:		
Self-propelling Pile Drivers.....	20	20
Steam shovels.....	20	20
Bridge erection derrick cars.....	20	20
American ditchers, loaded on flat cars.....	20	20
Yard Clam Shell Cranes with four wheel rigid trucks, loaded on flat cars.....	20	20
Scale Test Cars with M. C. B. trucks.....	20	20

	Passenger Trains	Freight Trains
Locomotive Clam Shell Cranes with M. C. B. trucks:		
Main lines.....	20	20
Branch lines.....	15	15
Locomotive Clam Shell Booms, should be detached, water tanks drained and wherever practicable, rear of machine should face toward front of train.		
Steam (wrecking) derricks.....	25	25
Pile drivers, non-self-propelling.....	25	25
Jordan spreaders and ditchers.....	25	25

Where speed of freight trains is restricted to 25 miles per hour or less, train handling steam (wrecking) derricks, pile drivers (non-self-propelling) and Jordan spreaders and ditchers will be restricted to 5 miles per hour less than such maximum speed.

Wooden (wrecking) derrick cars..... Maximum speed allowed for freight train.

Passenger trains handling freight cars must not exceed maximum speed of freight trains, except upon authority of Superintendent.

Dead engines with side rods in position, main rods disconnected Main Line 25 and Branch Line 15 miles per hour.

Dead engines moving backward or with part or all side rods down Main Line 15 and Branch Line 10 miles per hour.

Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of side rods down on authority of Superintendent.

They must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency in which case must be turned at first available point. Switch engines not equipped with engine trucks must be moved tank first. Engine without full set of driving wheels, trucks or trailers may be moved at speed not exceeding six miles per hour to first siding to clear main track. Further movement must be authorized by Superintendent.

Trains and engines reduce speed to 10 miles per hour through No. 10 turnouts or crossovers and 30 miles per hour through No. 20 turnouts or crossovers.

**PERMANENT SLOW BOARDS:**

Speed in Miles per hour	Eastward				Westward				
	From		To		From		To		
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	
<b>Kansas City District:</b>									
35	292	12	290	25	35	290	25	292	12
35	308	24	304	25	35	304	15	308	22
<b>Osawatomie District:</b>									
40	352	27	350	29	40	350	29	352	27
25	374	25	372	29	25	372	29	374	25
40	412	10	411	21	40	411	21	412	10
25	415	0	413	35	25	413	32	415	0
25	422	1	421	25	25	421	25	422	1
<b>Council Grove District:</b>									
40	516	00	513	30	40	488	4	485	12
40	485	12	488	4	40	513	20	515	30
<b>Salina District:</b>									
20	493	2	492	25	20	491	37	492	16
<b>Topeka District:</b>									
10	372	10	371	15	10	371	15	372	10

4. Between Sheffield and Kansas City Union Station all train will be governed by Kansas City Terminal Railway general rules and special instructions.

Trains 11 and 12 will run via A. T. & S. F. Ry., between H. U. Tower and A. T. & S. F. Junction and be governed by time table and rules of A. T. & S. F. Ry.

Wichita Division trains will use Central Kansas Division main line between Wichita Junction East and Kanopolis Junction, and will be governed by Central Kansas Division time table.

Central Kansas Division trains will use Wichita Division main line between Ft. Scott Junction and Ft. Scott and will be governed by Wichita Division time table.

**5. STANDARD CLOCKS:**

Kansas City Union Station, East Yard, East Bottom Round House, Osawatomi Depot, Osawatomi Yard, Southern Kansas Junction, Council Grove, Gypsum City, Marquette, Hoisington, Ft. Scott, Topeka.

6. Trains not scheduled to stop at register stations, may register by register ticket and omit checking train register, except when necessary to check against superior trains or ascertain whether or not signals have been displayed for following sections. (These two exceptions may be taken care of by use of train order Form N.)

No trains are required to register at H. U. Tower except Nos. 11 and 12.

No Osawatomi District trains are required to register at Lomax except Nos. 691 and 692.

All Salina District trains must procure Clearance Card, Form C, before leaving Salina Union Depot.

**7. BULLETIN BOOKS:**

Kansas City Union Station, East Yard, East Bottom Round House Osawatomi Depot, Osawatomi Round House, Osawatomi Yard, Southern Kansas Junction, Lomax, Council Grove, Marquette, Salina, Geneseo, Hoisington, Ft. Scott, Topeka.

**9. CLASS OF ENGINES TO BE USED:**

Kansas City District—188 tons or less.  
Osawatomi District—188 tons or less.  
Council Grove District—188 tons or less.  
Topeka District—109 tons or less.  
Salina District—164 tons or less.

