

## DIVISION OFFICERS

C. C. CHAPMAN..Superintendent.....Osawatomie, Kan.  
E. H. CAMPBELL..Terminal Superintendent...Kansas City, Mo.  
T. E. DOWNER...Terminal Trainmaster.....Kansas City, Mo.  
J.W.TREADWELL..Assistant Supt.....Pueblo, Colo.  
S. F. AYLER.....Trainmaster Kansas City,  
Topeka and Osawatomie  
Subdivs.....Osawatomie, Kan.  
W.A.LEARMONT..Trainmaster, Council Grove  
and Salina Subdivs.....Council Grove, Kan.  
J. D. WOODARD..Trainmaster, Great Bend  
and Hoisington Subdivs.  
and Hoisington Yard.....Hoisington, Kan.  
C. A. RICHTER...Ass't Trainmaster, Salina  
Subdiv.....Salina, 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.  
C. R. ELIAS.....Dispatcher.....Pueblo, Colo.  
B. R. FORD.....Dispatcher.....Osawatomie, Kan.  
B. B. HUGHES...Dispatcher.....Osawatomie, Kan.  
C. LAMPKIN.....Dispatcher.....Osawatomie, Kan.  
C. W. NEWBREY..Dispatcher.....Pueblo, Colo.  
A. W. REESE.....Dispatcher.....Osawatomie, Kan.  
E. H. SHORT.....Dispatcher.....Osawatomie, Kan.  
V. B. SMITH.....Dispatcher.....Pueblo, Colo.  
LEO TERMER...Dispatcher.....Pueblo, Colo.  
A. E. UPSON.....Dispatcher.....Pueblo, Colo.  
R. I. UPTON.....Dispatcher.....Osawatomie, Kan.  
P. M. WILLIAMS..Dispatcher.....Pueblo, Colo.

## SAFETY FIRST



# MISSOURI PACIFIC RAILROAD COMPANY

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## CENTRAL KANSAS AND COLORADO DIVISIONS

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# TIME-TABLE No. 42

Effective 12:01 a. m. Sunday, Aug. 29, 1943

CENTRAL STANDARD TIME, except Hoisington and Horace  
Subdivs.

MOUNTAIN STANDARD TIME, Hoisington and Horace Sub-  
divs.

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Superseding Time-Table No. 41, dated March 14, 1943,  
and all Supplements thereto.

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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

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R. C. WHITE, Chief Operating Officer.

E. SULLIVAN, 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 connection.
" " "	" ".....117	Omaha.....110	10:45 p. m.	15 Min.	When passengers reported or from connecting lines.
" " "	Eastern.....20	Cent. Kan.....116	1:00 a. m.	15 Min.	When passengers reported.
" " "	" ".....14	" ".....24	4:40 p. m.	15 Min.	For revenue passengers.
" " "	" ".....12	" ".....12	Indefinitely	Indefinitely	For connection.
" " "	" ".....12	" ".....124	7:30 a. m.	15 Min.	When passengers reported.
" " "	" ".....212	" " 12 & 124	8:20 a. m.	30 Min.	" " " "
" " "	Omaha.....119	" ".....116	12:45 a. m.	20 Min.	" " " "
" " "	" ".....109	" " 12 & 124	9:00 a. m.	15 Min.	" " " "
" " "	C. B. & Q.....23	" ".....116	12:03 a. m.	5 Min.	" " " "
Osawatomie.....	Cent. Kan.....116	Sou. Kan.....116	Indefinitely	Indefinitely	For connection.
" " "	" ".....124	" ".....124	" "	" "	" " " "
" " "	" ".....11	" ".....116	10:55 p. m.	30 Min.	For revenue passengers.
Geneseo.....	" ".....11	Wichita.....411	1:52 a. m.	15 Min.	For connection.
" " "	" ".....23	" ".....411	12:15 a. m.	20 Min.	For mail and passengers.
Pueblo.....	D. & R. G. W....1	Mo. Pac.....23	12:30 p. m.	29 Min.	When passengers reported.
" " "	" ".....4	" ".....11	Indefinitely	Indefinitely	For connection.
" " "	Mo. Pac.....12	D. & R. G. W....3	" "	" "	" " " "
" " "	" ".....24	" " " ".....15	11:35 p. m.	30 Min.	For passengers, mail and carload express.

### 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 beyond.  
*b*—Stop to discharge revenue passengers from Kansas City or pick up revenue passengers destined beyond Pueblo.  
*d*—Stop to discharge revenue passengers from Pueblo and beyond and receive revenue passengers for Kansas City and beyond and Wichita Div.  
*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 Hoisington.

### 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
90.....	0	40
100.....	0	36

## 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.

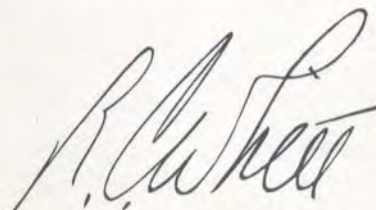
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.



Chief Operating Officer.

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

Station Numbers	Miles from St. Louis	TIME-TABLE No. 42 Effective 12:01 A. M. Central Standard Time AUGUST 29, 1943	TRAINS WESTWARD										
			FIRST CLASS				SECOND CLASS						
			125 Passenger	23 Passenger	11 Passenger	117 Passenger	169 Red Ball Freight	75 Tonnage	85 Red Ball Freight	167 Red Ball Freight			
		<b>STATIONS</b>	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		ST. LOUIS	11 50PM	8 50AM	4 15PM	4 15PM							
		CS... KANSAS CITY (Union Station)	8 45AM	4 30PM	9 25PM	10 30PM							
B 1	279.06	CS... EAST YARD											3 00AM
		0.82											3 05
	278.24	KCSW JCT											
		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 56	4 42		10 41							
		1.19											
288	280.42	CENTROPOLIS	f 8 59	4 44		10 43							
		0.01											
	280.43	ST. L.-S. F. CONNECTION	9 00			10 44							3 15
		2.83											
291	283.26	P... LEEDS	f 9 04	4 50		10 48							3 30
		5.74											
297	289.00	P... PROSPECT											
		0.42											
	289.42	ST. L.-S. F. CROSSING											
		0.05											
	289.47	CS... SN TOWER	9 10	4 56		10 55							
		0.53											
298	290.00	TP... DODSON	s 9 12	4 58		10 56							
		3.37											
302	293.37	P... RED BRIDGE	9 16			11 01							
		4.14											
305	297.51	P MARTIN CITY, MO.	f 9 23	5 09		11 08							
		2.45											
308	299.96	P... KENNETH, KAN.	f 9 27	5 13		11 11							
		6.70											
314	306.66	P... STILWELL	f 9 37	5 23		11 21							
		5.00											
319	311.66	TP... BUCYRUS	f 9 48	5 32		11 29							
		4.09											
324	315.75	P... CHILES	f 9 54	5 39		11 35							
		2.30											
326	318.05	CS... WAGSTAFF	f 9 58	5 43		11 39							
		4.50											
330	322.55	P... LENTO	10 04	5 49		11 45							
		3.49											
	326.04	M.-K.-T. CROSSING											
		0.23											
334	326.27	TP... PAOLA	s 10 12	s 5 57		s 11 52							
		0.56											
	326.83	ST. L.-S. F. CROSSING											
		0.13											
	326.96	M.-K.-T. CROSSING											
		0.08											
	327.04	KT JCT		5 58	10 16PM								
		2.50											
	329.54	P... JB SIDING	10 18	6 00	10 19	11 57PM							
		3.83											
341	333.17	CS... OSAWATOMIE	s 10 25	s 6 15	s 10 25	s 12 05AM							
		0.54	s 10 35	s 6 20		s 12 15							
341	333.71	P.Osawatomie Yard. & WOCT	10 37	6 21	10 26	1222 460	1 00AM	2 55AM	3 00AM			5 30	
		0.75										6 45	
	334.46	CS... SOU. KAN. JCT.	10 39AM	6 22PM	10 27PM	12 24AM	1 05AM	2 56AM	3 01AM			6 50AM	
		57.04	Daily	Daily	Daily	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

