

DIVISION OFFICERS

C. C. CHAPMAN. Superintendent..... Osawatomie, Kan.
F. T. MAHONEY. Terminal Superintendent.... Kansas City, Mo.
E. H. CAMPBELL. Terminal Trainmaster..... Kansas City, Mo.
L. L. LOWE..... Assistant Supt..... Pueblo, Colo.
S. F. AYLER..... Trainmaster, Kansas City,
Topeka, Osawatomie and
Council Grove (between
Council Grove and Gypsum)
Subdivs..... Osawatomie, Kan.
W. A. LEARMONT. Trainmaster, Great Bend,
Salina and Council Grove
(between Gypsum and Hois-
ington) Subdivs. and Hois-
ington Yard Hoisington, Kan.
W. V. JONES..... Trainmaster, Kansas City,
Osawatomie, Council
Grove, Salina and Topeka
Subdivs..... Osawatomie, Kan.
H. B. BRANDON. Trainmaster, Kansas City,
Osawatomie, Council
Grove, Salina and Topeka
Subdivs..... Osawatomie, Kan.
R. E. ALLEN..... Trainmaster, Hoisington,
Horace and Great Bend
Subdivs..... Pueblo, Colo
F. H. AUSTIN. Dispatcher Osawatomie, Kan.
T. A. CAREY..... Dispatcher Osawatomie, Kan.
J. F. DEE. Dispatcher..... Pueblo, Colo.
C. R. ELIAS..... Dispatcher..... Pueblo, Colo.
C. LAMPKIN..... Dispatcher..... Osawatomie, Kan.
C. W. NEWBREY. Dispatcher..... Pueblo, Colo.
H. F. PEDIGO.... Dispatcher..... Pueblo, Colo.
E. H. SHORT..... Dispatcher..... Osawatomie, Kan.
LEO TERMER.... Dispatcher..... Pueblo, Colo.
A. E. UPSON... .. Dispatcher..... Pueblo, Colo.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

CENTRAL KANSAS AND COLORADO DIVISIONS

TIME-TABLE No. 32

Effective 12:01 a. m. Sunday, Sept. 21, 1941

CENTRAL STANDARD TIME, except Hoisington and Horace Subdivs.

MOUNTAIN STANDARD TIME, Hoisington and Horace Subdivs.

Superseding Time-Table No. 31, dated July 6, 1941,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 6
DATED MARCH 1, 1941

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

..... Vice-President and General Manager.

R. C. WHITE, Assistant General Manager.

W. F. KIRK, Gen'l Superintendent Transportation.

J. DAVIS, General 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	Indefinitely	Indefinitely	For equipment.
" " "	" " 15	Omaha. 120	10:35 p. m.	45 Min.	When passengers reported.
" " "	" " 15	A. T. & S. F. 23	10:35 p. m.	45 Min.	For Chicago-San Francisco Express car.
" " "	" " 15	CRI&P. 507	10:35 p. m.	45 Min.	When passengers reported.
" " "	" " 15	Eastern. 15 & 215	10:35 p. m.	45 Min.	" " "
" " "	Eastern. 12	Cent. Kan. 12	8:30 a. m.	25 Min.	For equipment.
" " "	" " 12	" " 16	8:30 a. m.	25 Min.	When passengers reported.
" " "	" " 212	" " .12 & 16	8:20 a. m.	30 Min.	" " "
" " "	Omaha. 109	" " .12 & 16	8:30 a. m.	15 Min.	" " "
" " "	Cent. Kan. 125	Eastern. 9	8:15 a. m.	15 Min.	For passengers and mail.
" " "	" " 125	A. T. & S. F. 10 & 24	8:15 a. m.	15 Min.	When passengers reported.
Osawatomie.	" " 104	Sou. Kan. 104		Indefinitely	For equipment.
" " "	" " 16	" " 124	6:15 a. m.	40 Min.	" " "
Geneseo.	" " 11	Wichita. 411	12:07 a. m.	12 Min.	" " "
Pueblo.	D. & R. G. W. 1	Mo. Pac. 15	12:30 p. m.	29 Min.	When passengers reported.
" " "	" " 4	" " 11		Indefinitely	For equipment.
" " "	Mo. Pac. 12	D. & R. G. W. 3		"	" " "
" " "	" " 16	" " 2	4:40 p. m.	45 Min.	For passengers and equipment.

EXPLANATION OF CHARACTERS:

C—Coal Station.
 O—Fuel Oil Station.
 W—Water Station.
 Y—Wye Track.
 T—Turntable.
 ¶—Meal Station.
 §—Track Scales.
 *—Mail Crane.
 CS—Continuous Train Order Office.
 LS—Limited Train Order Office (Hours of Service specified by Bulletin Order.)
 P—Telephone Communication Only.
 TP—Telegraph or Telephone Office; not a Train Order Office.
 Register Stations are shown in full-faced type.

EXPLANATION OF STOPS:

s—Regular Stop.
f—Stop on signal for passengers, mail, baggage and express.
a—Stop to discharge revenue passengers from points beyond Pueblo and to pick up revenue passengers for Kansas City and Wichita Division points.
d—Stop to discharge revenue passengers from Pueblo and beyond and receive revenue passengers for Kansas City and Wichita Division points.
j—Stop to receive or discharge revenue passengers.
k—Stop to discharge revenue passengers from St. Louis or pick up revenue passengers for points beyond Pueblo.
m—Stop to discharge revenue passengers from Pueblo and beyond and receive revenue passengers for Kansas City and beyond.

Nos. 11 and 12 will stop at Paola Frisco Depot to receive and discharge revenue passengers for and from points west of Osawatomie.

TABLE OF SPEEDS

Miles Per Hour	One Mile in	
	Minutes	Seconds
5	12	0
8	7	30
10	6	0
12	5	0
15	4	0
18	3	20
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0
65	0	55
70	0	51
75	0	48
80	0	45
85	0	42

ATTENTION TRAIN AND ENGINE CREWS

Always keep in mind that the revenue passenger is the BUYER, and that it is your job to make every Buyer a satisfied customer. To that end, the following matters deserve your constant attention.

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew — Brakeman, Porter, Pullman and Dining Car employes — so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

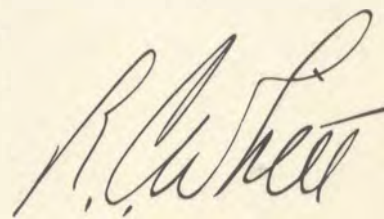
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. Missouri Pacific enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time or to regain time wherever necessary and possible.



KANSAS CITY SUBDIV.—KANSAS CITY TO SOUTHERN KANS. JCT.

Station Numbers	Miles from St. Louis	TIME-TABLE No. 32 Effective 12:01 A. M. Central Standard Time SEPTEMBER 21, 1941	TRAINS WESTWARD							
			FIRST CLASS				SECOND CLASS			
			125 Passenger	11 Passenger	15 Passenger	117 Passenger	169 Red Ball Freight	75 Red Ball Freight	85 Red Ball Freight	167 Red Ball Freight	61 Red Ball Freight
		STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		ST. LOUIS	11 59PM	1 45PM	4 01PM		1 00PM			8 00PM
		CS... KANSAS CITY (Union Station)	8 00AM	7 10PM	9 50PM					
B 1	279.06	CS... EAST YARD					1 00AM		2 15AM	5 30AM
		0.82								
	278.24	KCSW JUNCTION... Y					1 05		2 20	5 35
		0.40								
	278.64	K. C. T. CROSSING								
		0.48								
	279.12	K. C. T. CROSSING								
		0.11								
	279.23	K. C. T. CONNECTION	8 11		10 01					
		1.19								
288	280.42	CENTROPOLIS	f 8 14		10 03					
		0.01								
	280.43	ST. L.-S. F. CONNECTION	8 15		10 04		1 15		2 30	5 45
		2.83								
291	283.26	P... LEEDS	f 8 19		10 08		1 20		2 45	5 50
		5.74								
297	289.00	P... PROSPECT								
		0.42								
	289.42	ST. L.-S. F. CROSSING								
		0.05								
	289.47	CS... SN TOWER	8 25		10 15					
		0.53								
298	290.00	TP... DODSON	* f 8 27		10 16					
		3.37								
302	293.37	P... RED BRIDGE	8 31		10 21					
		4.14								
305	297.51	P MARTIN CITY, MO	* f 8 37		10 27					
		2.45								
308	299.96	P... KENNETH, KAN.	* f 8 40		10 31					
		6.70								
314	306.66	P... STILLWELL	* f 8 50		10 40					
		5.00								
319	311.66	TP... BUCYRUS	* f 8 59		10 46					
		4.09								
324	315.75	P... CHILES	* f 9 05		10 51					
		2.30								
326	318.05	CS... WAGSTAFF	* f 9 08		10 54					
		4.50								
330	322.55	P... LENTO	9 14		11 00					
		3.49								
	326.04	M.-K.-T. CROSSING								
		0.23								
334	326.27	TP... PAOLA	* s 9 22		s 11 08					
		0.66								
	326.83	ST. L.-S. F. CROSSING								
		0.13								
	326.96	M.-K.-T. CROSSING								
		0.08								
	327.04	KT JUNCTION			8 01PM					
		2.60								
	329.54	P... JB SIDING	9 26		8 03					
		3.63								
341	333.17	CS... OSAWATOMIE	s { 9 35 9 43	s 8 07	s { 11 25 11 35	s 11 30PM				
		0.54								
341	333.71	P.Osawatomie Yard. \$WOCT	9 45	8 13	11 36	11 31	{ 2 50 2 55	3 00AM	{ 4 40 5 50	{ 7 10 7 20
		0.75								
	334.46	CS. Southern Kans. Jct... Y	9 47AM	8 14PM	11 37PM	11 33PM ¹⁷⁰	12 35AM	2 56AM	3 01AM	5 55AM
		57.04	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Miles from St. Louis, shown above, is mileage painted on Telegraph Poles, and is not actual.