**10. RAILROAD CROSSINGS AT GRADE:**

Dist.	Mile Post	Other Railroad	Gated Against	Senior Lines	Not Gated Interlocked
Kansas City	284.32	K.C.S.		Mo. Pac.	Interlocked
Sheffield	279.33	K.C.Ry.Co.		Mo. Pac.	Not Gated
Sheffield	279.12	K.C.T.Ry.		K.C.T.Ry.	Not Gated
Big Blue	278.36	K.C.T.Ry.		K.C.T.Ry.	Not Gated
18th Street	#	K.C.S.	Industrial Track	K.C.S.	
Kansas City	289.42	St.L.-S.F.			Interlocked
"	326.04	M.K.T.			Interlocked
"	326.83	St.L.-S.F.			Interlocked
"	326.96	M.K.T.			Interlocked
"	334.52	Frt. Yard			
		Lead		K.C. Dist.	Interlocked
Osawatomi	354.43	A.T.&S.F.		A.T.&S.F.	Not Gated
"	368.33	Topeka	Topeka	Osawatomi	
"	381.51	A.T.&S.F.	A.T.&S.F.	A.T.&S.F.	
"	357.17	A.T.&S.F.			Interlocked
"	386.21	A.T.&S.F.			Interlocked
"	424.56	M.K.T.		M.K.T.	Interlocked
Council Grove	451.70	C.R.I.&P.		Mo. Pac.	Not Gated
"	495.95	U. P.	U. P.	U. P.	
"	529.72	St.L.-S.F.	St.L.-S.F.	Mo. Pac.	
"	524.22	A.T.&S.F.	A.T.&S.F.	Mo. Pac.	
"	460.29	A.T.&S.F.		Mo. Pac.	Interlocked
Topeka	354.88	Joplin Div.			Not Gated
"	399.64	A.T.&S.F.		A.T.&S.F.	Not Gated
"	415.05	A.T.&S.F.		A.T.&S.F.	Not Gated
"	416.05	Osawatomi	Topeka	Osawatomi	
"	454.26	A.T.&S.F.	Dist.	A.T.&S.F.	Interlocked
"	**413.24	A.T.&S.F.		A.T.&S.F.	Interlocked
"	361.99	M. K. T.		M. K. T.	Interlocked
"	375.27	So. Kan.		So. Kan.	Not Gated
"	††375.28	A.T.&S.F.		A.T.&S.F.	
Salina	494.82	C.R.I.&P.		Mo. Pac.	Not Gated
"	494.83	U. P.		U. P.	Not Gated

#Before Mo. Pac. crews use this crossing they must operate derails and gate according to instructions posted in lock case near gate. After using crossing, gate and derails must be set to normal position, such operation to be accomplished in accordance with the instructions.

\*\*Crossing at Mile Post 413.24. Signals are set against Mo. Pac. trains and must be operated by Mo. Pac. trainmen before their trains can cross. After using this crossing, signals and derails must be set and locked to normal position against Mo. Pac. trains and clear for A. T. & S. F. R. R. Enginemen must not use sand while passing over derail switches.

††Movable-point Crossing at Mile Post 375.28, is lined, against, and will derail a Mo. Pac. train unless crossing switch is lined to permit it to cross. Mo. Pac. trainmen will, after using it, line and lock switch against Mo. Pac. and clear for A. T. & S. F. R. R.

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first-class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

**11. YARD LIMITS:**

	From Mile Post	Pole	To Mile Post	Pole
Kansas City	279	1	284	50
Osawatomi	331	14	335	3
Lomax	367	2	369	4
Council Grove	422	21	426	6
Gypsum City (Council Grove Dist.)	477	29	479	41
" (Salina Dist.)	478	39	479	36
Marquette (Council Grove Dist.)	504	30	506	30
" (Salina Dist.)	519	25	520	25
Geneseo	523	20	526	30
Hoisington	557	0	560	0
Fort Scott	327	3	325	17
Garnett	374	0	375	15
Topeka	452	15	455	17
Salina	493	8	496	0

**12. TRAINS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:**

Station	Miles from St. Louis	Train Nos.
Kansas City District:		
Redel	301.94	31 34 91 90 .. .

**13. FREIGHT TRAINS HANDLING PASSENGERS:**

The following local freight trains will carry passengers, stopping caboose at station platform:

Nos. 91 and 90	between East Yard and Osawatomi.
" 93 " 92	" Osawatomi and Council Grove.
" 95 " 94	" Council Grove and Marquette.
" 97 " 96	" Geneseo and Hoisington.
" 99 " 98	" Geneseo and Gypsum City.
" 691 " 692	" Topeka and Lomax.
" 693 " 694	" Lomax and Ft. Scott.

**14. NORMAL POSITION OF SWITCHES AT END OF DOUBLE TRACK:**

Leeds	for eastward track.
Osawatomi	" westward "
Southern Kansas Junction	" " "

No train must exceed a speed of 25 miles per hour passing over spring switch at end of double track Leeds and at east end of double track Osawatomi. Eastward trains finding automatic block signal 2834 at stop and westward trains finding Automatic Block Signal 3327 at stop will see that double track switch is properly lined and points fit up before passing over switch.

Interlocking signals govern routes at west end of double track Southern Kansas Division main line yard tracks 1 and 2, and crossing of Southern Kansas main line and Osawatomi freight yard lead at Mile Post 334.52 west end Osawatomi Yard.

**LOCATION OF CROSSOVERS:**

Mile Post 282.0 (31st St., Kansas City)	Trailing points
Mile Post 281.0 (22nd St., " " )	" "
Mile Post 280.4 (16th St., " " )	" "
2000 feet east of Centropolis	" "
100 feet west of K. C. Rys. Co. street railway crossing, Sheffield	" "
100 feet east of K. C. Rys. Co. street railway crossing, Sheffield	Facing "
200 feet west of Kansas City Terminal Crossing (Big Blue)	" "
1000 feet west of Kansas City Terminal Ry. crossing (Big Blue)	Trailing "
Osawatomi — Main Street	Facing points.
Brown Avenue	" "
Pacific Street	Trailing "
Mile Post 333, Pole 21	Facing "
Mile Post 334, Pole 18	" "

**BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE:**

Name	Station Number	Miles from St. Louis	Capacity
<b>Kansas City District:</b>			
Redel.....	310	301.94	10 Cars
Vance Spur.....	292	285.18	3 "
<b>Osawatomie District:</b>			
Hap Spur Kansas.....	349	341.00	2 "
Hardrock.....	360	351.85	15 "
Spur No. 7.....	394A	386.73	18 "
Spur No. 9.....	395	387.31	44 "
Spur No. 4.....	395A	387.75	30 "
Nemo.....	396	388.03	22 "
<b>Council Grove District:</b>			
Swanson.....	507A	498.77	7 "
Jenkins.....	507	499.41	9 "
<b>Topeka District:</b>			
Mohawk.....	T 52	380.09	12 "
Boco Spur.....	T 31	356.51	9 "
<b>Salina District:</b>			
Golden Belt.....	GK 18	497.00	40 "

15. Automatic Train Control Territory extends from Leeds to Osawatomie Depot.

Engines equipped with Train Control Valves only may be operated on this District.