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Siding Capacity In Cars	Miles from St. Louis	<b>TIME-TABLE No. 42</b>		<b>TRAINS EASTWARD</b>							
		Effective 12:01 A. M. Central Standard Time AUGUST 29, 1943		FIRST CLASS				SECOND CLASS			
		<b>STATIONS</b>		<b>124</b> Passenger	<b>12</b> Passenger	<b>24</b> Passenger	<b>116</b> Passenger	<b>62</b> Red Ball Freight	<b>670</b> Red Ball Freight	<b>92</b> Local Freight	<b>160</b> Red Ball Freight
			Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	
		<b>ST. LOUIS</b>	12 15PM	12 15PM	10 10PM	8 28AM	8 00PM	3 00AM			
		CS. KANSAS CITY (Union Station)	7 00AM	6 45AM	3 45PM	11 45PM					
		<b>EAST YARD.</b>					9 00PM	5 00AM	5 05AM		
Yd.	279.06	0.82					8 30	4 54	4 55		
Yd.	278.24	0.40									
	278.64	0.48									
	279.12	0.11									
	279.23	1.19									
Yd.	280.42	0.01									
	280.43	2.83					8 15	4 39	4 40		
	58 283.26	5.74					8 00	4 29	4 30		
Yd.	289.00	0.42							4 05		
	289.42	0.05									
e95) w85)	289.47	0.53					6 27		3 13	11 05	
	290.00	3.37					6 26		3 11	11 04	
96	293.37	4.14					6 19		3 04	10 59	
97	297.51	2.45					6 12		2 57	10 53	
e84) w93)	299.96	6.70					6 07		2 52	10 48	
93	306.66	5.00					5 57		2 42	10 39	
e92) w93)	311.66	4.09					5 48		2 33	10 32	
	315.75	2.30					5 42		2 27	10 27	
e101) w89)	318.05	4.50					5 37		2 22	10 24	
87	322.55	3.49					5 29		2 14	10 18	
	326.04	0.23									
61	326.27	0.56					5 23		2 08	10 13	
	326.83	0.13									
	326.96	0.08									
e278) w188)	327.04	2.50									
	329.54	3.63					5 15	5 37	2 00	10 04	
	333.17	0.54					5 10	5 32	1 55	10 00	
	333.71	0.75					5 00	1 43	1 43	9 55	
Yd.	333.71	0.75					4 52	5 26	1 42	9 51	5 30 5 00
	334.46	57.04					4 50AM	5 25AM	1 40PM <sup>68</sup>	9 50PM	5 30 11 00PM
							Daily	Daily	Daily	Daily	Daily Ex. Sunday

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

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

Station Numbers	Miles from St. Louis	TIME-TABLE No. 42 Effective 12:01 A. M. Central Standard Time AUGUST 29, 1943	TRAINS WESTWARD								
			SECOND CLASS								
			199 Local Freight	91 Local Freight	81 Tonnage	65 Tonnage	83 Tonnage	61 Red Ball Freight	77 Red Ball Freight	161 Red Ball Freight	669 Red Ball Freight
STATIONS			Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Saturday
ST. LOUIS							9 30PM				
CS. KANSAS CITY (Union Station)											
B 1	279.06	CS. EAST YARD		6 00AM	6 30AM		11 15AM	2 30PM	7 00PM		8 00PM
	278.24	KCSW JCT		6 10	6 40		11 25	2 35	7 05		8 05
	278.64	K. C. T. CROSSING									
	279.12	K. C. T. CROSSING									
	279.23	K. C. T. CONNECTION									
288	280.42	CENTROPOLIS									
	280.43	ST. L.-S. F. CONNECTION					11 40AM	2 45	7 20		8 20
291	283.26	P. LEEDS		6 30	7 00		12 01PM	2 55	7 25		8 30
297	289.00	P. PROSPECT			6 48						
	289.42	ST. L.-S. F. CROSSING									
	289.47	CS. SN TOWER			6 50						
298	290.00	TP. DODSON			7 30						
302	293.37	P. RED BRIDGE			7 40						
305	297.51	P MARTIN CITY, MO.			7 50						
308	299.96	P. KENNETH, KAN.			7 55						
314	306.66	P. STILWELL			8 10						
319	311.66	TP. BUCYRUS			8 20						
324	315.75	P. CHILES			8 30						
326	318.05	CS. WAGSTAFF			8 35						
330	322.55	P. LENTO			8 47						
	326.04	M.-K.-T. CROSSING									
334	326.27	TP. PAOLA			9 00						
	326.83	ST. L.-S. F. CROSSING									
	326.96	M.-K.-T. CROSSING									
	327.04	KT JCT									
	329.54	P. JB SIDING			9 07						
341	333.17	CS. OSAWATOMIE									
341	333.71	P. Osawatomie Yard. WOCT	6 30AM	9 20AM	11 30AM	8 55AM	3 45PM	{ 4 30 6 00	{ 9 30 10 00	11 45PM	{ 10 40PM 12 55AM
	334.46	CS. SOU. KAN. JCT.	6 35AM			9 00AM		6 05PM	10 05PM	1148PM <sup>460</sup>	1 00AM
	57.04		Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Saturday

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

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Siding Capacity in Cars	Miles from St. Louis	<b>TIME-TABLE</b>		<b>TRAINS EASTWARD</b>									
		<b>No. 42</b>		<b>SECOND CLASS</b>									
		Effective 12:01 A. M. Central Standard Time AUGUST 29, 1943		<b>460</b> Red Ball Freight	<b>84</b> Red Ball Freight	<b>88</b> Tonnage	<b>82</b> Tonnage	<b>168</b> Red Ball Freight	<b>80</b> Red Ball Freight	<b>170</b> Red Ball Freight	<b>270</b> Red Ball Freight	<b>260</b> Red Ball Freight	<b>66</b> Tonnage
<b>STATIONS</b>		Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
		<b>ST. LOUIS</b>						8 00PM	3 00AM				
		CS... <b>KANSAS CITY</b> (Union Station)...											
		CS... <b>EAST YARD</b> .....				4 30PM	10 15PM	3 00AM	11 59AM	7 30AM	2 00PM	1 00AM	
		Yd. 279.06 CS... 0.82											
		Yd. 278.24 ..... KCSW JCT..... Y				4 25	10 10	2 50	11 50	7 20	1 55	12 55	
		278.64 ..... K. C. T. CROSSING.....											
		279.12 ..... K. C. T. CROSSING.....											
		279.23 ..... K. C. T. CONNECTION.....											
		Yd. 280.42 ..... CENTROPOLIS.....											
		280.43 ..... ST. L.-S. F. CONNECTION..				4 10	9 55	1 40	11 25	7 05	1 40PM	12 40AM	
		58 283.26 P..... LEEDS.....				4 00	9 45	1 30AM	11 15	7 00			
		Yd. 289.00 P..... PROSPECT.....											
		289.42 ST. L.-S. F. CROSSING.....											
		e95) 289.47 CS... SN TOWER.....											
		290.00 TP... DODSON..... W*											
		96 293.37 P... RED BRIDGE.....											
		97 297.51 P MARTIN CITY, MO..... *											
		e84) 299.96 P. KENNETH, KAN..... W*											
		w93) 306.66 P... STILWELL..... *											
		e92) 311.66 TP... BUCYRUS..... *											
		w93) 315.75 P... CHILES..... *											
		e101) 318.05 CS... WAGSTAFF..... W											
		w89) 322.55 P... LENTO.....											
		87 326.04 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 JCT.....											
		e278) 329.54 P... JB SIDING.....											
		w168) 333.17 CS... OSAWATOMIE.....											
		Yd. 333.71 P.Osawatomie Yard.\$WOCT				1220AM <sup>117</sup>	11 30AM	12 01PM	5 45PM	{ 10 10PM 9 00	{ 9 00 8 30	{ 4 30 4 00	11 15PM
		334.46 CS... SOU. KAN. JCT.... Y				1148PM <sup>161</sup>	11 25AM			8 55PM	8 25AM	3 55AM	11 10PM
		57.04				Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily	Daily