KANSAS CITY SUBDIV.—SOUTHERN KANS. JCT. TO KANSAS CITY

Sitting Capacity in Cars	Miles from St. Louis	TIME-TABLE No. 32 Effective 12:01 A. M. Central Standard Time SEPTEMBER 21, 1941	TRAINS EASTWARD								
			FIRST CLASS				SECOND CLASS				
			16 Passenger	12 Passenger	124 Passenger	104 Passenger	62 Red Ball Freight	670 Red Ball Freight	92 Local	160 Red Ball Freight	
		STATIONS	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	
		ST. LOUIS	1 15PM	1 15PM		7 10AM	8 00PM	8 00PM			
		CS. KANSAS CITY (Union Station)	7 15AM	7 37AM		9 15PM					
		CS. EAST YARD					3 00AM	5 00AM	5 05AM		
Yd.	279.06	KCSW JUNCTION					2 30	4 54	4 55		
Yd.	278.24	K. C. T. CROSSING									
	278.64	K. C. T. CROSSING									
	279.12	K. C. T. CONNECTION	6 56			9 00					
Yd.	280.42	CENTROPOLIS	6 53			f 8 58					
	280.43	ST. L.-S. F. CONNECTION	6 52			8 57	2 15	4 39	4 40		
58	283.26	P. LEEDS	6 48			f 8 53	2 00	4 29	4 30		
Yd.	289.00	P. PROSPECT							4 05		
	289.42	ST. L.-S. F. CROSSING									
e95) w85)	289.47	CS. SN TOWER	6 37			8 42			4 00		
	290.00	TP. DODSON	6 36			f 8 41			3 35		
90	293.37	P. RED BRIDGE	6 32			8 34			3 15		
97	297.51	P. MARTIN CITY, MO.	6 26			f 8 27			3 05		
e84) w93)	299.96	P. KENNETH, KAN.	6 22			f 8 22			2 49		
93	306.66	P. STILWELL	6 13			f 8 12			2 38		
e92) w93)	311.66	TP. BUCYRUS	6 06			f 8 05			2 28		
	315.75	P. CHILES	6 01			f 7 58			2 20		
e101) w80)	318.05	CS. WAGSTAFF	5 58			f 7 52			2 15		
87	322.55	P. LENTO	5 52			7 44			1 50		
	326.04	.M.-K.-T. CROSSING									
61	326.27	TP. PAOLA	s 5 47			s 7 38			1 40		
	326.83	.ST. L.-S. F. CROSSING									
	326.96	.M.-K.-T. CROSSING									
e278) w188)	327.04	.KT JUNCTION			6 38AM						
	329.54	P. JB SIDING	5 40		6 30	7 30			1 15		
	333.17	CS. OSAWATOMIE	s { 5 35 5 15	s { 6 25 6 11	s 5 25AM	s { 7 25 7 20					
Yd.	333.71	P. Osawatomie Yard. §WOCT	5 12	6 10	5 23	7 17	{ 12 05AM 11 40PM	{ 1 00AM 10 55PM	1 05AM	4 30AM	
	334.46	CS. Southern Kans. Jct. Y	5 10AM	6 09AM	5 22AM	7 16PM	11 29PM ¹⁵	10 50PM		4 25AM	
	57.04		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	

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KANSAS CITY SUBDIV.—KANSAS CITY TO SOUTHERN KANS. JCT.

Station Numbers	Miles from St. Louis.	TIME-TABLE No. 32 Effective 12:01 A. M. Central Standard Time SEPTEMBER 21, 1941	TRAINS WESTWARD						
			SECOND CLASS						
			199 Local Freight	81 Tonnage	91 Local Freight	83 Tonnage	77 Red Ball Freight	161 Red Ball Freight	669 Red Ball Freight
STATIONS			Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Saturday
ST. LOUIS									
CS.. KANSAS CITY (Union Station) ..									
B 1	279.06	CS..... EAST YARD.....		6 30AM	7 00AM	11 15AM	7 00PM		8 00PM
		0.82							
	278.24	.....KCSW JUNCTION..... Y		6 40	7 10	11 25	7 05		8 05
		0.40							
	278.64	.....K. C. T. CROSSING.....							
		0.48							
	279.12	.....K. C. T. CROSSING.....							
		0.11							
	279.23	.....K. C. T. CONNECTION.....							
		1.19							
288	280.42	.....CENTROPOLIS.....							
		0.01							
	280.43	.....ST. L.-S. F. CONNECTION..				11 40AM	7 20		8 40
		2.83							
291	283.26	P.....LEEDS.....		7 00	7 30	12 01PM	7 25		8 50
		5.74							
297	289.00	P.....PROSPECT.....			7 48				
		0.42							
	289.42	ST. L.-S. F. CROSSING.....							
		0.05							
	289.47	CS...SN TOWER.....			7 50				
		0.53							
298	290.00	TP....DODSON.....*			8 30				
		3.37							
302	293.37	P...RED BRIDGE.....			8 40				
		4.14							
305	297.51	P MARTIN CITY, MO.....*			8 50				
		2.45							
308	299.96	P..KENNETH, KAN.....*			8 55				
		6.70							
314	306.66	P...STILWELL.....*			9 10				
		5.00							
319	311.66	TP....BUCYRUS.....*			9 20				
		4.09							
324	315.75	P.....CHILES.....*			9 30				
		2.30							
326	318.05	CS...WAGSTAFF.....W			9 35				
		4.50							
330	322.55	P.....LENTO.....			9 47				
		3.49							
	326.04	..M.-K.-T. CROSSING.....							
		0.23							
334	326.27	TP...PAOLA.....*			10 00				
		0.58							
	326.83	..ST. L.-S. F. CROSSING.....							
		0.13							
	326.96	..M.-K.-T. CROSSING.....							
		0.08							
	327.04	...KT JUNCTION.....							
		2.50							
	329.54	P....JB SIDING.....			10 07				
		3.63							
341	333.17	CS.. OSAWATOMIE.....							
		0.54							
341	333.71	P.Osawatomie Yard, \$WOCT	6 30AM	11 30AM	10 20AM	3 45PM	{ 9 30 10 00	11 45PM	{ 10 40PM 12 55AM
		0.75							
	334.46	CS.. Southern Kans. Jct.. Y	6 35AM				10 05PM	11 48PM	1 00AM
	57.04		Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Saturday

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KANSAS CITY SUBDIV.—SOUTHERN KANS. JCT. TO KANSAS CITY

Siding Capacity in Cars Miles from St. Louis		TIME-TABLE No. 32 Effective 12:01 A. M. Central Standard Time SEPTEMBER 21, 1941		TRAINS EASTWARD							
				SECOND CLASS							
				460 Red Ball Freight	84 Red Ball Freight	88 Tonnage	68 Red Ball Freight	168 Red Ball Freight	82 Tonnage	80 Red Ball Freight	170 Red Ball Freight	270 Red Ball Freight	260 Red Ball Freight
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
ST. LOUIS					5 30AM	5 30AM					
CS... KANSAS CITY (Union Station) . .											
Yd. 279.06	CS..... EAST YARD.....			4 30PM	4 45PM	5 30PM	10 15PM	12 30AM	2 30AM	2 00PM	11 55PM
Yd. 278.24	.....KCSW JUNCTION... Y			4 25	4 40	5 25	10 10	12 23	2 25	1 55	11 50
278.64	.....K. C. T. CROSSING... Y										
279.12	.....K. C. T. CROSSING... Y										
279.23	.....K. C. T. CONNECTION... Y										
Yd. 280.42	.....CENTROPOLIS.....										
280.43	.....ST. L.-S. F. CONNECTION... Y			4 10	4 25	4 37	9 55	12 15AM	2 10	1 40PM	11 35PM
58 283.26	P.....LEEDS.....			4 00	4 15	4 30	9 45	11 59PM	2 05		
Yd. 289.00	P.....PROSPECT.....										
289.42	ST. L.-S. F. CROSSING.....										
e95 w85	289.47 CS...SN TOWER.....										
290.00	TP...DODSON.....*										
96 293.37	P...RED BRIDGE.....										
97 297.51	P MARTIN CITY, MO.....*										
e84 w93	299.96 P...KENNETH, KAN.....*										
93 306.66	P...STILWELL.....*										
e92 w93	311.66 TP...BUCYRUS.....*										
315.75	P...CHILES.....*										
e101 w89	318.04 CS...WAGSTAFF.....W										
87 322.55	P...LENTO.....										
326.04	...M.-K.-T. CROSSING.....										
61 326.27	P...PAOLA.....*										
326.83	...ST. L.-S. F. CROSSING.....										
326.96	...M.-K.-T. CROSSING.....										
327.04	...KT JUNCTION.....										
e278 w168	329.54 P...JB SIDING.....										
333.17	CS...OSAWATOMIE.....										
Yd. 333.71	P.Osawatomie Yard. \$WOCT	12 20AM	11 30AM	12 01PM	{ 2 10 1 50	{ 2 15 1 55	5 45PM	{ 9 30 8 45	{ 12 30AM 11 59PM		
334.46	CS.Southern Kans. Jct... Y	12 15AM	11 25AM		1 45PM	1 50PM		8 40PM	11 33PM ¹¹⁷		
57.04		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