Engines not equipped with Train Control Valves must be towed or double headed.

Engine equipment consists of Control Valve located under tender of engine and pneumatic stop valve located in cab of engine, which operates in conjunction with Track Magnet located near Base of Block Signals.

Track Magnets which are located near base of Block Signals will cause automatic train control application of brakes when signal is in STOP position. Signals listed with prefix (\*) are speed control (30 miles per hour) when signal is in Caution position.

When air brakes have been applied by Automatic Train Control device, further train line reduction can be made by engineer and emergency applications can also be made, but brakes cannot be released until train has stopped and release cock turned to release position.

KEY BY Device to forestall Automatic Brake application is located short distance in advance of permanent Stop Magnets, and at all other magnets. This device is operated by Trainmen inserting switch key in keyhole, turning key to RIGHT and HOLDING in that position until tender of engine has passed over Track Magnet.

16. When trains meet at intermediate siding in Controlled Manual Block Territory, train taking SIDING MUST STOP not less than 100 feet, nor more than 400 feet from Block Signal, send man ahead to open switch of siding before passing block signal at entrance of siding.

Switch of siding must not be closed until REAR OF TRAIN has passed Derailed in siding.

Trains holding permissive card, Form F, fixing meeting point at intermediate siding in Controlled Manual Block System Territory must not leave point named in permissive card on clear signal indication before arrival of opposing train, unless authorized to do so by signalman at Block Station in advance.

17. Derails located at following points are pipe connected and work in connection with main line switches:

Leeds—West end hold yard and crossover to hold yard east end.

Hytex—East end house track and west end siding.

Red Bridge—West end end siding and east and west end house track.

Martin City—BH Siding—Lento and Chiles—East and west end siding.

Wagstaff—West end house track.

Paola—East and west end house track.

Osawatomie Yard—Asylum Spur—Sheep Pen—City Ice Plant; east end house track and city water plant track.

Main Line switches at following points are handled by Signalmen:

Dodson—East and west end of EASTWARD and WESTWARD Sidings.

Red Bridge—East end of siding.

Kenneth—East and west end of EASTWARD and WESTWARD Sidings.

Stillwell—East and west end of siding.

Bucyrus—East and west end of EASTWARD and WESTWARD Sidings.

Wagstaff—East and west end of EASTWARD and WESTWARD Sidings.

Paola—East and west end of siding.

JB Siding—East and west end of EASTWARD and WESTWARD Sidings.

Southern Kansas Jct.—Lead to Southern Kansas and Central Kansas Main Line.

When necessary to operate low voltage switches by hand trainmen will remain at switch until movement complete and switch restored to normal.

Frisco Connection, Joplin and Eastern Division crews using Rock Island-Frisco into Kansas City will flag both directions before fouling switch from Frisco connection to westward main track at Centropolis.

18. Trains stopped by Automatic Block Stop and Proceed Signals will be governed by Rule 509-B instead of Rule 509-A.

Trains stopped by Controlled Manual Block Signals will, unless otherwise provided, communicate with Signalman in advance by telephone and be governed by instruction received.

Telephones are located at points convenient to Controlled Manual Block Signals.

In case of failure of telephones, Trainmen's Call Box with bell signal located on signal at outlet of siding. Trains will call for signal by pressing down key four times and then holding it down until answered by two rings or four rings. If by two rings, block is occupied; if by four rings, signal will be changed to proceed.

19. Switches at East End Hytux House Track, Leeds House Track and West End Leeds Siding are electrically locked and cannot be used except with co-operation of Signalman at S. N. Tower.

High Electric Dwarf Signal at East end Eastward Siding JB Siding operates in conjunction with Controlled Manual Block Signal 3268 and High Electric Dwarf Signal at West end of Paola Siding operates in conjunction with Controlled Manual Signal 3271—mechanical dwarf signal at base of Electric Dwarf Signals will be used as Calling On Arm.

At all grade crossings with other railways, protected by signalmen, where there are no interlocking plants, a yellow flag at day and yellow light at night will be used by signalmen for Missouri Pacific trains and engines, and a green flag and green light for street cars and trains and engines of other railways.

Three position automatic signal No. 3338, located at Mile Post 333.8, governs movement of eastward trains on eastward track. Rule 509-B will govern. Switch indicators located at crossover at Pacific Street, Osawatomie, and at crossover at Mile Post 333.21 indicates the approach of eastward trains on eastward track. See Rules 512, 512-A and 512-B.

20. When necessary to move trains against the current of traffic, between Leeds and K. C. S. W. Junction, they will be handled by Terminal Superintendent or Trainmaster. No train orders covering such movements will be issued by Dispatcher.

21. Three position signal No. 2794 located 300 feet west of street railway crossing Sheffield governs eastward freight trains only.

Signal indications as follows:

Green—Track clear to K. C. S. W. Jct.

Yellow—Trains with less than 58 cars may proceed to C. & A. Kansas City terminal crossing and when track is clear proceed to K. C. S. W. Jct., where they will receive signal from switchtender to enter yard.

Red—Freight trains must stop and if signal does not indicate proceed within 5 minutes, communicate with switchtender at K. C. S. W. Jct., by telephone, which is located in crossing flagman's cabin at street crossing.