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

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

Station Numbers	Miles from St. Louis	TIME-TABLE No. 42 Effective 12:01 A. M. Central Standard Time AUGUST 29, 1943	TRAINS WESTWARD							
			FIRST CLASS		SECOND CLASS					
			23 Passenger	11 Passenger	669 Red Ball Freight	75 Tonnage	85 Red Ball Freight	65 Tonnage	61 Red Ball Freight	77 Red Ball Freight
STATIONS			Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily
334.46		CS..... <b>SOU. KAN. JCT.</b> .....	6 22PM	10 27PM	1 00AM	2 56AM	3 01AM	9 00AM	6 05PM	10 05PM
346 337.67	3.21	P..... O'BRIEN .....	6 27	10 30	1 15	3 01	3 08	9 10	6 12	10 10
351 343.35	5.68	P..... RANTOUL.....*	6 33	10 34	1 30	3 08	3 15	9 19	6 20	10 16
355 346.93	3.58	P..... IMES.....	6 37	<b>1037</b>	1 40	3 13	3 20	9 25	6 30	<b>1037</b>
362 354.16	7.23	P..... OTTAWA.....*W s	6 45	10 43	2 10	3 22	3 30	9 35	6 40	10 51
	0.27	..... A. T. & S. F. CROSSING.....								
354.43	2.74	..... HU TOWER.....								
357.17	0.00	..... A. T. & S. F. CROSSING.....								
	3.03	P..... RICHTER.....	6 59	10 48	2 30	3 29	3 40	9 45 <sup>84</sup>	6 50	11 10
368 360.20	4.55	P..... POMONA.....*	7 05	10 51	2 45	3 34	3 50	9 52	6 56	11 15
373 364.75	3.57	CS..... LOMAX.....*WY	7 10	10 54	3 20AM	3 38	3 58	9 57	7 01	11 19
	7.01	P..... VASSAR.....*	7 19	11 00		3 48	4 10	10 10	7 16	11 29
383 375.33	1.70	P..... DK SIDING.....	<b>721</b> <sup>61</sup>	11 02		3 56	4 13	10 13	<b>721</b> <sup>23</sup>	11 31
385 377.03	1.57	TP..... LYNDON.....*	7 23	11 03		3 58	4 16	10 16	7 26	11 33
386 378.60	2.61	P..... MADALINE.....	7 26	11 05		4 02	<b>430</b> <sup>12</sup>	10 21	7 30	11 37
389 381.21	4.99	CS..... A. T. & S. F. CROSSING.....								
886.20	0.29	TP..... OSAGE CITY.....*W s	7 34	11 09		4 10	4 50	10 30	7 38	11 55PM
394 386.49	6.26	P..... RX SIDING.....	7 42	11 14		<b>419</b> <sup>12</sup>	<b>504</b> <sup>80</sup>	10 40	7 50	12 08AM
392.75	2.84	LS..... MILLER.....*	7 45	11 16		4 31	5 10	10 45	7 58	12 14
403 395.59	6.40	LS..... ADMIRE.....*	7 51	11 21		<b>444</b> <sup>80</sup>	5 25	10 55	8 10	12 24
410 401.99	3.84	LS..... ALLEN.....*j	7 56	11 25		4 51	5 45	<b>1118</b> <sup>68</sup>	8 18	12 29
414 405.83	5.19	CS..... BUSHONG.....*	8 01	11 29		5 02	6 01	11 25	8 28	12 36
419 411.02	1.26	P..... BW SIDING.....	8 03	11 30		5 11	<b>604</b> <sup>84</sup>	<b>1139</b> <sup>24</sup>	<b>835</b> <sup>66</sup>	12 38
412.28	7.04	P..... COMISKEY.....	<b>811</b> <sup>66</sup>	11 36		5 19	6 17	11 49	8 45	12 48
425 419.32	6.26	. COUNCIL GROVE YARD. WCT	8 20	11 41		<b>530AM</b> <sup>84</sup>	6 30AM	11 59AM	9 00PM	12 55AM
432 425.58	0.05	..... M.-K.-T. CROSSING.....								
425.63	0.06	CS..... <b>COUNCIL GROVE</b> .....s	8 25PM	11 43PM						
432 425.69	91.23		Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	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. 42 Effective 12:01 A. M. Central Standard Time AUGUST 29, 1943	TRAINS EASTWARD							
			FIRST CLASS		SECOND CLASS					
			12 Passenger	24 Passenger	80 Red Ball Freight	84 Red Ball Freight	68 Tonnage	62 Red Ball Freight	670 Red Ball Freight	66 Tonnage
STATIONS			Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily Ex. Sunday	Daily	
334.46		CS.....SOU. KAN. JCT.....Y	5 25AM	1 40PM <sup>68</sup>	8 25AM	11 25AM	1 35PM <sup>24</sup>	4 55PM	10 55PM	11 10PM
88 337.67		P.....O'BRIEN.....	5 20	1 36	7 45	11 12	1 30	4 33	10 47	11 00
63 343.35		P.....RANTOUL.....*	5 14	1 31	7 31	11 07	1 22	4 20	10 41	10 53
93 346.93		P.....IMES.....	5 09	1 26	7 21	10 53	1 15	4 10	1037	1037
93 354.16		P.....OTTAWA.....*W	s 5 00	s 1 17	7 00	10 16	1 00	3 50	10 05	10 18
354.43		.....A. T. & S. F. CROSSING.....								
357.17		CS.....HU TOWER.....								
		.....A. T. & S. F. CROSSING.....								
93 360.20		P.....RICHTER.....	4 51	1 02	6 44	9 45 <sup>65</sup>	12 45	3 30	9 40	10 08
22 364.75		P.....POMONA.....*	4 47	12 57	6 31	9 12	12 35	3 20	9 30	10 01
93 368.32		CS.....LOMAX.....*WY	4 44	12 53	6 20	9 00	12 29	3 11	9 20PM	9 55
29 375.33		P.....VASSAR.....*	4 36	12 44	6 00	8 42	12 19	3 00		9 45
93 377.03		P.....DK SIDING.....	4 35	12 42	5 55	8 29	12 16	2 55		9 41
15 378.60		TP.....LYNDON.....*	4 33	12 40	5 47	8 25	12 11	2 51		9 36
57 381.21		P.....MADALINE.....	4 30 <sup>85</sup>	12 37	5 40	8 20	12 05PM	2 45		9 30
386.20		CS.....A. T. & S. F. CROSSING.....								
95 386.49		P.....OSAGE CITY.....*W	m 4 24	s 12 27	5 25	8 05	11 55AM	2 30		9 20
103 392.75		P.....RX SIDING.....	4 19 <sup>75</sup>	12 21	5 04 <sup>85</sup>	7 30	11 45	2 17		9 06
103 395.59		LS.....MILLER.....*	4 16	12 17	5 00	7 20	11 35	2 12		9 01
84 401.99		LS.....ADMIRE.....*	4 11	f 12 10	4 44 <sup>75</sup>	7 05	11 24	1 59		8 50
99 405.83		LS.....ALLEN.....*	4 08	f 12 05PM	4 34	6 50	11 18 <sup>65</sup>	1 50		8 44
411.02		CS.....BUSHONG.....*	4 04	11 59AM	4 19	6 25	11 10	1 40		8 37
103 412.28		P.....BW SIDING.....	4 03	11 58	4 15	6 04 <sup>85</sup>	11 07	1 35		8 35 <sup>61</sup>
111 419.32		P.....COMISKEY.....	3 57 <sup>80</sup>	11 49 <sup>65</sup>	3 57 <sup>12</sup>	5 45	10 56	1 15		8 11 <sup>23</sup>
Yd. 425.58		COUNCIL GROVE YARD.WCT	3 51	11 42	3 30AM	5 30AM <sup>75</sup>	10 45AM	1 00PM		8 00PM
425.63		.....M.-K.-T. CROSSING.....								
425.69		CS.....COUNCIL GROVE.....	3 50AM	11 40AM						
		91.23	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily Ex. Sunday	Daily