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OSAWATOMIE SUBDIV.—SOUTHERN KANS. JCT. TO COUNCIL GROVE

Station Numbers	Miles from St. Louis	TIME-TABLE No. 32 Effective 12:01 A. M. Central Standard Time SEPTEMBER 21, 1941	TRAINS WESTWARD							
			FIRST CLASS			SECOND CLASS				
			11 Passenger	15 Passenger		669 Red Ball Freight	75 Red Ball Freight	85 Red Ball Freight	61 Red Ball Freight	77 Red Ball Freight
STATIONS			Daily	Daily		Daily Ex. Sunday	Daily	Daily	Daily	Daily
334.46		CS... SOUTHERN KANS. JCT. ... 2.74	8 14PM	1137PM ⁶²		1 00AM	2 56AM	3 01AM	7 25AM	10 05PM
346 337.67		P..... O'BRIEN 3.21	817 ⁸⁰	11 42		1 15	3 01	3 08	7 30	10 10
351 343.35		P..... RANTOUL* 5.68	8 23	11 49		1 30	3 08	3 15	7 38	10 19
355 346.93		P..... IMES 3.58	8 27	11 52PM		1 40	3 13	3 20	7 43	1024 ⁶⁷⁰
362 354.16		P..... OTTAWA .....*W ^k 7.23	8 34	s 12 04AM		2 10	3 22	3 30	7 53	1041 ⁶²
354.43		..... A. T. & S. F. CROSSING 0.27								
357.17		CS..... HU TOWER 2.74								
		..... A. T. & S. F. CROSSING 0.00								
368 360.20		P..... RICHTER 3.03	8 42	12 13		2 30	3 29	3 40	8 03	10 50
373 364.75		P..... POMONA* 4.55	8 46	12 18		2 45	3 34	3 50	8 09	10 56
376 368.32		LS..... LOMAX .....*WY 3.57	8 50	12 22		3 20AM	3 38	3 58	8 14	11 01
383 375.33		P..... VASSAR* 7.01	8 58	12 30			3 48	4 08	8 27	11 14
385 377.03		P..... DK SIDING 1.70	9 00	12 32			3 50	4 20 ¹⁶	8 29 ⁸⁴	11 17
386 378.60		P..... LYNDON* 1.57	9 02	12 34			3 52	4 33	8 31	11 20
389 381.21		P..... MADALINE 2.61	9 05	12 37			3 55	4 38	8 35	11 36
386.20		CS... A.T. & S. F. CROSSING 4.99								
394 386.49		TP... OSAGE CITY .....*W ^k 0.29	9 11	s 12 46			4 09 ¹⁶	4 46	8 44	11 52PM
392.75		P..... RX SIDING 6.26	9 17	12 54			4 26	5 04 ¹²	8 55	12 01AM
403 395.59		LS..... MILLER* 2.84	9 20	12 56			4 30	5 21	8 59	12 14
410 401.99		LS..... ADMIRE* 6.40	9 26 ⁶²	1 03			4 41	5 35	9 08	12 24
414 405.83		LS..... ALLEN* 3.84	9 30	j 1 07			4 51 ¹²	5 45	9 14	12 29
419 411.02		LS..... BUSHONG* 5.19	9 35	1 12			5 02	6 01	9 22	12 36
412.28		P..... BW SIDING 1.26	9 36	1 14			5 04	6 04 ⁸⁴	9 25	12 38
425 419.32		P..... COMISKEY 7.04	9 43	1 22			5 15	6 17	9 38	12 48
432 425.58		.COUNCIL GROVE YARD. WCT 6.26	9 49	1 28			5 25AM ⁸⁴	6 30AM	9 50AM	12 55AM
425.63		..... M.-K.-T. CROSSING 0.05								
432 425.69		CS..... COUNCIL GROVE 0.06	s 9 50PM	s 1 29AM						
		91.23	Daily	Daily		Daily Ex. Sunday	Daily	Daily	Daily	Daily

Miles from St. Louis, shown above, is mileage painted on Telegraph Poles, and is not actual.

OSAWATOMIE SUBDIV.—COUNCIL GROVE TO SOUTHERN KANS. JCT.

Siding Capacity in Cars	Miles from St. Louis	TIME-TABLE No. 32 Effective 12:01 A. M. Central Standard Time SEPTEMBER 21, 1941	TRAINS EASTWARD						
			FIRST CLASS			SECOND CLASS			
			12 Passenger	16 Passenger	84 Red Ball Freight	68 Red Ball Freight	80 Red Ball Freight	62 Red Ball Freight	670 Red Ball Freight
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	
...	334.46	CS... SOUTHERN KANS. JCT. Y	6 09AM	5 10AM	11 25AM	1 45PM	8 40PM	11 29PM ¹⁵	10 50PM
88	337.67	P..... O'BRIEN.....	6 06	5 04	11 12	1 32	8 17 ¹¹	11 04	10 42
63	343.35	P..... RANTOUL.....*	6 01	4 58	11 07	1 22	7 58	10 55	10 32
93	346.93	P..... IMES.....	5 57	4 54	10 53	1 15	7 50	10 50	10 24 ⁷⁷
93	354.16	P..... OTTAWA.....*W s	5 47	s 4 45	10 16	1 00	7 30	10 41 ⁷⁷	10 05
...	354.43	.....A. T. & S. F. CROSSING.....							
...	357.17	CS..... HU TOWER.....							
...	...	.....A. T. & S. F. CROSSING.....							
93	360.20	P..... RICHTER.....	5 39	4 38	9 22	12 45	7 10	10 31	9 40
22	364.75	P..... POMONA.....*	5 35	4 33	9 12	12 35	7 03	10 25	9 30
93	368.32	LS..... LOMAX.....*WY	5 31	4 29	9 00	12 29	6 51	10 20	9 20PM
29	375.33	P..... VASSAR.....*	5 23	4 22	8 42	12 19	6 40	10 08	
93	377.03	P..... DK SIDING.....	5 21	4 20 ⁸⁵	8 29 ⁶¹	12 16	6 35	10 05	
15	378.60	P..... LYNDON.....*	5 19	4 18	8 25	12 11	6 31	10 02	
57	381.21	P..... MADALINE.....	5 16	4 15	8 20	12 05PM	6 25	9 58	
...	386.20	CS... A.T. & S.F. CROSSING.....							
95	386.49	P..... OSAGE CITY.....*W	m 5 11	s 4 09 ⁷⁵	8 05	11 55AM	6 10	9 50	
103	392.75	P..... RX SIDING.....	5 04 ⁸⁵	4 01	7 30	11 45	5 57	9 41	
103	395.59	LS..... MILLER.....*	5 01	3 58	7 20	11 35	5 52	9 36	
84	401.99	LS..... ADMIRE.....*	4 55	f 3 51	7 05	11 24	5 39	9 26 ¹¹	
99	405.83	LS..... ALLEN.....*	4 51 ⁷⁵	f 3 46	6 50	11 18	5 30	9 05	
...	411.02	LS..... BUSHONG.....*	4 46	3 41	6 25	11 10	5 20	8 57	
103	412.28	P..... BW SIDING.....	4 45	3 40	6 04 ⁸⁵	11 07	5 15	8 55	
111	419.32	P..... COMISKEY.....	4 36	3 32	5 45	10 56	4 50	8 43	
Yd.	425.58	COUNCIL GROVE YARD. WCT	4 30	3 25	5 25AM ⁷⁵	10 45AM	4 30PM	8 30PM	
...	425.63	..... M.-K.-T. CROSSING.....							
...	425.69	CS..... COUNCIL GROVE.....	4 29AM	3 24AM					
		91.23	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday

Miles from St. Louis, shown above, is mileage painted on Telegraph Poles, and is not actual.

