

DIVISION OFFICERS

C. C. CHAPMAN...Superintendent.....Osawatomic, Kan.
 E. H. CAMPBELL..Terminal Superintendent..Kansas City, Mo.
 R. W. PARKER....Assistant
 Terminal Superintendent..Kansas City, Mo.
 C. F. MORRISON..Terminal Trainmaster....Kansas City, Mo.
 F. E. BROMLEY...Assistant Terminal Train-
 master.....Kansas City, Mo.
 N. N. HOPKINS...Assistant Superintendent.....Pueblo, Colo.
 T. W. INMAN.....Assistant
 Terminal Superintendent....Pueblo, Colo.
 J. D. WOODARD...Trainmaster Kansas City,
 Topeka and Osawatomic
 Subdivs.....Osawatomic, Kan.
 F. SPARKS.....Trainmaster, Council Grove
 and Salina Subdivs.....Council Grove, Kan.
 J. J. McQUADE....Trainmaster, Great Bend
 and Hoisington Subdivs.
 and Hoisington Yard.....Hoisington, Kan.
 B. L. MAGILL.....Assistant Trainmaster, Hois-
 ington and Great Bend Sub-
 div. and Hoisington Yard..Hoisington, Kan.
 J. S. SEIFERT.....Asst. Trainmaster, Great
 Bend and Hoisington Sub-
 divs. and Hoisington Yard..Hoisington, Kan.
 C. A. RICHTER....Asst. Trainmaster, Salina
 Subdiv.....Salina, Kan.
 W. H. MILLER....Road Foreman Engines....Hoisington, Kan.
 G. F. JOHNSON....Road Foreman Engines...Osawatomic, Kan.
 W. V. JONES.....Division Trainmaster, Kan-
 sas City, Osawatomic, Coun-
 cil Grove, Salina and Topeka
 Subdivs.....Osawatomic, Kan.
 H. B. BRANDON...Division Trainmaster, Kan-
 sas City, Osawatomic, Coun-
 cil Grove, Salina and Topeka
 Subdivs.....Osawatomic, Kan.
 R. E. ALLEN.....Division Trainmaster, Hois-
 ington, Horace and Great
 Bend Subdivs.....Pueblo, Colo.
 F. H. AUSTIN.....Dispatcher.....Osawatomic, Kan.
 T. A. CAREY.....Dispatcher.....Osawatomic, Kan.
 R. COWNE.....Dispatcher.....Pueblo, Colo.
 C. H. DUNAWAY..Dispatcher.....Osawatomic, Kan.
 B. B. HUGHES....Dispatcher.....Osawatomic, Kan.
 C. E. JOHNSON...Dispatcher.....Pueblo, Colo.
 D. D. LACAZE....Dispatcher.....Pueblo, Colo.
 C. LAMPKIN.....Dispatcher.....Osawatomic, Kan.
 C. W. NEWBREY..Dispatcher.....Pueblo, Colo.
 A. W. REES.....Dispatcher.....Osawatomic, Kan.
 E. H. SHORT.....Dispatcher.....Osawatomic, Kan.
 V. B. SMITH.....Dispatcher.....Pueblo, Colo.
 L. TERMER.....Dispatcher.....Pueblo, Colo.
 A. E. UPSON.....Dispatcher.....Pueblo, Colo.
 R. I. UPTON.....Dispatcher.....Osawatomic, Kan.
 P. M. WILLIAMS..Dispatcher.....Pueblo, Colo.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

CENTRAL KANSAS AND COLORADO DIVISIONS

TIME-TABLE No. 46

Effective 12:01 a. m. Sunday, June 15, 1947

CENTRAL STANDARD TIME, except Hoisington and Horace
Subdivs.

MOUNTAIN STANDARD TIME, Hoisington and Horace Sub-
divs.

Superseding Time-Table No. 45, effective June 16, 1946,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 8, THIS DIVISION,
EFFECTIVE NOVEMBER 1, 1946; AND

MUST ALSO CARRY A COPY OF KANSAS CITY
TERMINAL DIVISION SPECIAL INSTRUCTIONS
No. 5, EFFECTIVE OCTOBER 1, 1946.