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

COUNCIL GROVE SUBDIV.—COUNCIL GROVE TO HOISINGTON

Station Numbers	Miles from St. Louis	TIME-TABLE No. 42 Effective 12:01 A. M. Central Standard Time AUGUST 29, 1943	TRAINS WESTWARD									
			FIRST CLASS			SECOND CLASS						
			23 Passenger	11 Passenger	411 Passenger	87 Red Ball Freight	77 Red Ball Freight	75 Tonnage	85 Red Ball Freight	65 Tonnage	61 Red Ball Freight	
STATIONS			Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily	
432	424.62	CS... COUNCIL GROVE.....	8 32PM	11 48PM			1 15AM	5 35AM	7 15AM	12 15PM <sup>62</sup>	9 30PM	
439	431.90	P..... HELMICK.....	8 41	11 54			1 25	5 50	7 32	12 25	9 45	
444	436.48	LS..... WILSEY.....*	<i>f</i> 8 46	11 58PM			1 32	5 59	7 42	12 32	9 55	
452	443.94	LS..... DELAVAN.....*	8 53	12 05AM			1 42	6 15	7 57	12 42	10 10	
454	445.66	P..... JJ SIDING.....	8 55	12 07			<b>153</b> <sup>80</sup> / <sub>84</sub>	6 17	8 06	12 53	10 12	
459	451.09	CS..... HERINGTON.....*W	<i>s</i> 9 00	<i>s</i> 12 12			2 25	6 28	8 30	1 05	10 23	
451.52		..... C. R. I. & P. CROSSING.....										
467	458.67	LS..... HOPE.....*	<i>f</i> 9 09	12 22			2 40	6 45	<b>855</b> <sup>68</sup>	1 25	10 40	
459.29		..... A. T. & S. F. CROSSING.....										
471	462.85	P..... DILLON.....*	9 14	12 26			2 49	6 52	9 10	1 35	10 47	
476	467.25	LS..... ELMO.....*	9 19	<b>1230</b> <sup>80</sup>			<b>305</b> <sup>12</sup>	7 05	9 25	1 45	11 00	
479	470.94	LS..... CARLTON.....*	<i>f</i> 9 24	12 34			3 27	7 12	9 40	1 55	11 07	
485	476.17	P..... MM SIDING.....	9 32	<b>1240</b> <sup>84</sup>			3 34	7 20	<b>1005</b> <sup>62</sup>	2 07	11 15	
478.041	478.81	CS..... GYPSUM.....*WY	<i>s</i> 9 35PM	12 42			3 35	7 23	<b>1010AM</b> <sup>24</sup>	2 20	11 18	
491	483.61	P..... HG SIDING.....		12 47			3 45	7 31		2 30	11 26	
496	491.23	P..... BRIDGEPORT.....*		12 53			3 57	<b>749</b> <sup>68</sup>		2 45	<b>1138</b> <sup>80</sup>	
495.97		..... U. P. CROSSING.....										
504	496.29	LS..... LINDSBORG.....	<i>s</i> 12 59				4 12	7 59		2 57	11 53PM	
510	502.55	P..... FREEMOUNT.....		1 05			4 24	8 10		3 10	12 05AM	
505.66		..... MARQUETTE JCT.....										
513	505.69	CS..... MARQUETTE.....*WCY	<i>s</i> <b>1105PM</b> <sup>87</sup>	1 08			<b>1120PM</b> <sup>23</sup>	4 50	8 20		3 20	12 25
521	513.33	TP..... LANGLEY.....*	11 17	1 14			<i>f</i> 11 32	5 03	<b>840</b> <sup>62</sup>		<b>335</b> <sup>66</sup>	<b>1235</b> <sup>86</sup>
526	517.96	TP..... CRAWFORD.....*	11 25	1 19			<i>f</i> 11 45PM	5 10	<b>850</b> <sup>24</sup>		4 02	12 55
524.21		..... KANOPOLIS JCT.....										
524.23		..... A. T. & S. F. CROSSING.....										
532	524.56	CS..... GENESEO.....WY	<i>s</i> <b>1155</b> <sup>412</sup> / <sub>86</sub>	<i>s</i> 1 37	3 00AM	<i>s</i> <b>1218AM</b> <sup>412</sup> / <sub>86</sub>	5 21	9 02		4 17	1 10	
525.08		..... WICHITA JCT., EAST.....	11 56	1 38	3 01	12 32	5 22	9 03		4 18	1 11	
525.57		..... WICHITA JCT., WEST.....	11 57	1 39	3 02	12 34	5 23	9 04		4 19	1 13	
534	526.02	P..... GW SIDING.....	11 58PM	1 40	3 03AM	12 39	5 24	9 06		4 21	1 15	
529.71		..... ST. L.-S. F. CROSSING.....										
538	530.48	P..... FREDERICK.....*	12 04AM	1 44			<i>f</i> 12 56	5 32	9 16		4 30	1 21
545	537.60	LS..... BUSHTON.....*	<i>s</i> 12 13	<b>152</b> <sup>12</sup> / <sub>87</sub> / <sub>61</sub>			<i>f</i> <b>152</b> <sup>12</sup> / <sub>11</sub> / <sub>61</sub>	5 45	9 32		4 42	<b>132</b> <sup>11</sup> / <sub>12</sub> / <sub>87</sub>
553	545.22	CS..... CLAFIN.....*	<i>s</i> 12 22	1 59			<i>f</i> 2 08	<b>556</b> <sup>68</sup>	9 50		4 55	2 05
561	552.81	P..... REDWING.....*	12 31	2 06			<i>f</i> 3 00	6 08	10 10		5 10	2 15