COUNCIL GROVE SUBDIV.—COUNCIL GROVE TO HOISINGTON

TIME-TABLE
No. 32Effective 12:01 A. M.
Central Standard Time
SEPTEMBER 21, 1941

TRAINS WESTWARD

Station Numbers	Miles from St. Louis	STATIONS	FIRST CLASS					SECOND CLASS				
			15	11	411	77	75	85	61	87		
			Passenger	Passenger	Passenger	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight		
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
432	424.62	CS... COUNCIL GROVE..... 7.28	1 38AM	9 55PM		1 15AM	5 35AM	7 15AM	10 20AM ⁶⁸			
439	431.90	P..... HELMICK..... 4.58	1 47	10 04		1 32	5 50	7 32	10 35			
444	436.48	LS..... WILSEY.....* 7.46	1 52 ⁷⁷	10 09		1 52 ¹⁵	5 59	7 42	10 45			
452	443.94	LS..... DELAVAN.....* 1.72	1 59	10 16		2 05	6 15	7 57	10 55			
454	445.66	P..... JJ SIDING..... 5.43	2 01 ⁸⁴	10 18		2 10 ⁸⁴	6 17	8 06	10 58			
450	451.09	LS..... HERINGTON.....*W 0.43	2 06	10 23		2 20	6 28	8 30	11 10			
451	451.52	..... C. R. I. & P. CROSSING..... 7.15									
467	458.67	LS..... HOPE.....*f 0.62	2 15	10 32		2 40 ¹⁶	6 45	8 55 ⁶⁸	11 25			
459	459.29	..... A. T. & S. F. CROSSING..... 3.56									
471	462.85	P..... DILLON.....* 4.40	2 20	10 36		2 49	6 52	9 10	11 31			
476	467.25	LS..... ELMO.....* 3.69	2 31 ¹⁶	10 40		2 57	7 05	9 25	11 41			
479	470.94	LS..... CARLTON.....*f 5.23	2 35	10 44		3 05	7 12	9 40	11 49			
485	476.17	P..... MM SIDING..... 0.87	2 40	10 49		3 25 ¹²	7 20	10 05	11 59AM			
487	478.04 478.81	CS..... GYPSUM.....*Y 4.80	2 43AM	10 51		3 32	7 23	10 10AM	12 03PM			
491	483.61	P..... HG SIDING..... 7.62		10 56		3 45	7 31		12 12			
496	491.23	P..... BRIDGEFORD.....* 4.74		11 03		3 57	7 49 ⁶⁸		12 25			
495	495.97	..... U. P. CROSSING..... 0.32									
504	496.29	LS..... LINDSBORG..... 6.26		11 10		4 12	7 59		12 44 ⁸⁰			
510	502.55	P..... FREEMOUNT..... 3.11		11 15		4 24	8 10		12 53			
505	505.66	..... MARQUETTE JUNCTION..... 0.03									
513	505.69	CS..... MARQUETTE.....*WCY 7.64	3 45AM	11 22		4 50	8 25		1 08	11 00PM		
521	513.33	TP..... LANGLEY.....* 4.63	3 55	11 30 ⁸⁷		5 03	8 40		1 19	f 11 30 ¹¹		
526	517.96	TP..... CRAWFORD.....* 6.25	4 00	11 35		5 10	8 50		1 30	f 11 45PM		
524	524.21	..... KANOPOLIS JCT..... 0.02									
524	524.23	..... A. T. & S. F. CROSSING..... 0.32									
532	524.56	CS..... GENESEO.....WY 0.52	4 18	11 55 ⁸⁶	2 45AM	5 21	9 02		1 42	f 12 10AM ⁸⁶		
525	525.08	..... WICHITA JCT., EAST..... 0.49	4 19	11 56	2 46	5 22	9 03		1 43	12 32	
525	525.57	..... WICHITA JCT., WEST..... 0.45	4 20	11 57	2 47	5 23	9 04		1 44	12 34	
534	526.02	P..... GW SIDING..... 3.69	4 21	11 58PM	2 48AM	5 24	9 06		1 45	12 39 ¹⁶		
529	529.71	..... ST. L.-S. F. CROSSING..... 0.77									
538	530.48	P..... FREDERICK.....* 7.12	4 26	12 02AM		5 32	9 16		1 53	f 12 56		
545	537.60	LS..... BUSHTON.....* 7.62	4 36	12 10		5 45	9 32		2 03	f 1 15		
553	545.22	LS..... CLAPLIN.....* 7.59	4 47	12 19 ¹⁶		5 56 ⁶⁸	9 50		2 12	f 2 03 ¹²		
561	552.81	P..... REDWING.....* 6.01	4 56	12 27		6 08	10 10		2 21	f 3 00		
567	558.82	CS..... HOISINGTON. §WCOTY 133.43	5 05AM	12 35AM		7 00AM	10 30AM		2 30PM	3 30AM		
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		

Two mile post locations at Gypsum are one and the same point, 478.04 being new mileage account change in line east of Gypsum made in November, 1931, and 478.81 being old mileage.

Miles from St. Louis, Gypsum west shown above, is mileage painted on Telegraph Poles, and is not actual.

COUNCIL GROVE SUBDIV.—HOISINGTON TO COUNCIL GROVE

Sliding Capacity in Cars	Miles from St. Louis	TIME-TABLE No. 32 Effective 12:01 A. M. Central Standard Time SEPTEMBER 21, 1941	TRAINS EASTWARD							
			FIRST CLASS			SECOND CLASS				
			12	16	412	68	80	62	84	86
			Passenger	Passenger	Passenger	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily		
	424.62	CS.... COUNCIL GROVE.....	s 4 24AM	s 3 19AM		1020AM ⁶¹	4 00PM	8 00PM	3 30AM	
69	431.90	P..... HELMICK.....	4 16	311 ⁸⁴		9 58	3 30	7 43	311 ¹⁶	
69	436.48	LS..... WILSEY.....*	4 11	3 07		9 48	3 15	7 25	2 30	
	443.94	LS..... DELAVAN.....*	4 02	2 59		9 31	2 55	7 04	2 15	
195	445.66	P..... JJSIDING.....	4 00	2 57		9 27	2 50	7 00	210 ^{77 15}	
103	451.09	LS..... HERINGTON.....*W	s 3 53	s 2 50		9 15	2 35	6 47	1 29	
	451.52	..... C. R. I. & P. CROSSING.....							
102	458.67	LS..... HOPE.....*	3 43	f 240 ⁷⁷		855 ⁸⁵	2 15	6 30	12 55	
	459.29	..... A. T. & S. F. CROSSING.....							
	462.85	P..... DILLON.....*	3 38	2 35		8 46	2 05	6 21	12 45	
135	467.25	LS..... ELMO.....*	3 34	231 ¹⁵		8 37	1 55	6 11	12 35	
	470.94	LS..... CARLTON.....*	3 30	f 2 27		8 30	1 44	6 02	12 25	
142	476.17	P..... MMSIDING.....	3 25 ⁷⁷	2 21		8 18	1 31	5 50	12 10	
50	478.04 478.81	CS..... GYPSUM.....*Y	3 23	s 2 18AM		8 15	1 25	5 45	12 01AM	
	483.61	P..... HGSIDING.....	3 18			8 04	1 15	5 35		
94	491.23	P..... BRIDGEPORT.....*	3 11		VIA SALINA SUBDIV.	749 ⁷⁵	1 04	5 23		
	495.97	..... U. P. CROSSING.....							
93	496.29	LS..... LINDSEBORG.....	s 3 03			7 38	1244 ⁶¹	5 05		
	502.55	P..... FREEMOUNT.....	2 57			7 24	12 36	4 50		
	505.66	..... MARQUETTE JUNCTION.....							
96 (94)	505.69	CS..... MARQUETTE.....*WCY	f 2 50	s 1 07AM		7 18	12 30	4 40	12 50AM	
	513.33	TP..... LANGLEY.....*	2 42	12 59		7 01	12 20	4 25	f 12 35	
	517.96	TP..... CRAWFORD.....*	2 38	12 54		6 52	12 11PM	4 15	f 12 25	
	524.21	..... KANOPOLIS JCT.....							
	524.23	..... A. T. & S. F. CROSSING.....							
63	524.56	CS..... GENESEO.....WY	s 2 30	s 12 46	11 22PM	6 40	11 55AM	4 03	(1210AM) ⁸⁷ s (1010PM) ¹¹	
	525.08	..... WICHITA JCT., EAST.....	2 23	12 41	11 20PM	6 39	11 52	4 00	9 59
	525.57	..... WICHITA JCT., WEST.....	2 22	12 40		6 38	11 51	3 59	9 57
93	526.02	P..... GWSIDING.....	2 21	1239 ⁸⁷		6 37	11 50	3 58	9 55	
	529.71	..... ST. L.-S. F. CROSSING.....							
69	530.48	P..... FREDERICK.....*	2 17	12 34		6 28	11 41	3 50	f 9 40	
95	537.60	LS..... BUSHTON.....*	2 10	f 12 27		6 12	11 26	3 35	f 9 05	
94	545.22	LS..... CLAFLIN.....*	203 ⁸⁷	s 1219AM ¹¹		556 ⁷⁷	11 10	3 25	f 8 25	
95	552.81	P..... REDWING.....*	1 55	11 59PM		5 42	10 57	3 12	f 7 40	
Yd.	558.82	CS..... HOISINGTON..\$WCOTY	1 49AM	11 53PM		5 30AM	10 45AM	3 00PM	7 25PM	
	133.43		Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Two mile post locations at Gypsum are one and the same point, 478.04 being new mileage account change in line east of Gypsum made in November, 1931, and 478.81 being old mileage.

Miles from St. Louis, Gypsum west shown above, is mileage painted on Telegraph Poles, and is not actual.