## ENGINE RATINGS IN ADJUSTED TONS

FROM GENESEO TO HOISINGTON—WESTWARD  
Adjusted Rating in Tons—Adjustment Factor 7

Class of Locomotive	Per Cent								
	100	95	90	85	80	75	70	65	60
	CODE								
	A	B	C	D	E	F	G	H	I
1701-1714	3385	3215	3045	2875	2705	2535	2365	2195	2030
1720-1728	3755	3570	3380	3195	3005	2820	2630	2445	2255
1401-1570 Non-B.	3170	3015	2855	2695	2535	2380	2220	2060	1905
1401-1570 Booster	3225	3055	2895	2745	2580	2420	2260	2095	1935
1301-1325	2550	2425	2300	2175	2040	1915	1785	1655	1530
1201-1280	2030	1930	1825	1725	1625	1525	1420	1320	1220
1201-1280 185 lb. Steam Pressure	2180	2070	1960	1850	1745	1635	1525	1415	1300
1121-1125	3830	3640	3450	3260	3070	2880	2690	2500	2305
5201-5207	2055	1955	1855	1755	1650	1550	1450	1345	1245
5201-5207 26x28	2000	1900	1800	1700	1600	1500	1400	1300	1200
1-172 Saturated	1560	1485	1405	1325	1250	1170	1095	1015	940
1-172 "A" Superheater	1860	1785	1705	1625	1550	1470	1395	1210	1115
1-172 "C" Superheater	1660	1575	1495	1410	1330	1255	1175	1090	1010
1-172 "D" Superheater	1560	1485	1405	1325	1250	1170	1095	1015	940
401-487 Saturated	1250	1190	1125	1065	1000	940	875	815	750
401-487 Superheater	1405	1335	1265	1195	1125	1055	985	915	850
501-454	1250	1190	1125	1065	1000	940	875	815	750
1801-1819	1730	1645	1560	1475	1390	1305	1220	1135	1050
2301-2403	1195	1135	1075	1015	960	895	840	775	720

FROM HOISINGTON TO BRIDGEPORT—EASTWARD  
Adjusted Rating in Tons—Adjustment Factor 7

Class of Locomotive	Per Cent								
	100	95	90	85	80	75	70	65	60
	CODE								
	A	B	C	D	E	F	G	H	I
1701-1714	3385	3215	3045	2875	2705	2535	2365	2195	2030
1720-1728	3755	3570	3380	3195	3005	2820	2630	2445	2255
1401-1570 Non-B.	3170	3015	2855	2695	2535	2380	2220	2060	1905
1401-1570 Booster	3225	3055	2895	2745	2580	2420	2260	2095	1935
1301-1325	2550	2425	2300	2175	2040	1915	1785	1655	1530
1201-1280	2030	1930	1825	1725	1625	1525	1420	1320	1220
1201-1280 185 lb. Steam Pressure	2180	2070	1960	1850	1745	1635	1525	1450	1300
1121-1125	3830	3640	3450	3260	3070	2880	2690	2500	2305
5201-5207	2055	1955	1855	1755	1650	1550	1450	1345	1245
5201-5207 26x28	2000	1900	1800	1700	1600	1500	1400	1300	1200
1-172 Saturated	1560	1485	1405	1325	1250	1170	1095	1015	940
1-172 "A" Superheater	1860	1785	1705	1625	1550	1470	1395	1210	1115
1-172 "C" Superheater	1660	1575	1495	1410	1330	1255	1175	1090	1010
1-172 "D" Superheater	1260	1485	1405	1325	1250	1170	1095	1015	940
401-487 Saturated	1550	1190	1125	1065	1000	940	875	815	750
401-487 Superheater	1405	1335	1265	1195	1125	1055	985	915	850
501-454	1250	1190	1125	1065	1000	940	875	815	750
1801-1819	1730	1645	1560	1475	1390	1305	1220	1135	1050
2301-2403	1195	1135	1075	1015	960	895	840	775	750

BRIDGEPORT TO COUNCIL GROVE—EASTWARD  
Adjusted Rating in Tons—Adjustment Factor 7

Class of Locomotive	Per Cent								
	100	95	90	85	80	75	70	65	60
	CODE								
	A	B	C	D	E	F	G	H	I
1701-1714	2780	2640	2500	2360	2220	2080	1940	1800	1665
1720-1728	3085	2930	2775	2620	2465	2310	2155	2000	1850
1401-1570 Non-B.	2445	2325	2200	2090	1970	1835	1715	1590	1470
1401-1570 Booster	2650	2530	2395	2250	2120	1990	1855	1725	1600
1301-1325	1895	1800	1705	1610	1515	1420	1325	1230	1135
1201-1280	1715	1630	1545	1460	1375	1290	1200	1115	1030
1201-1280 185 lb. Steam Pressure	1865	1775	1680	1590	1495	1405	1310	1220	1120
1121-1125	3145	2990	2830	2675	2520	2365	2210	2055	1900
5201-5207	1740	1655	1575	1480	1395	1310	1220	1145	1060
5201-5207 26x28	1690	1605	1520	1435	1350	1265	1180	1095	1010
1-172 Saturated	1250	1190	1125	1065	1000	940	875	815	750
1-172 "A" Superheater	1550	1475	1395	1320	1240	1165	1085	1010	930
1-172 "C" Superheater	1350	1280	1225	1155	1090	1020	955	885	810
1-172 "D" Superheater	1250	1190	1125	1065	1000	940	875	815	750
401-487 Saturated	1050	995	945	895	840	790	735	685	630
401-487 Superheater	1195	1135	1075	1015	960	895	840	775	720
501-454	1050	995	945	895	840	790	735	685	630
1801-1819	1445	1375	1300	1230	1155	1085	1015	940	870
2301-2403	990	940	890	840	790	740	695	645	595