567	558.82	CS..... HOISINGTON. \$WCOTY	<i>s</i> 12 40AM	<i>s</i> 2 13AM			3 30AM	<b>700AM</b> <sup>62</sup>	10 30AM		5 20PM	2 30AM
		133.43	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	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	<b>TIME-TABLE No. 42</b> Effective 12:01 A. M. Central Standard Time AUGUST 29, 1943	TRAINS EASTWARD								
			FIRST CLASS			SECOND CLASS					
			12 Passenger	24 Passenger	412 Passenger	68 Tonnage	62 Red Ball Freight	66 Tonnage	80 Red Ball Freight	84 Red Ball Freight	86 Red Ball Freight
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday
		STATIONS									
424.62		CS.... <b>COUNCIL GROVE</b> .....	s 3 45AM	s 11 30AM		10 20AM	12 15PM <sup>65</sup>	7 00PM	2 40AM	2 50AM	
69 431.90		P..... HELMICK.....	3 39	11 20		9 58	12 01PM	6 46	2 30	2 36	
69 436.48		LS..... WILSEY.....*	3 35	<i>f</i> 11 15		9 48	11 50AM	6 35	2 20	2 27	
443.94		LS..... DELAVAN.....*	3 29	11 06		9 31	11 30	6 20	2 10	2 15	
195 445.66		P..... JJ SIDING.....	3 27	11 03		9 27	11 25	6 15	1 53 <sup>(84)</sup> <sub>(77)</sub>	1 53 <sup>(80)</sup> <sub>(77)</sub>	
103 451.09		CS..... HERINGTON.....*W	s 3 22	s 10 55		9 15	11 10	5 58	1 18	1 39	
451.52		..... C. R. I. & P. CROSSING.....									
102 458.67		LS..... HOPE.....*	3 12	<i>f</i> 10 42		8 55 <sup>85</sup>	10 50	5 38	12 50	1 27	
459.29		..... A. T. & S. F. CROSSING.....									
462.85		P..... DILLON.....*	3 09	10 36		8 46	10 40	5 28	12 38	1 02	
135 467.25		LS..... ELMO.....*	3 05 <sup>77</sup>	10 32 <sup>62</sup>		8 37	10 32 <sup>24</sup>	5 18	12 30 <sup>11</sup>	12 55	
470.94		LS..... CARLTON.....*	3 01	<i>f</i> 10 28		8 30	10 15	5 08	12 17	12 48	
142 476.17		P..... MM SIDING.....	2 57	10 22		8 18	10 05 <sup>85</sup>	4 56	12 02AM	12 40 <sup>11</sup>	
478.04 478.81		CS..... GYPSUM.....*WY	2 55	s 10 20AM <sup>85</sup>		8 15	10 02	4 52	11 57PM	12 35AM	
99 483.61		P..... HG SIDING.....	2 51			8 04	9 52	4 40	11 48		
83 491.23		P..... BRIDGEPORT.....*	2 45		VIA SALINA SUBDIV.	7 49 <sup>75</sup>	9 38	4 25	11 38 <sup>61</sup>		
495.97		..... U. P. CROSSING.....									
93 496.29		LS..... LINDSBORG.....	s 2 38			7 38	9 18	4 15	11 15		
502.55		P..... FREEMOUNT.....	2 32			7 24	9 03	4 03	11 00		
505.60		..... MARQUETTE Jct.....									
e96 u94 505.69		CS..... MARQUETTE.....*WCY	2 29	s 9 04AM		7 18	8 52	3 55	10 50		12 47AM
96 513.33		TP..... LANGLEY.....*	2 21	8 56		7 01	8 40 <sup>75</sup>	3 35 <sup>85</sup>	10 25		<i>f</i> 12 35 <sup>61</sup>
95 517.96		TP..... CRAWFORD.....*	2 16	8 50 <sup>75</sup>		6 52	8 30	3 25	10 15		<i>f</i> 12 25
524.21		..... KANOPOLIS JCT.....									
524.23		..... A. T. & S. F. CROSSING.....									
63 524.50		CS..... GENESEO.....WY	s 2 09	s 8 40		11 45PM <sup>(86)</sup> <sub>(87)</sub> <sup>(23)</sup>	6 40	8 20	3 11	9 55	s 12 10AM <sup>(412)</sup> <sub>(87)</sub> <sup>(23)</sup>
525.08		..... WICHITA JCT., EAST.....	2 04	8 28		11 37PM	6 39	8 08	3 10	9 51	9 59PM
525.57		..... WICHITA JCT., WEST.....	2 03	8 27		6 38	8 07	3 09	9 49		9 57
93 526.02		P..... GW SIDING.....	2 02	8 26		6 37	8 06	3 08	9 47		9 55
529.71		..... ST. L.-S. F. CROSSING.....									
69 530.48		P..... FREDERICK.....*	1 58	8 22		6 28	7 57	2 58	9 35 <sup>86</sup>		<i>f</i> 9 40 <sup>80</sup>
95 537.60		LS..... BUSHTON.....*	1 52 <sup>(11)</sup> <sub>(87)</sub> <sup>(61)</sup>	<i>f</i> 8 13		6 12	7 38	2 42	9 15		<i>f</i> 9 05
94 545.22		CS..... CLAFLIN.....*	1 45	s 8 05		5 56 <sup>77</sup>	7 27	2 27	8 55		<i>f</i> 8 32
95 552.81		P..... REDWING.....*	1 39	7 57		5 42	7 13	2 12	8 35		<i>f</i> 7 40
Yd. 558.82		CS..... HOISINGTON...WCOTY	1 33AM	7 50AM		5 30AM	7 00AM <sup>77</sup>	2 00PM	8 15PM		7 25PM
		133.43	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday

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. 42 Effective 12:01 A. M. Mountain Standard Time AUGUST 29, 1943	TRAINS WESTWARD							
			FIRST CLASS			SECOND CLASS				
			11 Passenger	23 Passenger		61 Red Ball Freight	93 Local Freight	77 Red Ball Freight	75 Tonnage	65 Tonnage
STATIONS			Daily	Daily		Daily	Daily Ex. Sunday	Daily	Daily	Daily
567	558.82	CS.....HOISINGTON..\$WCOTY 4.14	1 20AM	11 50PM		2 00AM	7 05AM <sup>77</sup>	7 00AM <sup>03</sup>	1 30PM	8 20PM
571	562.96	P.....BOYD.....* 5.94	1 25	11 56PM		2 12	7 16	7 09	1 42	8 30
577	568.90	LS.....OLMITZ.....* 6.77	1 31	1211AM <sup>12</sup>		2 28	7 30	7 21	1 58	8 45
583	575.67	LS.....OTIS.....* 8.49	1 38	j 12 23		2 43	7 42	7 30	2 15 <sup>94</sup>	9 00
592	584.16	LS.....BISON.....*W 6.15	1 45	j 12 35		2 58	7 55	7 40	2 35	9 18
598	590.31	CS.....LA CROSSE.....* 5.39	1 51	s 12 50		3 15	8 10	7 49	2 50	9 30
603	595.70	P.....MARTHA..... 2.38	1 56	12 58		3 27	8 55	7 59	3 02	9 39
606	598.08	P.....HARGRAVE.....* 3.48	1 58	1 02		3 35	9 00	8 12	3 10	9 44
609	601.56	P.....RAGLE..... 3.74	2 01	1 07		3 43	9 05	8 17	3 18	9 50
613	605.30	LS.....MCCRACKEN.....*Y 5.12	2 05	s 1 19		3 55 <sup>62</sup>	9 35	8 30	3 26	10 00
618	610.42	P.....WARING..... 5.74	2 09	1 27		4 05	9 45	8 41	3 35	10 10
624	616.16	LS.....BROWNELL.....* 6.02	2 13	j 1 38		4 15	10 05	8 57	3 43	10 25 <sup>68</sup>
630	622.18	P.....OSGOOD.....CW 5.21	2 19	1 46		4 35	10 15 <sup>66</sup>	9 07	4 00 <sup>80</sup>	10 34
635	627.39	LS.....RANSOM.....* 6.41	2 24	s 1 55		4 54 <sup>24</sup>	10 35	9 18	4 15	10 45
642	633.80	P.....ARNOLD.....* 6.52	2 29	j 2 03		5 05	10 50	9 30	4 30	10 54
648	640.32	CS.....UTICA.....Y* 4.39	2 35	s 2 15		5 20	11 17 <sup>94</sup>	9 40 <sup>66</sup>	4 45	11 10 <sup>12</sup>
653	644.71	P.....LUDWIG.....W 4.73	2 38 <sup>62</sup>	2 21		5 30	11 40	9 47	4 56	11 29
657	649.44	P.....PENDENNIS.....* 6.18	2 42	2 27 <sup>62</sup>		5 40	11 50AM	10 00	5 07	11 35
663	655.62	LS.....SHIELDS.....* 9.41	2 47	s 2 38		5 52	12 10PM	10 10	5 19	11 45
673	665.03	LS.....HEALY.....* 5.19	2 55 <sup>23</sup>	j 2 55 <sup>11</sup>		6 08	12 35	10 25 <sup>94</sup>	5 35	11 57PM
678	670.22	P.....RANCH..... 1.27	2 59	3 03		6 26	12 45	10 33	5 48	12 07AM
679	671.49	.....MANNING.....* 4.54	3 00	3 05		6 33	12 50	10 38	5 53	12 10
684	676.03	P.....SANDON..... 5.67	3 04	3 10		6 40	1 00	10 46	6 05	12 16
681	681.70	.....A. T. & S. F. CROSSING..... 0.87								
690	682.57	CS.....SCOTT CITY.....WC 0.31	j 3 11	s 3 17		7 00	1 40	10 56	6 30	12 30
682	682.88	.....A. T. & S. F. CROSSING..... 4.05								
696	686.93	P.....SETAB..... 5.24	3 15	3 27		7 15	1 52 <sup>80</sup>	11 15	6 45	12 45
700	692.17	P.....MODOC.....* 7.06	3 20	j 3 38 <sup>24</sup>		7 25	2 15	11 25	6 55	12 53 <sup>62</sup>
707	699.23	.....MARIENTHAL.....* 2.33	3 26	j 3 47		7 36	2 30	11 36	7 06	1 04
709	701.56	P.....SHELBY..... 2.54	3 28 <sup>24</sup>	3 51		7 41 <sup>66</sup>	2 35	11 41	7 11 <sup>68</sup>	1 08
712	704.10	.....CORONADO..... 3.00	3 30	3 55		7 45	2 42	11 47	7 15	1 13
715	707.10	LS.....LEOTI.....* 5.14	3 32	s 4 05		7 52	3 13	11 53AM	7 22	1 20
720	712.24	P.....HIXON..... 4.94	3 36	4 12		8 02	3 23	12 03PM	7 34	1 32
725	717.18	P.....SELKIRK.....*W 0.85	3 40	4 19		8 12	3 30	12 13	7 45	1 44
726	718.03	P.....BAY..... 6.52	3 41	4 20		8 15	3 32	12 14	7 52	1 45
732	724.55	P.....WHITELAW..... 4.45	3 47	4 28		8 27	3 42	12 30 <sup>80</sup>	8 05	1 57
737	729.00	LS.....TRIBUNE..... 1.88	3 51	4 34		8 40	3 50	12 40	8 17	2 07
739	730.88	CS.....HORACE.....WCY	s 3 53AM	s 4 37AM		9 00AM	4 00PM	12 50PM	8 30PM	2 20AM
		172.06	Daily	Daily		Daily	Daily Ex. Sunday	Daily	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. 42		TRAINS EASTWARD						
		Effective 12:01 A. M. Mountain Standard Time AUGUST 29, 1943		FIRST CLASS			SECOND CLASS			
		24 Passenger	12 Passenger	68 Tonnage	62 Red Ball Freight	66 Tonnage	94 Local Freight	80 Red Ball Freight		
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily		
Yd. 558.82		CS.....HOISINGTON..\$WCOTY	s 6 40AM	s 12 25AM	12 12AM	5 30AM	12 30PM	3 05PM	6 30PM	
85 562.96		P.....BOYD.....*	6 30	12 17	12 03AM	5 16	12 08PM	2 55	6 08	
80 568.90		LS.....OLMITZ.....*	6 24	<b>1211</b> 23	11 54PM	5 06	11 54AM	2 40	5 54	
80 575.67		LS.....OTIS.....*j	6 15	12 05AM	11 42	4 55	11 42	<b>215</b> 75	5 42	
84 584.16		LS.....BISON.....*Wj	6 00	11 57PM	11 30	4 34	11 28	2 05	5 28	
81 590.31		CS.....LA CROSSE.....*	s 5 48	d 11 50	11 15	4 19	11 17	1 45	5 17	
54 595.70		P.....MARTHA.....	5 37	11 45	11 05	4 10	11 06	1 20	5 06	
598.08		P.....HARGRAVE.....*	5 34	11 43	11 01	4 06	11 01	1 08	5 01	
85 601.56		P.....RAGLE.....	5 30	11 40	10 54	4 01	10 54	1 01	4 54	
75 605.30		LS.....McCRACKEN.....*Ys	5 21	11 37	10 46	<b>355</b> 61	10 46	12 50	4 46	
53 610.42		P.....WARING.....	5 14	11 33	10 36	3 46	10 36	12 35	4 36	
86 616.16		LS.....BROWNELL.....*s	5 09	11 30	<b>1025</b> 65	3 34	10 25	12 20	4 25	
54 622.18		P.....OSGOOD.....CW	5 00	11 24	10 12	3 22	<b>1015</b> 93	12 10PM	<b>400</b> 75	
83 627.39		LS.....RANSOM.....*s	<b>454</b> 61	11 20	10 00	3 10	10 02	11 59AM	3 45	
53 633.80		P.....ARNOLD.....*j	4 46	11 15	9 45	2 55	9 50	11 35	3 35	
83 640.32		CS.....UTICA.....*Ys	4 40	<b>1110</b> 65	9 33	2 45	<b>940</b> 77	<b>1117</b> 93	3 27	
84 644.71		P.....LUDWIG.....W	4 34	11 07	9 23	<b>238</b> 11	9 23	10 59	3 20	
51 649.44		P.....PENDENNIS.....*	4 30	11 02	9 13	<b>227</b> 23	9 13	10 50	3 13	
83 655.62		LS.....SHEILDS.....*s	4 23	10 57	9 00	2 06	9 00	10 40	3 00	
84 665.03		LS.....HEALY.....*j	4 12	10 51	8 45	1 55	8 45	<b>1025</b> 77	2 45	
86 670.22		P.....RANCH.....	4 05	10 47	8 35	1 45	8 38	9 58	2 35	
671.49		.....MANNING.....*	4 04	10 46	8 30	1 40	8 36	9 40	2 30	
53 676.03		P.....SANDON.....	4 00	10 43	8 20	1 30	8 30	9 30	2 20	
681.70		.....A. T. & S. F. CROSSING.....								
80 682.57		CS.....SCOTT CITY.....WCs	s 3 53	s 10 38	8 00	1 20	8 20	9 15	2 10	
682.88		.....A. T. & S. F. CROSSING.....								
60 686.93		P.....SETAB.....	3 43	10 29	7 40	1 03	8 04	8 10	<b>152</b> 93	
83 692.17		P.....MODOC.....*j	<b>338</b> 23	10 25	7 30	<b>1253</b> 65	7 56	8 00	1 42	
699.23		.....MARIENTHAL.....*j	3 31	10 20	7 20	12 34	7 46	7 49	1 29	
84 701.56		P.....SHELBY.....	<b>328</b> 11	10 18	<b>711</b> 75	12 29	<b>741</b> 61	<b>741</b> 61	1 24	
704.10		.....CORONADO.....	3 17	10 16	7 00	12 23	7 24	7 28	1 18	
83 707.10		LS.....LEOTTI.....*s	3 13	d 10 13	6 55	12 17	<b>720</b> 94	<b>720</b> 66	1 12	
56 712.24		.....HIXON.....	3 06	10 08	6 46	12 07AM	7 02	6 34	1 02	
717.18		P.....SELKIRK.....*W	3 00	10 04	6 38	11 58PM	6 50	6 28	12 53	
84 718.03		P.....BAY.....	2 59	10 03	6 36	11 55	6 47	6 25	12 50	
84 724.55		P.....WHITELAW.....	2 52	9 58	6 28	11 40	6 35	6 15	<b>1230</b> 77	
53 729.00		LS.....TRIBUNE.....	2 47	9 54	6 20	11 30	6 25	6 05	12 20	
Yd. 730.88		CS.....HORACE.....WCY	2 44AM	9 52PM	6 15PM	11 20PM	6 15AM	6 00AM	12 15PM	
		172.06	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	