HOISINGTON SUBDIV.—HOISINGTON TO HORACE

Station Numbers	Miles from St. Louis	TIME-TABLE No. 32 Effective 12:01 A. M. Mountain Standard Time SEPTEMBER 21, 1941	TRAINS WESTWARD					
			FIRST CLASS			SECOND CLASS		
			15 Passenger	11 Passenger		93 Local Freight Daily Ex. Sunday	75 Red Ball Freight Daily	61 Red Ball Freight Daily
STATIONS			Daily	Daily		Daily	Daily	Daily
567	558.82	CS.....HOISINGTON..§WCOTY 4.14	4 15AM	11 45PM		7 00AM	9 50AM	2 45PM
571	562.96	P.....BOYD.....* 5.94	4 23	11 51		7 10	10 00	255 ⁹⁴
577	568.90	P.....OLMITZ.....* 6.77	4 32	11 59PM		7 25	10 15	3 10
583	575.67	LS.....OTIS.....*j 8.49	4 42	1210AM ¹²		7 40	10 24	3 20
592	584.16	LS.....BISON.....*Wj 9.15	4 54	12 17		7 53	10 35	3 35
598	590.31	LS.....LA CROSSE.....*s 5.39	5 05	12 23		837 ⁸⁰	10 45	3 44
603	595.70	P.....MARTHA..... 2.38	5 12	12 28		8 55	10 53	3 52
606	598.08	P.....HARGRAVE.....* 3.48	5 15	12 30		9 00	10 57	3 56
609	601.56	P.....RAGLE..... 3.74	5 19	12 33		9 05	11 02	4 01
613	605.30	LS.....McCRACKEN.....*Ys 5.12	5 27	12 37		9 35	11 15	4 10
618	610.42	P.....WARING..... 5.74	5 33	12 42		9 45	11 25	4 19
624	616.16	LS.....BROWNELL.....*j 6.02	5 40	12 47		10 05	11 40	4 34
630	622.18	P.....OSGOOD.....CW 5.21	5 47	12 52		10 15	1150 ⁶²	4 52
635	627.39	LS.....RANSOM.....*s 6.41	5 55	12 57		10 35	1159AM ⁹⁴	5 04
642	633.80	P.....ARNOLD.....*j 6.52	6 02	1 03		10 50	12 09PM	5 20
648	640.32	LS.....UTICA.....*Ys 4.39	6 10	1 09		1117 ⁹⁴ (82)	12 18	5 30
653	644.71	P.....LUDWIG.....W 4.73	6 15	1 14		11 40	12 24	5 37
657	649.44	P.....PENDENNIS.....* 6.18	6 28	122 ⁶⁸		11 50AM	12 40	5 57
663	655.62	LS.....SHIELDS.....*s 9.41	6 36	1 28		12 10PM	12 49	6 05
673	665.03	LS.....HEALY.....*j 5.19	6 47 ⁸⁰	1 36		12 35	1 02	6 19
678	670.22	P.....RANCH..... 1.27	6 54	1 41		12 45	1 09	6 25
679	671.49	P.....MANNING.....* 4.54	6 57	1 42		12 50	1 11	6 28
684	676.03	P.....SANDON..... 5.67	7 03	1 46		1 00	1 17	6 34
681.70	.....	A. T. & S. F. CROSSING..... 0.87						
690	682.57	CS.....SCOTT CITY.....WCs 0.31	7 10	j 1 51		145 ⁷⁵	140 ⁹³	6 50
682.88	.....	A. T. & S. F. CROSSING..... 4.05						
696	686.93	P.....SETAB..... 5.24	7 20	1 58		2 05	1 49	6 58
700	692.17	P.....MODOC.....*j 7.06	7 26	2 03		2 15	1 59	7 06
707	699.23	P.....MARIENTHAL.....*j 2.33	7 34	2 10		2 30	2 09	7 16
709	701.56	P.....SHELBY.....*j 2.54	737 ⁹⁴	2 12		2 35	2 13	7 20
712	704.10	P.....CORONADO..... 3.00	7 40	2 14		2 42	2 18	7 24
715	707.10	LS.....LEOTI.....*s 5.14	7 46	2 17		3 13	2 23	7 28
720	712.24	P.....HIXON..... 4.94	7 52	2 21		3 23	2 29	740 ¹⁶
725	717.18	P.....SELKIRK.....*W 0.85	7 57	2 25		3 30	2 35	7 50
726	718.03	P.....BAY..... 6.52	7 58	2 26		3 32	2 36	7 52
732	724.55	P.....WHITE LAW..... 4.45	8 04	2 32		3 42	2 54	8 00
737	729.00	LS.....TRIBUNE..... 1.88	8 09	2 37		3 50	3 05	8 06
739	730.89	CS.....HORACE.....WCYs	8 12AM	s 2 40AM		4 00PM	3 15PM	8 10PM
172.06			Daily	Daily		Daily Ex. Sunday	Daily	Daily

Miles from St. Louis, shown above, is mileage painted on Telegraph Poles, and is not actual.

HOISINGTON SUBDIV.—HORACE TO HOISINGTON

Siding Capacity in Cars	Miles from St. Louis	TIME-TABLE No. 32 Effective 12:01 A. M. Mountain Standard Time SEPTEMBER 21, 1941		TRAINS EASTWARD						
				FIRST CLASS		SECOND CLASS				
				16 Passenger	12 Passenger	80 Red Ball Freight	94 Local Freight	62 Red Ball Freight	68 Red Ball Freight	
STATIONS		Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily			
Yd. 558.82		CS.....HOISINGTON...\$WCOTY	s 10 43PM	s 12 35AM	9 30AM	3 05PM	1 30PM	4 00AM		
85 502.96	4.14	P.....BOYD.....*	10 37	12 28	9 20	255 ⁶¹	1 20	3 51		
80 568.90	5.94	P.....OLMITZ.....*	10 31	12 20	9 10	2 40	1 10	3 42		
80 575.67	6.77	LS.....OTIS.....*j	10 24	1210 ¹¹	9 00	2 25	1 00	3 22		
84 584.16	8.49	LS.....BISON.....*Wj	10 16	12 04AM	8 48	2 05	12 47	3 10		
81 590.31	6.15	LS.....LA CROSSE.....*s	10 04	d 11 59PM	837 ⁹³	1 45	12 37	2 53		
54 595.70	5.39	P.....MARTHA.....	9 58	11 54	8 29	1 20	12 28	2 45		
598.08	2.38	P.....HARGRAVE.....*	9 55	11 52	8 24	1 08	12 23	2 42		
85 601.56	3.48	P.....RAGLE.....	9 51	11 49	8 18	1 01	12 18	2 37		
75 605.30	3.74	LS.....McCRACKEN.....*Ys	9 44	11 45	8 12	12 50	12 13	2 31		
53 610.42	5.12	P.....WARING.....	9 39	11 39	8 03	12 35	12 06PM	2 24		
86 016.16	5.74	LS.....BROWNELL.....*j	9 34	11 34	7 55	12 20	11 59AM	2 16		
54 022.18	6.02	P.....OSGOOD.....CW	9 27	11 27	7 47	12 10PM	1150 ⁷⁵	2 08		
83 627.39	5.21	LS.....RANSOM.....*s	9 22	11 21	7 39	1159AM ⁷⁵	11 37	2 01		
53 033.80	6.41	P.....ARNOLD.....*j	9 13	11 15	7 30	11 35	11 27	1 52		
83 040.32	6.52	LS.....UTICA.....Y*s	9 04	11 09	7 21	1117 ^{62 93}	1117 ^{64 83}	1 39		
84 644.71	4.39	P.....LUDWIG.....W	8 59	11 05	7 15	10 50	11 08	1 29		
51 049.44	4.73	P.....PENDENNIS.....*	8 54	11 01	7 09	10 40	10 58	122 ¹¹		
83 055.62	6.18	LS.....SHIELDS.....*s	8 48	10 55	7 00	10 30	10 48	1 07		
84 605.03	9.41	LS.....HEALY.....*j	8 39	10 47	647 ¹⁵	10 10	10 33	12 56		
86 070.22	5.19	P.....RANCH.....	8 32	10 42	6 23	9 58	10 24	12 49		
071.49	1.27	P.....MANNING.....*	8 31	10 40	6 19	9 40	10 22	12 47		
53 676.03	4.54	P.....SANDON.....	8 27	10 36	6 12	9 30	10 12	12 40		
081.70	5.67	...A. T. & S. F. CROSSING.....								
84 682.57	0.87	CS.....SCOTT CITY.....WC	s 8 20	s 10 30	6 01	9 15	10 03	12 30		
082.88	0.31	...A. T. & S. F. CROSSING.....								
60 686.93	4.05	P.....SETAB.....	8 10	10 22	5 46	8 10	9 57	12 19		
83 092.17	5.24	P.....MODOC.....*j	8 05	10 17	5 39	8 00	9 49	12 10AM		
099.23	7.06	...MARIENTHAL.....*j	7 57	10 11	5 29	7 49	9 34	11 52PM		
84 701.56	2.33	P.....SHELBY.....	7 54	10 09	5 25	737 ¹⁵	9 30	11 42		
704.10	2.54	...CORONADO.....	7 51	10 07	5 21	7 20	9 26	11 32		
83 707.10	3.00	LS.....LEOTTI.....*s	7 48	d 10 04	5 16	7 15	9 22	11 28		
56 712.24	5.14	...HIXON.....	740 ⁶¹	9 59	5 08	6 59	9 15	11 20		
717.18	4.94	P.....SELKIRK.....*W	7 36	9 54	5 00	6 49	9 08	11 12		
84 718.03	0.85	P.....BAY.....	7 35	9 53	4 59	6 47	9 05	11 10		
84 724.55	6.52	P.....WHITELAW.....	7 29	9 47	4 51	6 30	8 57	10 58		
53 729.00	4.45	LS.....TRIBUNE.....	7 25	9 43	4 45	6 10	8 50	10 50		
Yd. 730.88	1.88	CS.....HORACE.....WCY	7 23PM	9 40PM	4 40AM	6 00AM	8 45AM	10 45PM		
		172.06	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily		

Miles from St. Louis, shown above, is mileage painted on Telegraph Poles, and is not actual.