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

R. C. WHITE, Chief Operating Officer.

E. SULLIVAN, Assistant General Manager.

C. W. PACE, General Superintendent Transportation.

C. A. FINK, Asst. General Superintendent Transportation.

H. E. ROLL, 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		For connection.
" " "	" " 15	" " 15	"		" "
" " "	" " 117	Omaha. 110	9:45 p. m.	15 Min.	For passengers.
" " "	Eastern. 20	Cent. Kan. 116	12:30 a. m.	15 Min.	" "
" " "	" " 16	" " 16	Indefinitely		For connection.
" " "	" " 12	" " 12	"		" "
" " "	" " 212	" " 12 & 124	8:30 a. m.	30 Min.	For passengers.
" " "	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		For connection.
" " "	" " 124	" " 124	"		" "
" " "	" " 11	" " 116	10:34 p. m.	30 Min.	For revenue passengers destined Pueblo or beyond.
Geneseo.	" " 11	Wichita. 411	1:32 a. m.	15 Min.	For connection.
" " "	Wichita. 412	Cent. Kan. 16 & 15	4:00 a. m.	1 Hour	For passengers, mail, baggage and express.
" " "	" " 412	" " 12	Indefinitely		" " " " " "
Pueblo.	D. & R. G. W. 1	Mo. Pac. 15	12:10 p. m.	15 Min.	For connection.
" " "	" " " " 4	" " " " 11	Indefinitely		" "
" " "	Mo. Pac. 12	D. & R. G. W. 3	"		" "
" " "	" " 16	" " " " 2	"		" "

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.
- 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.

No. 12 will stop at Paola Frisco Depot to discharge revenue passengers from points west of Hoisington.

No. 15 will stop at Paola Frisco Depot to receive revenue passengers for 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
90	0	40
98	0	37

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. 46 Effective 12:01 A. M. Central Standard Time JUNE 15, 1947	TRAINS WESTWARD							
			FIRST CLASS				SECOND CLASS			
			125 Passenger	15 Passenger	11 Passenger	117 Passenger	75 Tonnage Freight	85 Red Ball Freight	169 Red Ball Freight	167 Red Ball Freight
		STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		ST. LOUIS	11 50PM	1 52PM	4 00PM	4 00PM				
		CS... KANSAS CITY (Union Station)	8 00AM	8 00PM	9 05PM	9 30PM				
B 1	279.06	CS... KANSAS CITY EAST YARD... §CTWY 0.82						2 30PM	9 00PM	
	278.24	KCSW JCT... Y 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	8 11			9 41				
288	280.42	CENTROPOLIS... 0.01	f 8 14			9 43				
	280.43	S. L. S. F. CONNECTION... 2.83	8 15			9 44				
291	283.26	P... LEEDS... 5.74	f 8 19			9 48		3 00	9 30	
297	289.00	P... PROSPECT... 0.42								
	289.42	S. L. S. F. CROSSING... 0.05								
	289.47	CS... SN TOWER... 0.53								
298	290.00	TP... DODSON... W* 3.37	s 8 29							
302	293.37	P... RED BRIDGE... 4.14								
305	297.51	P MARTIN CITY, MO... * 2.45	f 8 40							
308	299.96	P. KENNETH, KAN... W* 8.70	f 8 44							
314	306.66	P... STILWELL... * 5.00	f 8 54							
319	311.66	TP... BUCYRUS... * 4.09	f 9 05							
324	315.73	P... CHILES... * 2.30	f 9 10							
326	318.05	CS... WAGSTAFF... W 4.50	f 9 13							
330	322.53	P... LENTO... 3.49								
	326.04	M.-K.-T. CROSSING... 0.23								
334	326.27	TP... PAOLA... * 0.56	s 9 27			s 10 52				
	326.83	S. L. S. F. CROSSING... 0.13								
	326.96	M.-K.-T. CROSSING... 0.08								
	327.04	KT JCT... 2.50		8 51PM	9 56PM					
	329.54	P... JB SIDING... 3.63		8 54	9 59					
341	333.17	CS... OSAWATOMIE... 0.54	s { 9 40 9 50	s { 9 05 9 10	s 10 04	s { 11 05 11 15				
341	333.71	P. Osawatome Yard. §WOCT 0.75	9 52	9 11	10 05	11 17	2 55AM	5 30AM	{ 5 00 7 00	
	334.46	CS... SOU. KAN. JCT... Y	9 55AM ¹⁷⁴	9 12PM	10 06PM	11 20PM	2 56AM	5 31AM	{ 11 30PM 12 15AM	
		57.04	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	