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

HORACE SUBDIV.—HORACE TO PUEBLO

Station Numbers	Miles from St. Louis	TIME-TABLE No. 42 Effective 12:01 A. M. Mountain Standard Time AUGUST 29, 1943	TRAINS WESTWARD						
			FIRST CLASS		SECOND CLASS				
			11 Passenger	23 Passenger	65 Tonnage	53 Mixed Freight Daily Ex. Sunday	61 Red Ball Freight Daily	77 Red Ball Freight Daily	75 Tonnage
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	
739	730.88	CS..... HORACE.....WCY	3 58AM	4 52AM	2 55AM	8 40AM	9 30AM	1 20PM	9 00PM
743	734.68	P..... KANADO.....	4 02	4 59	3 05	8 48	9 45	1 32	9 10
748	740.53	P. WALKINGHOOD, KANSAS..	4 07	5 07	3 25	8 57	10 00	1 45	9 20
754	746.01	LS..TOWNER, COLORADO...*	4 12	\$ 517 <sup>68</sup>	3 35	\$ 9 10	10 15	2 00	936 <sup>12</sup>
760	752.57	P..... STUART.....W	4 17	5 25	3 54	9 25	10 30	2 15	9 45
.....	753.41	..... WATER TANK.....W							
766	758.13	P..... SHERIDAN LAKE.....*	4 22	\$ 5 32	4 03	\$ 9 43	1048 <sup>80</sup>	2 30	1010 <sup>62</sup>
774	766.21	P..... BRANDON.....*	4 30	\$ 5 43	4 18	\$ 10 03	11 05	2 50	10 20
780	771.80	P..... CHIVINGTON.....*	4 35 <sup>68</sup>	\$ 552 <sup>54</sup>	4 35 <sup>11</sup>	\$ 1028 <sup>80</sup>	11 20	3 00	10 35
787	778.91	P..... DISTON.....	4 42	6 02	4 51	10 40	11 35	3 18	10 50
794	785.86	CS..... EADS.....*CW	\$ 4 50	\$ 6 10	5 10 <sup>54</sup>	\$ 11 05	11 55AM	3 40	11 05
802	793.65	P..... HAWKINS.....	4 59 <sup>54</sup>	6 28	5 22	11 35	12 15PM	3 55 <sup>66</sup>	11 20
807	799.14	..... GALATEA.....*	5 03	\$ 6 36	5 33	\$ 11 45	12 30	4 20	11 30
811	803.64	P..... MILAN.....	5 07	6 43	5 44	11 55AM	12 43	4 30	11 40
.....	806.42	..... WATER TANK.....W							
810	807.76	CS..... HASWELL.....*	5 12	\$ 6 50	6 05	\$ 12 02PM	1 00	4 38	11 59PM
820	812.40	P..... AMIDON.....	5 16	6 56	6 15	12 25	1 15	4 45	12 20AM
825	816.99	P..... INMAN.....	5 20	7 02	6 25	12 35	1 30	5 00	12 28
829	821.46	P..... ARLINGTON.....*	5 24	\$ 7 09	6 35	\$ 12 45	1 42	5 10	1242 <sup>24</sup>
838	830.50	P..... HEATH.....	5 33	7 21	6 55	1 00	2 00	5 28	12 55
844	836.33	P..... LOLITA.....	5 38	7 28	7 05	1 10	2 15	5 38	1 12
849	841.28	LS..... SUGAR CITY.....*SY	b 5 42	\$ 7 35	7 15	\$ 1 25	225 <sup>66</sup>	5 56	1 20
854	846.46	CS..... ORDWAY.....CW	\$ 5 50	\$ 7 45	7 30	\$ 210 <sup>66</sup>	2 50	6 10	1 35
860	852.14	LS..... CROWLEY.....*	5 55	\$ 754 <sup>80</sup>	754 <sup>23</sup>	\$ 2 20 <sup>80</sup>	3 05	6 23	153 <sup>54</sup>
865	857.32	LS..... OLNEY SPRINGS.....*	5 59	\$ 8 02	8 03	\$ 2 30	3 20	6 35	2 05
871a	863.18	P..... PULTNEY.....	6 05	8 10	8 17	2 40	3 35	647 <sup>62</sup>	2 20
.....	869.29	..... A. T. & S. F. CROSSING.....							
.....	869.30	CS..... NA TOWER.....							
878	870.41	P..... NEPESTA.....	6 14	8 18	8 32	2 50	3 50	6 57	2 35
884	876.10	LS..... BOONE.....*	6 19	j 8 26	8 43	f 3 00	4 03	7 04	2 45
889	881.22	CS..... AVONDALE.....*	6 24	j 8 35	8 53	f 3 15	4 15	7 12	2 55
892	883.95	P..... NYBURG.....	6 26	8 39	9 00	3 25	4 23	7 16	3 00
895	887.37	LS..... DEVINE.....	6 29	8 44	9 07	f 3 33	4 33	7 21	3 10
898	889.86	P..... BAXTER.....	6 32	j 8 50	9 12	3 41	4 40	7 23	3 15
902	893.76	P..... COOMBS JCT.....	6 36	8 57	9 20	3 50	4 50	731 <sup>12</sup>	3 20
.....	894.94	..... FE JCT.....	6 38	8 58					
.....	895.02	..... FOUNTAIN RIVER.....							
.....	895.06	..... FW JCT.....	6 39	8 59					
.....	895.11	P..... C. & S. CROSSING.....							
.....	896.44	CS..... PUEBLO U. D.....	\$ 6 50AM	\$ 9 15AM		\$ 4 15			
905	897.09	CS..... PUEBLO YARD. \$WCOTY			10 00AM	5 00PM	6 55PM	9 00PM	3 45AM
		166.21	Daily	Daily	Daily	Daily Ex. Sunday	Daily	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	<b>TIME-TABLE</b> <b>No. 42</b> Effective 12:01 A. M. Mountain Standard Time AUGUST 29, 1943	TRAINS EASTWARD						
			FIRST CLASS			SECOND CLASS			
			12 Passenger	24 Passenger	54 Mixed Freight	68 Tonnage	80 Red Ball Freight	66 Tonnage	62 Red Ball Freight
STATIONS			Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily
Yd.	730.88	CS.....HORACE.....WCY	s 9 47PM	s 2 35AM	s 7 58AM	5 40AM	11 45AM	5 45PM	11 00PM
80	734.68	P.....KANADO.....	9 44	2 31	7 48	5 33	11 25	5 35	10 45
84	740.53	P.WALKINGHOOD, KANSAS..	9 40	2 26	7 25	5 25	11 15	5 25	10 35
75	746.61	LS.TOWNER, COLORADO...*	<b>9 36</b> 75	s 2 20	s 7 10	<b>5 17</b> 23	11 05	5 15	10 26
83	752.67	P.....STUART.....W	9 32	2 13	6 45	5 02	10 55	5 06	10 18
	753.41	.....WATER TANK.....W							
83	758.13	TP..SHERIDAN LAKE.....*	9 28	f 2 07	s 6 30	4 55	<b>1048</b> 61	4 58	<b>1010</b> 75
84	766.21	P.....BRANDON.....*	9 22	f 1 57	f 6 10	4 45	10 38	4 45	10 00
81	771.80	P.....CHIVINGTON.....*	9 18	f 1 51	f <b>5 52</b> 23	<b>4 35</b> {11 65}	<b>1028</b> 53	4 35	9 51
84	778.91	P.....DISTON.....	9 12	1 44	5 27	4 17	10 17	4 17	9 40
81	785.80	CS.....EADS.....*CW	s 9 06	s 1 35	s <b>5 10</b> 65	4 07	10 05	4 07	9 30
	793.65	P.....HAWKINS.....	8 56	1 24	<b>4 59</b> 11	3 47	9 45	<b>3 55</b> 77	9 10
	799.14	.....GALATEA.....*	8 52	f 1 16	f 4 50	3 37	9 38	3 37	9 00
56	803.64	P.....MILAN.....	8 48	1 10	4 42	3 26	9 31	3 26	8 52
	806.42	.....WATER TANK.....W							
84	807.76	CS.....HASWELL.....*	<b>8 45</b> 62	s 1 03	s 4 13	3 20	9 17	3 20	<b>8 45</b> 12
56	812.40	P.....AMIDON.....	8 41	12 56	4 05	3 10	9 07	3 13	8 30
84	816.99	P.....INMAN.....	8 37	12 50	3 55	2 56	8 57	3 01	8 20
	821.46	P.....ARLINGTON.....*	8 33	s <b>12 42</b> 75	f 3 40	2 46	8 47	2 54	8 10
84	830.50	P.....HEATH.....	8 25	12 32	3 20	2 35	8 36	2 42	7 59
	836.33	P.....LOLITA.....	8 20	12 26	3 10	2 27	8 28	2 32	7 50
81	841.28	LS.....SUGAR CITY.....*SY	a 8 16	s 12 20	s 3 00	2 20	8 19	<b>2 25</b> 61	<b>7 40</b>
860 e 91	846.46	CS.....ORDWAY.....CW	s 8 11	s 12 07	s 2 45	2 10	8 09	<b>2 10</b> 53	<b>7 30</b>
84	852.14	LS.....CROWLEY.....*	8 06	s 12 01AM	s <b>1 53</b> {68 75}	<b>1 53</b> {54 75}	<b>7 54</b> {23 65}	1 53	<b>7 11</b>
84	857.32	LS.....OLNEY SPRINGS.....*	8 02	s 11 55PM	s 1 36	1 47	7 48	1 47	<b>7 00</b>
106	863.18	P.....PULTNEY.....	7 57	11 49	1 26	1 38	7 38	1 38	<b>6 47</b> 77
	869.29	.....A. T. & S. F. CROSSING.....							
	869.30	CS.....NA TOWER.....							
84	870.41	P.....NEPSTA.....	7 51	11 41	1 15	1 29	7 29	1 29	6 38
85	876.10	LS.....BOONE.....*	7 46	j 11 35	f 12 50	1 21	7 21	1 21	6 30
	881.22	CS.....AVONDALE.....*	7 41	j 11 29	f 12 35	1 14	7 14	1 14	6 23
79	883.95	P.....NYBURG.....	7 39	11 26	12 28	1 10	7 10	1 10	6 19
	887.37	LS.....DEVINE.....	7 36	11 22	f 12 20	1 05	7 05	1 05	6 14
84	889.86	P.....BAXTER.....	7 34	j 11 18	12 15	1 00	7 00	1 00	6 10
107	893.76	P.....COOMBS JCT.....	<b>7 31</b> 77	11 13	12 08	12 50	6 50	12 50	6 05
	894.94	.....FE JCT.....	7 30	11 11					
	895.02	.....FOUNTAIN RIVER.....							
	895.06	.....FW JCT.....	7 29	11 10					
	895.11	P.....C. & S. CROSSING.....							
	896.44	CS.....PUEBLO U. D.....	7 25PM	11 05PM	s 12 05				
Yd.	897.09	CS.....PUEBLO YARD. \$WCOTY			12 01AM	12 30AM	6 30AM	12 30PM	5 45PM
	166.21		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.