HORACE SUBDIV.—HORACE TO PUEBLO

**TIME-TABLE
No. 32**

Effective 12:01 A. M.
Mountain Standard Time
SEPTEMBER 21, 1941

TRAINS WESTWARD

FIRST CLASS

SECOND CLASS

Station Numbers	Miles from St. Louis	STATIONS	FIRST CLASS		SECOND CLASS				
			11 Passenger Daily	15 Passenger Daily	53 Mixed Freight Daily Ex. Sunday	75 Red Ball Freight Daily	61 Red Ball Freight Daily		
739	730.88	CS..... HORACE.....WCY	2 45AM	8 17AM ⁶²	8 40AM	3 35PM	8 30PM		
743	734.68	P..... KANADO.....	2 51	8 22	8 48	3 45	8 40		
748	740.53	P. WALKINGHOOD, KANSAS..	2 57	8 30	8 57	3 58	8 49		
754	746.61	LS..TOWNER, COLORADO....*	3 05	s 8 38	s 9 10	4 10	9 00		
760	752.57	P..... STUART.....	3 10	8 44	9 25	4 20	9 14 ¹²		
753.41		..... WATER TANK.....W							
766	758.13	P.....SHERIDAN LAKE.....*	3 16	s 8 51	s 9 43	4 30	9 43 ⁶⁸		
774	766.21	P..... BRANDON.....*	3 24 ⁸⁰	s 9 00	s 10 03	4 40	9 55		
780	771.80	P..... CHIVINGTON.....*	3 29	s 9 07	s 10 20	4 47	10 05		
787	778.91	P..... DISTON.....	3 37	9 14	10 35	5 01	10 22		
794	785.86	CS..... EADS.....*CW	s 3 50	s 9 25	s 11 20	5 25	10 40		
802	793.65	P..... HAWKINS.....	3 58	9 33	11 35	5 38	10 50		
807	799.14	..... GALATEA.....*	4 03	s 9 38	s 11 45	5 45	11 00		
811	803.64	P..... MILAN.....	4 08	9 42	11 55AM	5 55 ¹⁶	11 10		
806.42		..... WATER TANK.....W							
816	807.76	LS..... HASWELL.....*	4 13 ⁵⁴	s 9 47	s 12 02PM	6 05	11 20		
820	812.40	P..... AMIDON.....	4 17	9 52	12 08	6 11	11 29		
825	816.99	P..... INMAN.....	4 20	9 56	12 14	6 17	11 36		
829	821.46	P..... ARLINGTON.....*	4 24	s 10 00	s 12 20	6 23	11 45		
838	830.50	P..... HEATH.....	4 33	10 09	12 48	6 34	11 55PM		
844	836.33	P..... LOLITA.....	4 38	10 15	1 01	6 41	12 03AM		
849	841.28	LS..... SUGAR CITY.....*sY	4 42	s 10 21	s 1 25	6 50 ⁶⁸	12 10		
854	846.46	CS..... ORDWAY.....CW	s 4 51 ⁶²	s 10 32	s 2 01	7 00	12 30		
860	852.14	LS..... CROWLEY.....*	4 58	s 10 40	s 2 16	7 27 ¹²	12 40		
865	857.32	LS...OLNEY SPRINGS.....*	5 03	s 10 48	s 2 30	7 45	12 50 ⁸⁰		
871a	863.18	P..... PULTNEY.....	5 08	10 55	2 40	7 57	1 01		
869.29		..... A. T. & S. F. CROSSING.....							
869.30		CS..... NA TOWER.....							
878	870.41	P..... NEPESTA.....	5 15	11 05	2 50	8 08	1 15 ⁵⁴		
884	876.10	LS..... BOONE.....*	5 21	j 11 12	f 3 00	8 18	1 25		
889	881.22	LS..... AVONDALE.....*	5 26	j 11 18	f 3 15	8 26	1 33		
892	883.95	P..... NYBURG.....	5 28	11 21	3 25	8 30	1 39		
895	887.37	..... DEVINE.....	5 31	11 24	f 3 33	8 36	1 44		
898	889.86	P..... BAXTER.....	5 33	11 27	3 40	8 44	1 48		
902	893.76	P...COOMBS JUNCTION..	5 37	11 31	3 50	8 55	1 55		
894.94		..... FE JUNCTION.....	5 39	11 33					
895.02		..... FOUNTAIN RIVER.....							
895.06		..... FW JUNCTION.....	5 40	11 34					
895.11		P.... C. & S. CROSSING.....							
896.44		CS..... PUEBLO U. D.....	s 5 50AM	s 11 45AM	s 4 15 ¹⁶				
897.09		CS.... PUEBLO YARD.sWCOTY			5 00PM	10 00PM	2 30AM		
	166.21		Daily	Daily	Daily Ex. Sunday	Daily	Daily		

Miles from St. Louis, shown above, is mileage painted on Telegraph Poles, and is not actual.

HORACE SUBDIV.—PUEBLO TO HORACE

Siding Capacity in Cars	Miles from St. Louis	TIME-TABLE No. 32 Effective 12:01 A. M. Mountain Standard Time SEPTEMBER 21, 1941	TRAINS EASTWARD							
			FIRST CLASS				SECOND CLASS			
			16 Passenger	12 Passenger	54 Mixed Freight	62 Red Ball Freight	68 Red Ball Freight	80 Red Ball Freight		
STATIONS		Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily		
Yd.	730.88	CS.....HORACE.....WCY	s 7 16PM	s 9 35PM	s 8 00AM	8 17AM ¹⁵	10 30PM	4 25AM		
		3.80								
56	734.68	P.....KANADO.....	7 12	9 29	7 40	7 58	10 22	4 18		
		5.85								
84	740.53	P.WALKINGHOOD, KANSAS..	7 07	9 24	7 25	7 50	10 12	4 10		
		6.08								
55	746.61	LS.TOWNER, COLORADO...*	s 7 00	9 19	s 7 10	7 41	10 01	4 01		
		5.96								
83	752.57	P.....STUART.....	6 54	9 14 ⁶¹	6 45	7 33	9 51	3 52		
		0.84								
	753.41	.....WATER TANK.....W							
		4.72								
83	758.13	TP..SHERIDAN LAKE.....*	s 6 49	9 07	s 6 30	7 25	9 43 ⁶¹	3 42		
		3.08								
84	766.21	P.....BRANDON.....*	s 6 40	9 00	f 6 10	7 15	9 31	3 24 ¹¹		
		5.59								
81	771.80	P.....CHIVINGTON.....*	s 6 34	8 55	f 5 55	7 06	9 22	3 12		
		7.11								
84	778.91	P.....DISTON.....	6 26	8 49	5 40	6 54	9 10	3 02		
		6.95								
81	785.86	CS.....EADS.....*CW	s 6 18	8 42	s 5 30	6 43	9 00	2 52		
		7.79								
83	793.65	P.....HAWKINS.....	6 05	8 30	4 40	6 25	8 40	2 35		
		5.49								
	799.14	.....GALATEA.....*	s 6 00	8 24	f 4 30	6 17	8 30	2 26	
		4.50								
56	803.64	P.....MILAN.....	5 55 ⁷⁵	8 19 ⁶⁸	4 22	6 10	8 19 ¹²	2 18		
		2.73								
	806.42	.....WATER TANK.....W							
		1.34								
84	807.76	LS.....HASWELL.....*	s 5 50	8 15	s 4 13 ¹¹	6 05	8 00	2 12		
		4.64								
56	812.40	P.....AMIDON.....	5 44	8 10	4 05	5 57	7 34	2 04		
		4.59								
84	816.99	P.....INMAN.....	5 39	8 06	3 55	5 51	7 26	1 56		
		4.47								
	821.46	P.....ARLINGTON.....*	s 5 32	8 02	f 3 40	5 44	7 16	1 48		
		9.04								
84	830.50	P.....HEATH.....	5 23	7 52	3 20	5 30	7 05	1 33		
		5.83								
	836.33	P.....LOLITA.....	5 18	7 47	3 10	5 18	6 57	1 23		
		4.95								
81	841.28	LS.....SUGAR CITY.....*Y	s 5 13	7 42	s 3 00	5 10	6 50 ⁷⁵	1 14		
		5.18								
⁶⁰ ⁹¹	846.46	CS.....ORDWAY.....CW	s 5 03	7 32	s 2 45	4 51 ¹¹	6 40	1 05		
		5.68								
84	852.14	LS.....CROWLEY.....*	s 4 58	7 27 ⁷⁵	s 1 50	4 41	6 24	12 57		
		5.18								
84	857.32	LS..OLNEY SPRINGS.....*	s 4 53	7 22	s 1 36	4 33	6 17	12 50 ⁶¹		
		5.86								
106	863.18	P.....PULTNEY.....	4 47	7 15	1 26	4 25	6 08	12 35		
		6.11								
	869.29	.....A. T. & S. F. CROSSING.....							
		0.01								
	869.30	CS.....NA TOWER.....								
		1.11								
84	870.41	P.....NEPESTA.....	4 40	7 08	1 15 ⁶¹	4 15	5 59	12 23		
		5.69								
85	876.10	LS.....BOONE.....*	j 4 34	7 02	f 12 50	4 07	5 51	12 14		
		5.12								
	881.22	LS.....AVONDALE.....*	j 4 29	6 55	f 12 35	4 00	5 44	12 06		
		2.73								
79	883.95	P.....NYBURG.....	4 27	6 54	12 28	3 55	5 40	12 02AM		
		3.42								
	887.37	.....DEVINE.....	4 24	6 51	f 12 20	3 50	5 35	11 57PM	
		2.49								
84	889.86	P.....BAXTER.....	4 21	6 49	12 15	3 45	5 30	11 53		
		3.90								
107	893.76	P..COOMBS JUNCTION... Two Main Tracks	4 17	6 46	12 08	3 37	5 20	11 45		
		1.18								
	894.94	.....FE JUNCTION..... Two Main Tracks	4 16	6 45					
		0.08								
	895.02	.....FOUNTAIN RIVER.....							
		0.04								
	895.06	.....FW JUNCTION..... Two Main Tracks	4 15	6 44					
		0.05								
	895.11	P...C. & S. CROSSING.....								
		1.33								
	896.44	CS.....PUEBLO U. D.....	4 10PM ⁵³	6 40PM	s 12 05					
		0.65								
Yd.	897.09	CS...PUEBLO YARD.\$WCOTY			12 01AM	3 20AM	5 00PM	11 30PM		
		166.21	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily		

Miles from St. Louis, shown above, is mileage painted on Telegraph Poles, and is not actual.