COUNCIL GROVE TO DK SIDING—EASTWARD  
Adjusted Ratings in Tons—Adjustment Factor 7

Class of Locomotive	Per Cent								
	100	95	90	85	80	75	70	65	60
	CODE								
	A	B	C	D	E	F	G	H	I
1701-1714	2205	2095	1985	1875	1765	1655	1545	1435	1325
1720-1728	2445	2325	2200	2090	1970	1835	1715	1590	1470
1401-1570 Non-B.	1900	1805	1710	1615	1520	1425	1330	1235	1140
1401-1570 Booster	2100	1995	1890	1785	1680	1575	1470	1385	1260
1301-1325	1550	1475	1395	1320	1240	1165	1090	1010	930
1201-1280	1450	1380	1305	1235	1160	1090	1015	945	870
1201-1280 185 lb. Steam Pressure	1600	1520	1440	1360	1280	1200	1120	1040	960
1121-1125	2500	2380	2250	2130	2000	1880	1750	1630	1500
5201-5207	1475	1400	1330	1255	1185	1110	1035	960	895
5201-5207 26 x 28	1500	1425	1350	1275	1200	1125	1050	975	900
1-172 Saturated	1115	1060	1005	950	890	835	780	725	670
1-172 "A" Superheater	1415	1345	1275	1205	1135	1065	990	920	850
1-172 "C" Superheater	1215	1155	1095	1035	975	915	855	795	735
1-172 "D" Superheater	1115	1060	1005	950	890	835	780	725	670
401-487 Saturated	1275	1215	1150	1090	1025	965	900	840	775
401-487 Superheater	1400	1330	1260	1190	1120	1050	980	910	840
501-454	1275	1215	1150	1090	1025	965	900	840	775
1801-1819	1515	1440	1365	1290	1215	1140	1065	995	915
2301-2403	850	810	765	725	680	640	595	555	510

FROM DK SIDING TO OSAWATOMIE—EASTWARD  
Adjusted Ratings in Tons—Adjustment Factor 7

Class of Locomotive	Per Cent									
	100	95	90	85	80	75	70	65	60	
	CODE									
	A	B	C	D	E	F	G	H	I	
1701-1714	4410	4190	3970	3750	3530	3300	3090	2870	2650	
1720-1728	4900	4655	4410	4165	3920	3675	3430	3185	2940	
1401-1570 Non B.	3800	3610	3420	3230	3040	2850	2660	2470	2280	
1401-1570 Booster	4200	3990	3780	3570	3360	3150	2940	2730	2520	
1301-1325	3100	2945	2790	2635	2480	2325	2170	2015	1860	
1201-1280	2650	2530	2395	2250	2120	1990	1855	1725	1600	
1201-1280 185 lb. Steam Pressure	2800	2660	2520	2380	2240	2100	1960	1820	1680	
1121-1125	4500	4275	4050	3825	3600	3375	3150	2925	2700	
5201-5207	2675	2540	2405	2275	2140	2015	1885	1755	1620	
5201-5207 26 x 28	2525	2400	2275	2150	2025	1900	1775	1650	1525	
1-172 Saturated 1-172 "A"	2200	2090	1980	1870	1760	1650	1540	1430	1320	
Superheater 1-172 "C"	2500	2380	2250	2130	2000	1880	1750	1630	1500	
Superheater 1-172 "D"	2300	2185	2070	1955	1840	1725	1610	1495	1380	
Superheater 401-487 Saturated 401-487	2200	2090	1980	1870	1760	1650	1540	1430	1320	
Superheater 501-454	2400	2280	2160	2040	1920	1800	1680	1560	1440	
1801-1819	2200	2090	1980	1870	1760	1650	1540	1430	1320	
2301-2403	2325	2210	2095	1980	1865	1750	1635	1520	1405	
	1950	1855	1755	1660	1560	1465	1365	1265	1170	

FROM OSAWATOMIE TO WAGSTAFF—EASTWARD  
Adjusted Ratings in Tons—Adjustment Factor 7

Class of Locomotive	Per Cent									
	100	95	90	85	80	75	70	65	60	
	CODE									
	A	B	C	D	E	F	G	H	I	
1701-1714	3000	2850	2700	2550	2400	2250	2100	1950	1800	
1720-1728	3330	3165	3000	2835	2670	2500	2335	2170	2000	
1401-1570 Non-B.	2550	2420	2295	2175	2040	1915	1785	1655	1530	
1401-1570 Booster	2910	2765	2620	2470	2330	2185	2035	1895	1750	
1301-1325	2130	2025	1920	1810	1705	1600	1495	1385	1280	
1201-1280	1800	1710	1620	1530	1440	1350	1260	1170	1080	
1201-1280 185 lb. Steam Pressure	2000	1900	1800	1700	1600	1500	1400	1300	1200	
1121-1125	3400	3230	3060	2890	2720	2550	2380	2210	2040	
5201-5207	1850	1760	1665	1575	1480	1390	1295	1200	1110	
5201-5207 26x28	1725	1640	1555	1470	1380	1295	1210	1125	1035	
1-172 Saturated 1-172 "A"	1350	1280	1225	1155	1090	1020	955	885	810	
Superheater 1-172 "C"	1650	1570	1485	1405	1320	1240	1165	1085	990	
Superheater 1-172 "D"	1450	1380	1315	1245	1180	1110	1035	965	890	
Superheater 401-487 Saturated 401-487 Superheater	1350	1280	1225	1155	1090	1020	955	885	810	
501-554	1250	1190	1125	1065	1000	940	875	815	750	
1801-1819	1405	1335	1265	1195	1125	1055	985	915	850	
2301-2403	1250	1190	1125	1065	1000	940	875	815	750	
	1195	1135	1075	1015	960	895	840	775	720	