**TOPEKA SUBDIV.—BETWEEN LOMAX AND TOPEKA**

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 42 Effective 12:01 A. M. Central Standard Time AUGUST 29, 1943	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	CS.....	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	Yd.			6 30PM
			Daily Ex. Sunday								Daily Ex. Sunday
						39.26					Daily Ex. Sunday

**SALINA SUBDIV.—BETWEEN GYPSUM AND MARQUETTE**

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 42 Effective 12:01 A. M. Central Standard Time AUGUST 29, 1943	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS	
87 Red Ball Freight	85 Red Ball Freight	23 Passenger						24 Passenger	84 Red Ball Freight	86 Red Ball Freight	
Daily Ex. Sunday	Daily Ex. Sunday	Daily						Daily Ex. Monday	Daily Ex. Monday		
	10 20AM <sup>24</sup>	9 35PM		478.81	CS.....	GYPSUM.....*WY	487	56	f 10 18AM <sup>85</sup>	12 35AM	
		9 36		479.27		SALINA SUBDIV. JCT.....			10 17		
	\$ 11 00	9 45		484.73		KIPP.....*	GK 6		10 10	12 25	
				494.10		QQ SIDING.....		72			
				494.82		C. R. I. & P. CROSSING.....					
				494.83		U. P. CROSSING.....					
9 10PM	11 30AM	9 57		494.94		SALINA.....	WY GK 16	Yd.	9 58	12 05AM	
\$ 9 11		\$ 10 15		495.38	CS.....	SALINA UNION DEPOT.....	GK 16		\$ 9 57	1 52	
9 14		10 19		497.02		GOLDEN BELT.....	GK 18	38	9 39	1 47	
		10 21		499.13		RR SIDING.....		23	9 37		
9 40		\$ 10 35		504.72	LS.....	SMOLAN.....	W* GK 26		\$ 9 30	1 37	
				506.23		SS SIDING.....		74			
10 00		f 10 45		511.32		FALUN.....*	GK 32		f 9 20	1 22	
		10 59		520.76		MARQUETTE JCT.....			9 09		
10 30PM		\$ 11 00PM		520.79	CS.....	MARQUETTE.....*WCY	513	e 96 w 94	9 08AM	12 55AM	
Daily Ex. Sunday	Daily Ex. Sunday	Daily				41.98			Daily	Daily Ex. Monday	

**GREAT BEND SUBDIV.—BETWEEN HOISINGTON AND GREAT BEND**

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 42 Effective 12:01 A. M. Central Standard Time AUGUST 29, 1943	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		
11 30AM	10 00AM	8 30AM	6 25AM	558.82	CS.....	HOISINGTON.....	WCOTY 567	Yd.	7 35AM	9 35AM	
11 55AM	10 25AM	8 55AM	6 50AM	568.95	LS.....	GREAT BEND.....	WT GD10	18	7 10AM	9 15AM	
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday			10.13			Daily Ex. Sunday	Daily Ex. Sunday	

Miles from St. Louis, shown above, is mileage painted on Telegraph Poles, and is not actual.  
Central Kansas & Colorado Divisions (42)



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 23 are superior to No. 412.

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

2. MAXIMUM SPEED:

	Miles Per Hour	
	Tangent	Curves Not Restricted

(A) Light-weight Streamlined-Low Center of Gravity passenger cars when hauled by Diesel Engines 7000 to 7003 and 7100. (Conductors and Enginemen must know that the train consist meets this requirement):

Kansas City Subdiv.:		
Between K. T. Jct. and Osawatomie.....	75	75
Osawatomie Subdiv.....	85	80
Council Grove Subdiv.:		
Between Council Grove and M. P. 499.....	85	80
Between M. P. 499 and Hoisington.....	85	75
Hoisington Subdiv.:		
Between Hoisington and McCracken.....	90	80
Between McCracken and Horace.....	100	90
Horace Subdiv.....	100	90

(B) On curves at which SPEED RESTRICTION SIGNS are maintained, Light-weight Streamlined-Low Center of Gravity passenger trains when hauled by Engines 7000 to 7003 and 7100, may exceed by FIVE MILES per hour the SPEED as indicated on the RESTRICTED SPEED SIGN.

(C) Diesel Engines 7000 to 7003 and 7100 hauling any Standard passenger cars will not exceed the maximum passenger speed shown in time-table on any Subdiv., and will not exceed the SPEED indicated on any RESTRICTED SPEED SIGN.

(D) Speed of these engines when operating over Joint Track or Foreign Lines with or without cars will be governed by the Maximum Speed and Speed Restrictions of that line.

	Miles Per Hour	
	Passenger Trains	Freight Trains
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. 499.....	75	55
Between M. P. 499 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)

Engines running light in forward movement with or without cabooses..... 45 45

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.

3. SPEED RESTRICTIONS: (Continued)

	Miles Per Hour	
	Passenger Trains	Freight Trains

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 15

Topeka and Great Bend Subdiv.:

Engines running backward, with or without cars must not exceed a speed of 15 miles per hour.

Engines not equipped with engine trucks either dead in tow or under steam in road movement must be moved tender forward and not to exceed speed of 10 miles per hour.

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

Missouri Pacific Engines:

1 to 173.....	60	60
401 to 487.....	45	45
1201 to 1280.....	63	63
1301 to 1325.....	63	63
1401 to 1571.....	63	63
1701 to 1714.....	55	55
1715 to 1719.....	50	50
1720 to 1729.....	55	55
2101 to 2125.....	90	90
2201 to 2215.....	90	90
2307 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
5502 to 5540.....	80	80
6001.....	90	90
6401 to 6444.....	80	80
6501 to 6521.....	70	70
6601 to 6629.....	80	80

Diesel Engines:

800 to 815.....	30	30
4100 and 4101.....	35	35
4102 and 4103.....	75	75
7000 to 7003.....	100	100
7100.....	100	100
9000 to 9012.....	35	35
9102 to 9107.....	35	35

## 3. SPEED RESTRICTIONS: (Continued)

	Miles Per Hour	
	Passenger Trains	Freight Trains
G. C. L. and I. G. N. Engines:		
301 to 360.....	50	50
361 to 389.....	65	65
941 to 948.....	45	45
1011 to 1040.....	55	55
1051 to 1073.....	55	55
1101 to 1125.....	63	63
1151 to 1161.....	80	80
9200 to 9206 (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.		

## 3. SPEED RESTRICTIONS: (Continued)

	Miles Per Hour	
	Passenger Trains	Freight Trains
American Ditchers, self-propelling.....	..	20
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.		
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 cranes, 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.		

# SPECIAL INSTRUCTIONS

### 3. SPEED RESTRICTIONS: (Continued)

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:

Eastward					Westward				
Permissible Speed in Miles per hour	From		To		Permissible Speed in Miles per hour	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

#### Osawatomie 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

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

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

#### 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
50	482	20	482	10	50	482	10	482	20
70	488	10	487	30	70	487	30	488	10
40	496	38	495	32	40	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

#### Hoisington 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
25	591	0	589	32	25	589	32	591	0
60	612	31	611	10	60	611	10	612	31
40	681	37	681	30	40	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
<b>HOSPITAL</b>	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.
<b>HOSPITAL, St. Mary's Hospital</b>	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. G. C. Kealhofer	Kansas City, Mo.	2800 Main, St. Mary Hospital	WEstport 4633	2800 Main, St. Mary Hospital	WEsport 0461.
Dr. John Rumsey, Consultant	Kansas City, Mo.	{ 311 Argyle Bldg., 12th and McGee	Victor 1572	{ 5318 Canterbury Road, Kansas City, Kan.	LOGan 6611.
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.
<b>FIRST AID STATION</b>	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	Oswatomie, Kan.	561 Main	45	12th and Pacific	128.
★Dr. R. R. Means, Division Surgeon	Oswatomie, Kan.	First National Bank Bldg.	18	405 Pacific	18.
★★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	Ossage City, Kan.	106 North Sixth	Central 33	732 California	Central 157.
<b>EMERGENCY STATION</b>	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 403—Farmers Union Bldg.	882-883	660 Highland	1755.
★Dr. O. R. Brittain	Salina, Kan.	425 West Iron	3604	150 North Phillips	1720.
★★Dr. William Holwerda	Lindsborg, Kan.	130 North Second	120	403 North Washington	194.
★★Dr. E. J. Stredder	Geneseo, Kan.	Eighth and Silver	78	Geneseo	78.
★★Dr. H. O. Loyd	Bushton, Kan.		1		2.
★Dr. H. W. Jury	Cladfin, Kan.		74		131.
<b>EMERGENCY STATION</b>	Hoisington, Kan.	Hoisington Hospital	196	468 West Second	196.
★Dr. T. J. Brown, Division Surgeon	Hoisington, Kan.	155½ South Main	48	373 West Second	413.
Dr. E. H. Atkins, Ass't Surgeon	Hoisington, Kan.	173 West First	314	564 West Second	272.
Dr. L. R. McGill	Hoisington, Kan.	302 Main	42	302 Main	424.
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. J. E. Jeffrey	Ordway, Colo.	Ordway	3	Ordway	11.
<b>EMERGENCY STATION</b>	Pueblo, Colo.	St. Mary's Hospital	Main 130	525 Quincey	
★Dr. H. A. Black, Division Surgeon	Pueblo, Colo.	702 North Main	6000	Main Hotel	331.
Dr. J. W. White	Pueblo, Colo.	702 North Main	6000	210 West Twentieth	507.

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