TOPEKA SUBDIV.—BETWEEN LOMAX AND TOPEKA

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 32 Effective 12:01 A. M. Central Standard Time SEPTEMBER 21, 1941	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS								SECOND CLASS			
669 Red Ball Freight								670 Red Ball Freight			
			Daily Ex. Sunday					Daily Ex. Sunday			
			3 30AM	368.35	N.....	LOMAX.....WY	376	9 05PM			
			f 3 55	374.47		MICHIGAN.....	T 97	f 8 40			
			f 4 25	381.64	LS.....	OVERBROOK.....	T104	f 8 20			
			f 4 45	386.61		SWISSVALE.....	T109	f 7 55			
			f 5 05	391.52	TP.....	RICHLAND.....	T114	f 7 33			
			f 5 25	396.82		TEVIS.....	T119	f 7 15			
			f 5 30	398.21		BERRYTON.....	T121	f 7 10			
				406.57		A. T. & S. F. CROSSING.....					
			6 10	406.61		SOUTH TOPEKA.....	WCT T129	6 40			
			6 30AM	407.61	LS.....	TOPEKA.....	T130	6 30PM			
			Daily Ex. Sunday					Daily Ex. Sunday			
						39.26					

SALINA SUBDIV.—BETWEEN GYPSUM AND MARQUETTE

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 32 Effective 12:01 A. M. Central Standard Time SEPTEMBER 21, 1941	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS	
87 Red Ball Freight	85 Red Ball Freight	15 Passenger						16 Passenger	84 Red Ball Freight	86 Red Ball Freight	
Daily	Daily		Daily					Daily	Daily	Daily	
	10 10AM		2 43AM	478.81	CS.....	GYPSUM.....*Y	487	56	s 2 18AM	12 01AM	
			2 44	478.98		SALINA SUBDIV. JCT.....			2 14		
	s 11 00		2 50	484.73		KIPP.....*	GK 6		2 06	11 35PM	
				494.82		C. R. I. & P. CROSSING.....					
				494.83		U. P. CROSSING.....					
9 10PM	11 30AM		3 01	494.94		SALINA.....	WY GK 16	Yd.	1 54	11 00PM	2 00AM
s 9 11			s 3 07	495.38	CS.....	SALINA UNION DEPOT.....	GK 16		s 1 49		1 52
9 14			3 09	497.02		GOLDEN BELT.....	GK 18	38	1 38		1 47
f 9 40			f 3 18	504.55		SMOLAN.....*	GK 26		f 1 30		f 1 37
f 10 00			f 3 27	511.32		FALUN.....*	GK 32		f 1 22	86	f 1 22
			3 38	520.76		MARQUETTE JCT.....					
10 30PM			s 3 39AM	520.79	CS.....	MARQUETTE.....*WCY	513	e 96 w 94	1 11AM		12 55AM
Daily	Daily		Daily			41.98			Daily	Daily	Daily

GREAT BEND SUBDIV.—BETWEEN HOISINGTON AND GREAT BEND

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 32 Effective 12:01 A. M. Central Standard Time SEPTEMBER 21, 1941	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD				
SECOND CLASS								SECOND CLASS				
667 Red Ball Freight	665 Red Ball Freight	663 Red Ball Freight	661 Red Ball Freight					662 Red Ball Freight	664 Red Ball Freight	666 Red Ball Freight	668 Red Ball Freight	
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday					Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	
11 30AM	10 00AM	8 30AM	6 25AM	558.82	CS.....	HOISINGTON. \$WCOTY	567	Yd.	7 35AM	9 35AM	11 05AM	1 55PM
11 55AM	10 25AM	8 55AM	6 50AM	568.95	LS.....	GREAT BEND.....WT	GD10	18	7 10AM	9 15AM	10 40AM	1 30PM
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday			10.13			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday

Miles from St. Louis, shown above, is mileage painted on Telegraph Poles, and is not actual.

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

Between Leeds and Osawatomie trains will be governed by Centralized Traffic Control.

Council Grove Subdiv. Nos. 11 and 15 are superior to No. 412.

Great Bend Subdiv. Nos. 661, 663, 665, 667 are superior to Nos. 662, 664, 666 and 668.

	Miles Per Hour	
	Passenger Trains	Freight Trains
2. MAXIMUM SPEED:		
Kansas City Subdiv.:		
Between Kansas City and Leeds.....	55	35
Between Leeds and Paola.....	60	40
Between Paola and Osawatomie.....	75	55
Osawatomie Subdiv.....	75	55
Council Grove Subdiv.:		
Between Council Grove and M. P. 459.29.....	75	55
Between M. P. 459.29 and Hoisington.....	70	50
Salina Subdiv.....	60	40
Topeka Subdiv.....	35	30
Hoisington Subdiv.:		
Between Hoisington and McCracken.....	75	55
Between McCracken and Horace.....	85	55
Horace Subdiv.....	85	55
Great Bend Subdiv.....	30	30

3. SPEED RESTRICTIONS: (Where maximum speed is less, such restrictions will be observed)

Kansas City Terminal Railway:

Rule 835. Road engines must not exceed 40 miles an hour running forward or 20 miles an hour running backward. Switch engines must not exceed 20 miles an hour.

Rule 836. Passenger trains must not exceed 20 miles an hour, and freight trains and light engines 10 miles an hour through interlocking switches and other cross-overs and over Railroad and Street Railway crossings, or 8 miles an hour under Union Station sheds.

Council Grove Subdiv.:

 Herington, over CRI&PCrossing, engines only..... 15

Where maximum speed will permit engines may be operated at the following speed:

Missouri Pacific Engines:

1 to 172.....	60	60
401 to 487.....	55	55
1201 to 1280.....	63	63
1301 to 1325.....	63	63
1401 to 1571.....	63	63
1701 to 1714.....	55	55
1720 to 1729.....	55	55
1901 to 1925.....	55	55
2101 to 2125.....	90	90
2305 to 2398.....	55	55
2504 to 2523.....	60	60
2638 to 2651.....	50	50
2707.....	60	60
4000.....	30	30
5201 to 5207.....	55	55
5308 to 5316.....	80	80
5321 to 5327.....	90	90
5335 to 5344.....	80	80
5501 to 5540.....	80	80
6000.....	60	60
6401 to 6444.....	80	80
6501 to 6521.....	70	70
6601 to 6629.....	80	80
Diesel Engines:		
800 to 804.....	30	30
4100 and 4101.....	35	35
4102 and 4103.....	75	75
7000 and 7001.....	117	117
7100.....	117	117
9000 to 9010.....	35	35
9102 to 9105.....	35	35

3. SPEED RESTRICTIONS: (Continued)

	Miles Per Hour	
	Passenger Trains	Freight Trains
Missouri Pacific Engines:—Cont.		
G. C. L. and I. G. N. Engines:		
301 to 389.....	50	50
941 to 948.....	35	35
1011 to 1040.....	55	55
1051 to 1073.....	55	55
1101 to 1125.....	63	63
1151 to 1161.....	80	80
9200 to 9203 (Diesel).....	35	35

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

Motor Cars:

(a) Gas-electric passenger motor cars.....	60	..
(b) Brill passenger motor cars, with mechanical drive.....	45	..

Trains handling:

Motor Cars, dead in tow.....	50	50
Diesel engines dead in tow:		
800 Series.....	..	30
4100, 4101 and 9000-9001 Series.....	..	35
4102, 4103 and all other Diesel road engines.....	..	Maximum Permissible Speed

Pile Drivers.....	..	25
Steam Shovels.....	..	25
Scale Test Cars (handle next to caboose).....	..	Maximum Frt. Train Speed.

Wrecking Cranes, (Self-propelling).....	..	25
Bridge Derrick Cars (non-revolving) boom connected.....	..	30

Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches or more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car; derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

Bridge Derrick Cars (non-revolving), boom disconnected.....	..	Maximum Frt. Train Speed
---	----	--------------------------

Bridge derrick cars shipped with boom disconnected and permitted to move at maximum freight train speed must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.

Bridge Derrick-Pile Driver (combination machine).....	..	25
---	----	----

Bridge derrick-pile driver (combination machine) may be shipped either as a derrick, or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.

American Ditchers, self-propelling.....	..	20
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American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.

3. SPEED RESTRICTIONS: (Continued)

	Miles Per Hour	
	Passenger Trains	Freight Trains

Locomotive Cranes or Clam Shells..... 20

Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.

American Ditchers, loaded on flat cars..... 20

Yard (clam shell) and "Burro" Cranes, loaded on flat cars..... 20

Jordan Spreaders and Spreader-Ditchers..... 25

Jordan spreaders and spreader-ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

Rail Unloaders..... Maximum Frt. Train Speed.

Rail unloaders must have boom disconnected and stored on car.

Where maximum speed of freight trains is restricted to 25 miles per hour, or less, trains handling wrecking derricks, pile drivers, and Jordan ditchers or spreader-ditchers must be restricted to 5 miles per hour less than such maximum speed.

Diesel engines (road or switch) for movement dead in tow must have all switches opened; main fuse removed; reversing drums and main power contactors blocked; and must be in charge of messenger who shall be properly instructed in the correct method of servicing and protecting motor and journal bearings from overheating.

Engine drivers will be blocked only in extreme emergency. When necessary to block front drivers, speed will be restricted to twenty (20) miles per hour; no restriction when necessary to block other drivers.

Dead engines with side rods in position, main rods disconnected, 35 miles per hour.

Dead engines moving backward or with part or all side rods down, 15 miles per hour.

Dead engines with all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders, 40 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.

Dead engines 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.

Engines running backward with or without cars must not exceed a speed of twenty-five miles per hour. Where conditions are such as to require further restriction, the Superintendent will issue special instructions covering.

Engines not equipped with engine trucks either dead in tow or under steam in road movement must be moved tender forward.