WAGSTAFF TO KANSAS CITY—EASTWARD  
Adjusted Rating in Tons—Adjustment Factor 7

Class of Locomotive	Per Cent									
	100	95	90	85	80	75	70	65	60	
	CODE									
	A	B	C	D	E	F	G	H	I	
1701-1714	6000	5700	5400	5100	4800	4500	4200	3900	3600	
1720-1728	6660	6330	6000	5670	5340	5000	4670	4340	4000	
1401-1570 Non-B.	5100	4840	4590	4350	4080	3830	3570	3310	3060	
1401-1570 Booster	5820	5530	5240	4940	4660	4370	4070	3790	3500	
1301-1325	4260	4050	3840	3620	3410	3200	2990	2770	2560	
1201-1280	3600	3420	3240	3060	2880	2700	2530	2340	2160	
1201-1280 185 lb. Steam Pressure	4000	3800	3600	3400	3200	3000	2800	2600	2400	
1121-1125	6800	6460	6120	5780	5440	5100	4760	4420	4080	
5201-5207	3700	3520	3330	3150	2960	2780	2590	2400	2220	
5201-5207 26x28	3450	3280	3110	2940	2760	2590	2420	2250	2070	
1-172 Saturated 1-172 "A"	2700	2560	2450	2310	2180	2040	1910	1770	1620	
Superheater 1-172 "C"	3300	3140	2970	2805	2640	2480	2330	2170	1990	
Superheater 1-172 "D"	2900	2760	2630	2490	2360	2220	2070	1930	1780	
Superheater 401-487 Saturated 401-487	2700	2560	2450	2310	2180	2040	1910	1770	1620	
Superheater 501-454	2500	2380	2250	2130	2000	1880	1750	1630	1500	
1801-1819	2810	2670	2530	2390	2250	2110	1970	1830	1700	
2301-2403	2500	2380	2250	2130	2000	1880	1750	1630	1500	
	2390	2270	2150	2030	1920	1790	1860	1550	1440	

BETWEEN GYPSUM CITY AND MARQUETTE  
Adjusted Ratings in Tons—Adjustment Factor 7

Class of Locomotive	Per Cent									
	100	95	90	85	80	75	70	65	60	
	CODE									
	A	B	C	D	E	F	G	H	I	
1701-1714	2780	2640	2500	2360	2220	2080	1940	1800	1665	
1720-1728	3085	2930	2775	2620	2465	2310	2155	2000	1850	
1401-1570 Non B.	2445	2325	2200	2090	1970	1835	1715	1590	1470	
1401-1570 Booster	2650	2530	2395	2250	2120	1990	1855	1725	1600	
1301-1325	1895	1800	1705	1610	1515	1420	1325	1230	1135	
1201-1280	1715	1630	1545	1460	1375	1290	1200	1115	1030	
1201-1280 185 lb. Steam Pressure	1865	1775	1680	1590	1495	1405	1310	1220	1120	
1121-1125	3145	2990	2830	2675	2520	2365	2210	2055	1900	
5201-5207	1740	1655	1575	1480	1395	1310	1220	1145	1060	
5201-5207 26x28	1690	1605	1520	1435	1350	1265	1180	1095	1010	
1-172 Saturated 1-172 "A"	1250	1190	1125	1065	1000	940	875	815	750	
Superheater 1-172 "C"	1550	1475	1395	1320	1240	1165	1085	1010	930	
Superheater 1-172 "D"	1350	1280	1225	1155	1090	1020	955	885	810	
Superheater 401-487 Saturated 401-487	1250	1190	1125	1065	1000	940	875	815	750	
Superheater 501-454	1050	995	945	895	840	790	735	685	630	
1801-1819	1195	1135	1075	1015	960	895	840	775	720	
2301-2403	1050	995	945	895	840	790	735	685	630	
	1445	1375	1300	1230	1155	1085	1015	940	870	
	990	940	890	840	790	740	695	645	595	

ENGINE RATINGS IN ADJUSTED TONS

**FORT SCOTT TO LOMAX—WESTWARD**  
Adjusted Rating in Tons—Adjustment Factor 7

Class of Locomotive	Per Cent									
	100	95	90	85	80	75	70	65	60	
	CODE									
	A	B	C	D	E	F	G	H	I	
1-172 Saturated	1225	1165	1105	1040	980	920	860	800	740	
1-172 "A" Superheater	1525	1450	1375	1300	1225	1150	1075	1000	920	
1-172 "C" Superheater	1325	1260	1195	1130	1065	995	930	865	800	
1-172 "D" Superheater	1225	1165	1105	1040	980	920	860	800	740	
401-487 Saturated	1050	995	945	895	840	790	735	685	630	
401-487 Superheater	1115	1060	1005	950	890	835	780	725	670	
2301-2403	850	810	765	725	680	640	595	555	510	

**LOMAX TO TOPEKA WESTWARD**  
Adjusted Ratings in Tons—Adjustment Factor 7

Class of Locomotive	Per Cent									
	100	95	90	85	80	75	70	65	60	
	CODE									
	A	B	C	D	E	F	G	H	I	
1201-1280	1665	1585	1500	1415	1335	1250	1165	1085	1000	
1201-1280 185 lb. Steam Pressure	1815	1745	1655	1565	1455	1345	1235	1125	1015	
1-172 Saturated	1495	1420	1345	1270	1195	1120	1050	970	900	
1-172 "A" Superheater	1795	1705	1615	1525	1435	1345	1255	1165	1075	
1-172 "C" Superheater	1695	1610	1525	1440	1355	1270	1185	1100	1015	
1-172 "D" Superheater	1495	1420	1345	1270	1195	1120	1050	970	900	
401-487 Saturated	1115	1060	1005	950	890	835	780	725	670	
401-487 Superheater	1225	1165	1105	1040	980	920	860	800	740	
2301-2403	950	905	855	805	760	710	665	615	570	