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 must not exceed 10 miles per hour through No. 10 turnouts or crossovers, and 30 miles per hour through No. 20 turnouts or crossovers. Where such turnouts or crossovers are equipped with spring switches, the same restriction applies for trains or engines on straight track moving switch points, except that when lead wheels of train have passed over switch points normal speed may be resumed.

PERMANENT SPEED RESTRICTIONS: LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTIONS AND RESUME SPEED SIGNS:

Permissible Speed in Miles per hour	Eastward				Westward			
	From		To		From		To	
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole

Kansas City Subdiv.:

25	280	27	280	10	25	280	10	280	27
50	288	30	285	25	50	285	25	288	30
40	292	32	290	09	40	290	09	292	32
40	297	02	294	18	40	294	18	297	02
50	298	03	297	35	50	297	35	298	03
50	304	15	301	38	50	301	38	304	15
35	308	00	304	15	35	304	15	308	00
50	315	21	313	26	50	313	26	315	21
45	325	38	318	05	45	318	05	325	38
30	326	34	325	38	30	325	38	326	34
60	331	24	331	14	60	331	14	331	24
40	335	00	332	35	40	332	35	335	00

Oswatomie Subdiv.:

50	339	28	339	20	50	339	20	339	28
60	344	30	344	17	60	344	17	344	30
60	352	22	351	30	60	351	30	352	22
20	354	32	353	30	20	353	30	354	32
55	357	15	357	07	55	357	07	357	15
70	368	01	367	31	70	367	31	368	01
70	394	13	393	38	70	393	38	394	13
60	402	00	401	28	60	401	28	402	00
60	406	10	405	38	60	405	38	406	10
70	417	00	411	38	70	411	38	417	00
70	424	9	423	34	70	423	34	424	9

Council Grove Subdiv.:

25	425	25	424	25	25	424	25	425	25
60	430	33	430	21	60	430	21	430	33
50	434	35	432	18	50	432	18	434	35
70	460	12	459	00	70	459	00	460	12
30	479	20	479	10	30	479	10	479	20
50	482	20	482	10	50	482	10	482	20
25	496	38	495	32	25	495	32	496	38

Salina Subdiv.:

55	484	7	483	29	55	483	29	484	7
55	486	28	486	22	55	486	22	486	28
30	492	26	492	16	30	492	16	492	26
25	496	19	494	4	25	494	4	496	19
55	510	12	509	26	55	509	26	510	12
55	511	25	511	16	55	511	16	511	25
55	513	23	513	17	55	513	17	513	23

Holsington Subdiv.:

50	559	13	557	21	50	557	21	559	13
60	565	34	563	09	60	563	09	565	34
50	574	30	573	19	50	573	19	574	30
50	580	30	579	20	50	579	20	580	30
60	589	27	588	36	60	588	36	589	27
60	612	31	611	10	60	611	10	612	31
50	681	37	681	30	50	681	30	681	37

Horace Subdiv.:

75	770	29	769	24	75	769	24	770	29
60	775	30	772	33	60	772	33	775	30
60	810	21	808	26	60	808	26	810	21
60	824	10	822	16	60	822	16	824	10
75	829	38	828	34	75	828	34	829	38
60	859	29	859	18	60	859	18	859	29
60	861	30	861	20	60	861	20	861	30
60	866	18	866	09	60	866	09	866	18
75	868	17	868	08	75	868	08	868	17
60	869	25	869	14	60	869	14	869	25
60	875	14	874	39	60	874	39	875	14

LOCATION OF HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
HOSPITAL	St. Louis, Mo.	Grand and Shaw	{ GRand 0500. MAin 1000.		
★Dr. O. B. Zeinert, Chief Surgeon	St. Louis, Mo.	Grand and Shaw	{ GRand 0500. MAin 1000	} 34 Broadview Drive	PArkview 0674.
HOSPITAL, St. Mary's Hospital	Kansas City, Mo.	2800 Main	WEstport 4633		
★Dr. J. E. Castles, District Surgeon	Kansas City, Mo.	{ 1002 Argyle Bldg., 12th and McGee	HARRison 5037 & 5038, VICTor 6100, Station 36	} 620 West Dartmouth Road	JACKson 4027.
Dr. E. B. Hobbs	Kansas City, Mo.	{ 1002 Argyle Bldg., 12th and McGee	HARRison 5037 & 5038, VICTor 6100, Station 36			} 435 West 63rd	HIGHland 4144.
Dr. G. A. Roy	Kansas City, Mo.	{ 1002 Argyle Bldg., 12th and McGee	HARRison 5037 & 5038, VICTor 6100, Station 36	} 1301 East Armour	VAlentine 2300.
Dr. H. Miller	Kansas City, Mo.	{ 1002 Argyle Bldg., 12th and McGee	HARRison 5037 & 5038, VICTor 6100, Station 36	} 40 East 55th	HIGHland 4123.
Dr. E. A. Greaves	Kansas City, Mo.	{ 1002 Argyle Bldg., 12th and McGee	HARRison 5037 & 5038, VICTor 6100, Station 36	} 7303 Madison	JACKson 1898.
FIRST AID STATION	Kansas City, Mo.	Shops, East Bottoms.			
NOTE—Office hours of Dr. Castles as follows: 9:00 a. m. to 5:00 p. m.					
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 Sunday and Legal Holidays.					
Dr. L. W. Angle	Kansas City, Kan.	Huron Bldg	DRexel 2020	Gould Hotel	DRexel 6065.
★Dr. C. M. Stemen	Kansas City, Kan.	552 Minnesota	FAirfax 2055	1200 North Seventh	DRexel 0099.
★Dr. O. C. Lowe	Paola, Kan.	Sellers Bldg.	Hodge 227; Farmers 227	208 South Silver	Hodge 536.
★Dr. W. L. Speer, Division Surgeon	Osawatomie, Kan.	561 Main	45	12th and Pacific	128.
★Dr. R. R. Means, Division Surgeon	Osawatomie, Kan.	Firt National Bank Bldg.	18	801 Pacific	18.
Dr. O. H. Riggs, Dental Surgeon	Osawatomie, Kan.	542½ Main	13	1102 Pacific	48.
★Dr. F. A. Trump	Ottawa, Kan.	336 Main	1626	1004 South Cedar	102.
★Dr. W. O. Poston	Quenemo, Kan.		Independence 66-A		Independence 66-B.
★Dr. O. C. Fritts	Osage City, Kan.	106 North Sixth	Central 33	732 California	Central 157.
EMERGENCY STATION	Council Grove, Kan.				
★Dr. B. D. Miller	Council Grove, Kan.	109 West Main	626	10th and Main	261.
★Dr. C. C. Kerr	Council Grove, Kan.	109 West Main	626	219 North Mission	236.
★Dr. H. Marshall	Herington, Kan.	12 North Broadway	401	312 South C.	442.
Dr. L. S. Nelson	Salina, Kan.	Suite 408—Farmers Union Bldg.	882-883	660 Highland	1755.
★Dr. O. R. Brittain	Salina, Kan.	425 West Iron	3604	150 North Phillips	1720.
★Dr. S. T. Thierstein	Lindsborg, Kan.	108½ North Main	156	110 North Washington	256.
★Dr. E. J. Stredder	Geneseo, Kan.	Eighth and Silver	78	Geneseo	78.
★Dr. M. C. Sexton	Bushton, Kan.		138		138.
★Dr. H. W. Jury	Clafin, Kan.		74		131.
EMERGENCY STATION	Hoisington, Kan.	Hoisington Hospital	196	468 West Second	196.
★Dr. T. J. Brown, Resident Surgeon	Hoisington, Kan.	155½ South Main	48	373 West Second	413.
Dr. L. R. McGill	Hoisington, Kan.	302 North Main	42	302 North Main	424.
Dr. E. H. Atkins, Ass't Surgeon	Hoisington, Kan.	173 West First	314	564 West Second	272.
Dr. D. T. Loy	Great Bend, Kan.	2015 Forrest	1604	2509 Shawnee Drive	1263.
★Dr. S. T. Millard, Resident Surgeon	Topeka, Kan.	National Reserve Life Bldg.	20336	1034 Polk	20337.
★Dr. M. F. Russell	Great Bend, Kan.	1305 Main	35	2715 Broadway	317.
★Dr. J. E. Attwood	LaCrosse, Kan.	Main St., Atwood Bldg.	160-J	421 West Ninth	160-W.
★Dr. D. B. Parker	Ransom, Kan.	Ransom	5614	Ransom	2214.
★Dr. R. F. Kippenberger	Scott City, Kan.	Scott City	87	Scott City	52.
★Dr. H. P. Palmer	Scott City, Kan.	210 College	87	202 East Second	100.
★Dr. L. S. Ott	Leoti, Kan.	Leoti	Call by Name	Leoti	Call by Name.
★Dr. R. B. Mays	Tribune, Kan.		66		66.
★Dr. J. E. Jeffrey	Ordway, Colo.	Ordway	3	Ordway	11.
EMERGENCY STATION	Pueblo, Colo.	St. Mary's Hospital	Main 130	525 Quincy	
★Dr. R. H. McIlroy, Division Surgeon	Pueblo, Colo.	407 North Main	140	512 Jackson	1507.
Dr. R. Taylor	Pueblo, Colo.	511 North Main	587	1909 Elizabeth	1488.

DR. O. B. ZEINERT, Chief Surgeon.

★Medical Examiners for Examination of Applicants under Forms 339, 339-A, 339-B and 339-D.
 ★★Medical Examiners for Examination only of Maintenance of Way laborers (Form 339-B, 339-D),
 and other applicants not required to take color perception tests.