**TOPEKA TO FORT SCOTT—EASTWARD**  
Adjusted Rating in Tons—Adjustment Factor 7

Class of Locomotive	Per Cent									
	100	95	90	85	80	75	70	65	60	
	CODE									
	A	B	C	D	E	F	G	H	I	
1-172 Saturated	1385	1305	1240	1180	1110	1040	970	900	835	
1-172 "A" Superheater	1685	1600	1525	1440	1355	1270	1185	1100	1015	
1-172 "C" Superheater	1585	1505	1430	1350	1270	1190	1115	1035	955	
1-172 "D" Superheater	1385	1305	1240	1180	1110	1040	970	900	835	
401-487 Saturated	1050	995	945	895	840	790	735	685	630	
2301-2403	850	810	765	725	680	640	595	555	510	

### TONNAGE INSTRUCTIONS

#### CAPACITY OF DIFFERENT CLASSES OF PASSENGER ENGINES IN ACTUAL TONS

Number of Engines	Class of Engine		
	6421 to 6439	6440 to 6444	6445 to 6454
Between	Tons	Tons	Tons
Kansas City and Osawatomie,	785	795	890
Osawatomie and Council Grove,	690	700	765
Council Grove and Hoisington,	805	820	905
Hoisington and Council Grove,	900	910	1015
Council Grove and Osawatomie,	595	610	670
Osawatomie and Kansas City,	805	820	905

1. The tonnage ratings shown, include the adjustment factor in tons. Ratings apply over ruling grades. Additional tonnage may be handled over other portions of the rating section.

Helper ratings are the combined ratings of the two engines.

2. In computing the tonnage of a train, multiply by the adjustment factor, the total number of cars, loaded and empty, composing the train; the result will be tons, which add to the actual gross tonnage of the train as follows:

Gross weight of 48 cars and lading  
(excluding locomotive and caboose)..... 2,170 tons  
48 cars multiplied by adjustment factor 10..... 480 tons  
Adjusted tonnage rating..... 2,650 tons

When the sum of the gross weights of all cars and the adjustment factor equals the tonnage rating shown in the tables, the locomotive has its full rating.

3. When dead locomotives are hauled in trains, the adjustment factor should be added for each 35 tons weight of locomotive and tender.

4. In computing tonnage statistics the adjustment factor shall be omitted and locomotives charged with the one hundred per cent rating. When necessary to reduce the train load to maintain fast schedules, the Assistant Superintendent or Trainmaster shall designate the rating to be used.

5. In making wheel reports yard clerks and conductors shall show actual gross and net tonnage in spaces provided therefor.

6. As much as fifteen tons will be handled in addition to rating shown, if necessary to obtain rating.

7. Rating on superheated engines is 200 tons above saturated engines of same class.

Engines in Classes 1 to 172, inclusive, classified as follows:

	Cylinder	Steam Pressure	Tractive Effort
Saturated	22x30	200#	39180
"A" Superheated	24x30	200#	46630
"C" Superheated	24x30	180#	41970
"D" Superheated	22x30	200#	39180

8. When it is not practicable to handle one hundred per cent rating account low temperature or other causes, the Assistant Superintendent or Trainmaster will authorize temporary reduction, as shown below, but such reduction must not be kept in effect longer than twenty-four hours without authority from the Superintendent.

The calculations in table shown below are based on one hundred per cent tonnage rating under normal conditions.

When temperature is:  
Twenty-five to forty-five degrees above zero..... 90%  
Zero to twenty-five degrees above..... 80%  
Zero and below zero..... 75%



LOCATION OF HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	OFFICE	OFFICE PHONE	RESIDENCE	RESIDENCE PHONE
<b>HOSPITAL</b>	St. Louis, Mo.	Grand and Shaw Avenues	{Grand 8040. Main 1000.		
★Dr. O. B. Zeinert, Chief Surgeon	St. Louis, Mo.	Grand and Shaw Avenues	{Grand 8040. Main 1000.	4950 Lindell Boulevard	Delmar 3205.
Dr. P. F. Vasterling, Consulting Surgeon	St. Louis, Mo.	Grand and Shaw Avenues	{Grand 8040. Main 1000.	4149 Flora Boulevard	Grand 3631.
<b>HOSPITAL, St. Mary's Hospital</b>	Kansas City, Mo.	2800 Main Street	{Bell, Westport, 4633. Home, Hyde Park 3988.		{Home, South 3988, Station 36.
★Dr. J. E. Castles, District Surgeon	Kansas City, Mo.	{Room 1001 Chambers Bldg., 12th and Walnut Streets.	{Bell, Grand 1834, Home M-5038.	5312 Paseo	Highland 1746.
Dr. C. M. Stemen	Kansas City, Kan.	552 Minnesota Ave.	Fairfax 2055.	1200 N. Seventh St.	Drexel 0099.
<b>FIRST AID STATION</b>	{Kansas City, Mo. Shops, East Bottoms.				
†Dr. B. A. Poorman	Kansas City, Mo.	Room 1010 Rialto Bldg.	Main 2463.	2836 Prospect Ave.	Linwood 0777.
†To be called only when Dr. Stemen is not available.					
NOTE—Office hours of Dr. Castles as follows: 9:00 a. m. to 5:00 p. m. Sundays 10:00 a. m. to 12:00 noon.					
NOTE—Hours of First Aid Station, East Bottoms Shops, Kansas City, Mo., as follows: 8:00 a. m. to 5:00 p. m., daily except Sundays and Legal Holidays.					
Dr. O. C. Lowe	Paola, Kan.	Paola, Kan.	Hodge 227; Farmers 227.	503 East Shawnee	{Hodge 107. Farmers 227.
★Dr. W. L. Speer, Division Surgeon	Osawatomie, Kan.	540 Main Street	No. 198.	12th and Pacific	No. 128.
Dr. J. R. Douglass, Asst. Surgeon		Main Street	No. 183 and 92.	303 Main Street	No. 338.
Dr. S. A. Carmichael, Local Surgeon	Osawatomie, Kan.	State Hospital		Osawatomie, Kan.	State Hospital.
Dr. W. L. Jacobus	Ottawa, Kan.	214 Main Street	No. 956.	502 N. Poplar St.	No. 1095.
Dr. Wm. O. Poston	Quenemo, Kan.		Independence 66-A.		Independence 66-B.
Dr. M. W. Barnes	Osage City, Kan.	535 Market Street	No. 246-2.	502 California	No. 246-3.
<b>EMERGENCY STATION</b>	Council Grove, Kan.				
★Dr. B. D. Miller	Council Grove, Kan.	109 West Main Street	Bell, No. 188.		
Dr. C. C. Kerr	Council Grove, Kan.	109 West Main Street	Bell, No. 188.	219 N. Mission Street	Bell 11.
Dr. H. Marshall	Herington, Kan.	13 North Broadway	{Mutual No. 123. City Phone No. 420.	320 South C. Street	{Mutual No. 334. City Phone 442.
Dr. E. R. Cheney	Gypsum City, Kan.	Maple and 5th Street	No. 63.	Maple and 8th Street	No. 51.
Dr. F. R. Blake	Marquette, Kan.		No. 20.		No. 20.
Dr. O. R. Brittain	Salina, Kan.	National Bank of America	No. 234.	508 South 9th Street	No. 1720.
Dr. G. M. Jacquiss	Lindsborg, Kan.	702 North Main	No. 25.	303 Cole Street	No. 227.
Dr. G. E. Bush	Geneseo, Kan.	Main and Silver	No. 41.	9th and Silver	No. 21.
Dr. J. H. Staats	Bushton, Kan.		Bell, No. 26.		Bell 60.
<b>EMERGENCY STATION</b>	Hoisington, Kan.	Barton County Hospital	No. 196.	468 W. Second Street	No. 196.
★Dr. T. J. Brown, Resident Surgeon	Hoisington, Kan.	Over Hoisington Drug Store	No. 51-B.	468 W. Second Street	No. 48.
Dr. L. R. McGill, Asst. Surgeon	Hoisington, Kan.	302 N. Main	No. 42.	302 N. Main	No. 424.
<b>EMERGENCY STATION</b>	Ft. Scott, Kan.	Mersey Hospital, 816 Burke St.	No. 208.	816 Burke Street	No. 208.
★Dr. R. Aikman, Consulting Surgeon	Ft. Scott, Kan.	20 East Wall Street	No. 88.	24 South Judson	No. 190.
Dr. Wm. T. Wilkening, Div. Surgeon	Ft. Scott, Kan.	106 E. First Street	Phone 1930.	512 South Judson	No. 2030.
Dr. J. T. Kennedy	Blue Mound, Kan.	Blue Mound, Kan.	Phone 48.	Blue Mound, Kan.	Phone 48-7.
Dr. A. J. Turner	Garnett, Kan.	521 Oak Street	No. 80.	302 Walnut	No. 143.
Dr. J. A. Connor	Waverly, Kan.		No. 114.		No. 35.
Dr. S. J. Hampshire	Overbrook, Kan.	Topping Building	No. 18.	North Oak Street	No. 54.
Dr. S. T. Millard, Resident Surgeon	Topeka, Kan.	National Reserve Life	No. 20336.	1225 Harrison	No. 20337.

DR. O. B. ZEINERT, Chief Surgeon.

★Examining Surgeons for Examinations of Applicants under Form 339-Rev.

DIVISION OFFICERS

C. J. BROWN, Superintendent	Osawatomie, Kan.
F. T. MAHONEY, Superintendent Terminals	Kansas City, Mo.
M. J. CROTTY, Trainmaster Kansas City, Osawatomie and Topeka Districts	Osawatomie, Kan.
R. C. WILDEBOOR, Asst. Trainmaster Kansas City, Osawatomie and Topeka Districts	Osawatomie, Kan.
G. R. MABIE, Trainmaster, Council Grove and Salina Districts	Council Grove, Kan.
R. D. DAY, Trainmaster Freight Terminals	Kansas City, Mo.
S. F. AYLER, Trainmaster Freight Terminals	Kansas City, Mo.
E. LYNCH, Passenger Trainmaster	Kansas City, Mo.
H. J. WADE, Asst. Trainmaster Freight and Passenger	Kansas City, Mo.
W. V. JONES, Trainmaster All Districts	Osawatomie, Kan.
H. B. BRANDON, Trainmaster All Districts	Osawatomie, Kan.
C. L. HARVEY, Dispatcher	Osawatomie, Kan.
T. A. CAREY, Dispatcher	Osawatomie, Kan.
C. A. HUGHES, Dispatcher	Osawatomie, Kan.
O. C. WALWORTH, Dispatcher	Osawatomie, Kan.
T. S. WILCOXEN, Dispatcher	Osawatomie, Kan.
E. W. BAILEY, Dispatcher	Osawatomie, Kan.
R. I. UPTON, Dispatcher	Osawatomie, Kan.