Mileage 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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Sliding Capacity in Cars	Miles from St. Louis	TIME-TABLE No. 46		TRAINS EASTWARD									
		Effective 12:01 A. M. Central Standard Time JUNE 15, 1947		FIRST CLASS				SECOND CLASS					
		STATIONS		12 Passenger	124 Passenger	16 Passenger	116 Passenger	92 Local Freight	160 Red Ball Freight	174 Red Ball Freight	176 Red Ball Freight	68 Red Ball Freight	
		Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily			
		ST. LOUIS		11 55AM	4 00PM	4 00PM	7 47AM				5 30AM		
		CS.. KANSAS CITY (Union Station) ..		6 35AM	7 30AM	8 10AM	11 50PM						
Yd.	279.06	CS... KANSAS CITY EAST YARD... §CTWY						5 05AM	8 30AM	3 00PM	4 00PM	4 45PM	
Yd.	278.24	KCSW JCT..... Y											
		K. C. T. CROSSING.....											
		K. C. T. CROSSING.....											
		K. C. T. CONNECTION.....			7 15	7 52	11 32						
Yd.	280.42	CENTROPOLIS.....			f 7 13	7 50	11 30						
		S. L. S. F. CONNECTION...			7 12	7 49	11 29						
		P..... LEEDS.....			f 7 08	7 46	11 25	4 30	8 00	2 30	3 30	4 15	
Yd.	289.00	P..... PROSPECT..... W											
		S. L. S. F. CROSSING.....											
e95 w85	289.47	CS... SN TOWER.....											
		TP... DODSON..... W*			s 6 56								
96	293.37	P... RED BRIDGE.....											
97	297.51	P MARTIN CITY, MO..... *			f 6 42								
e84 w93	299.96	P. KENNETH, KAN..... W*			f 6 37								
93	306.66	P... STILWELL..... *			f 6 27								
e92 w93	311.66	TP... BUCYRUS..... *			f 6 18								
		P... CHILES..... *			f 6 12								
e101 w89	318.05	CS... WAGSTAFF..... W			f 6 07								
87	322.55	P... LENTO.....											
		M.-K.-T. CROSSING.....											
61	326.27	TP... PAOLA..... *			s 5 55	s 6 40	s 10 20						
		S. L. S. F. CROSSING.....											
		M.-K.-T. CROSSING.....											
		KT JCT.....			5 30AM								
e278 w168	329.54	P... JB SIDING.....											
		CS.. OSAWATOMIE.....			s 5 22	s { 5 40 5 30	s { 6 32 6 27	s { 10 05 9 55					
Yd.	333.71	P.Osawatomie Yard.§WOCT			5 16	5 26	6 26	9 54	1 05AM	{ 5 30 4 30	{ 12 01PM 10 00AM	{ 1 15 12 30	{ 2 15 1 40
		CS... SOU. KAN. JCT..... Y			5 15AM	5 25AM	6 25AM	9 52PM		4 25AM	9 55AM ¹²⁵	12 25PM	1 35PM
		57.04			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily

Mileage 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. 46 Effective 12:01 A. M. Central Standard Time JUNE 15, 1947	TRAINS WESTWARD									
			SECOND CLASS									
			161 Red Ball Freight	91 Local Freight	199 Local Freight	65 Tonnage Freight	175 Red Ball Freight	61 Red Ball Freight	181 Red Ball Freight	77 Red Ball Freight	669 Red Ball Freight	
STATIONS			Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily Ex. Saturday	
		ST. LOUIS						9 30PM				
		CS.. KANSAS CITY (Union Station) ..										
B 1	279.06	CS.. KANSAS CITY EAST YARD...CTWY	3 00AM	6 00AM			9 00AM	10 30AM	5 00PM	7 00PM	8 00PM	
	278.24	0.82 KCSW JCT.....Y										
	278.64	0.40 K. C. T. CROSSING.....										
	279.12	0.48 K. C. T. CROSSING.....										
	279.23	0.11 K. C. T. CONNECTION.....										
288	280.42	1.19 CENTROPOLIS.....										
	280.43	0.01 S. L. S. F. CONNECTION.....										
	283.26	2.83 P.....LEEDS.....	3 30	6 30			9 30	11 00AM	5 30	7 25	8 30	
	289.00	5.74 P.....PROSPECT.....W										
	289.42	0.42 S. L. S. F. CROSSING.....										
	289.47	0.05 CS...SN TOWER.....										
298	290.00	0.53 TP...DODSON.....W*										
302	293.37	3.37 P...RED BRIDGE.....										
305	297.51	4.14 P MARTIN CITY, MO.....*										
308	299.96	2.45 P. KENNETH, KAN.....W*										
314	306.66	6.70 P...STILWELL.....*										
319	311.66	5.00 TP...BUCYRUS.....*										
324	315.75	4.09 P...CHILES.....*										
326	318.05	2.30 CS...WAGSTAFF.....W										
330	322.55	4.50 P...LENTO.....										
	326.04	3.49 .M.-K.-T. CROSSING.....										
334	326.27	0.23 TP...PAOLA.....*										
	326.83	0.56 .S. L. S. F. CROSSING.....										
	326.96	0.13 .M.-K.-T. CROSSING.....										
	327.04	0.08 ...KT JCT.....										
	329.54	2.50 P...JB SIDING.....										
341	333.17	3.63 CS..OSAWATOMIE.....										
	333.71	0.54 P.Osawatomie Yard.§WOCT	{ 5 45 6 30	9 20AM	7 00AM	8 55AM	{ 11 30AM 12 30PM	{ 1 00PM 2 15	{ 7 30 11 40	{ 9 30 11 30	{ 10 40PM 12 55AM	
	334.46	0.75 CS...SOU. KAN. JCT....Y	6 33AM		7 05AM	9 00AM	12 35PM	2 20PM	1145PM ¹⁸⁰	11 35PM	1 00AM	
		57.04	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	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. 46		TRAINS EASTWARD									
		Effective 12:01 A. M. Central Standard Time JUNE 15, 1947		SECOND CLASS									
		STATIONS		260 Red Ball Freight	170 Red Ball Freight	80 Tonnage Freight	270 Red Ball Freight	84 Red Ball Freight	198 Local Freight	168 Red Ball Freight	670 Red Ball Freight	62 Red Ball Freight	180 Red Ball Freight
		Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily		
		ST. LOUIS											
		CS... KANSAS CITY (Union Station) ..							8 00PM	8 00PM	8 00PM		
Yd.	279.06	CS... KANSAS CITY EAST YARD... §CTWY 0.82		1 00AM	5 30AM		2 00PM		2 00AM	5 00AM	3 00AM		
Yd.	278.24	KCSW JCT..... Y											
	278.64	K. C. T. CROSSING ..											
	279.12	K. C. T. CROSSING ..											
	279.23	K. C. T. CONNECTION ..											
Yd.	280.42	CENTROPOLIS.....											
	280.43	S. L. S. F. CONNECTION ..		12 40AM			1 40PM						
	58 283.26	P..... LEEDS.....			5 00				1 00AM	4 29	2 00		
Yd.	289.00	P..... PROSPECT.....											
	289.42	S. L. S. F. CROSSING ..											
e95}	289.47	CS... SN TOWER.....											
w85}	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.....											
	326.04	M.-K.-T. CROSSING ..											
61	326.27	P..... PAOLA..... *											
	326.83	S. 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			{ 2 50 1 45	8 30AM		4 00PM	4 15PM	{ 9 40PM 8 35	{ 1 00AM 11 00PM	{ 12 15AM 11 30PM	11 50PM
	334.46	CS... SOU. KAN. JCT..... Y			1 40AM	8 25AM		3 55PM	4 10PM	8 30PM	10 55PM	11 25PM	1145PM ¹⁸¹
		57.04		Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily

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

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

TIME-TABLE
No. 46Effective 12:01 A. M.
Central Standard Time
JUNE 15, 1947

TRAINS WESTWARD

Station Numbers	Miles from St. Louis	STATIONS	FIRST CLASS		SECOND CLASS					
			15	11	669	75	85	65	61	77
			Passenger	Passenger	Red Ball Freight	Tonnage Freight	Red Ball Freight	Tonnage Freight	Red Ball Freight	Red Ball Freight
			Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily
334.46		CS..... SOU. KAN. JCT.	9 12PM	10 06PM	1 00AM	2 56AM	5 31AM	9 00AM	2 20PM	11 35PM
346 337.67		P..... O'BRIEN.....	9 17	10 09	1 15	3 01	5 38	9 10	2 27	11 40
351 343.35		P..... RANTOUL.....*	9 23	10 14	1 30	3 08	5 48	9 19	2 37	11 47
355 346.93		P..... JAMES.....	9 27	1017 ⁶⁷⁰	1 40	3 13	608 ¹⁶	9 25	2 42	11 52PM
362 354.16		LS..... OTTAWA.....*W ^s	9 34	10 23	2 10	3 22	700 ⁸⁰	9 35	252 ⁸⁴	12 08AM
354.43		..... A. T. & S. F. CROSSING.....								
357.17		CS..... HU TOWER.....								
		..... A. T. & S. F. CROSSING.....								
368 360.20		P..... RICHTER.....	948 ⁶⁷⁰	10 28	2 30	3 29	7 10	9 45	3 05	12 18
373 364.75		P..... POMONA.....*	9 54		2 45	3 34	7 20	9 52	3 11	12 24
376 368.32		LS..... LOMAX.....*WY	9 59	1035 ⁶²	3 20AM	3 38	7 30	9 57	3 18	12 29
383 375.33		P..... VASSAR.....*	10 09			3 48	7 45	10 10	3 30	12 42
385 377.03		P..... DK SIDING.....	10 12	10 42		3 56	7 50	10 13	3 33	12 44
386 378.60		LS..... LYNDON.....*	10 14			3 58	7 55	10 16	3 36	12 46
389 381.21		P..... MADALINE.....	1017 ⁶²	10 46		4 02	8 06	10 21	3 40	12 52
386.20		CS..... A. T. & S. F. CROSSING.....								
394 386.49		TP..... OSAGE CITY.....*W ^s	10 23	10 50		414 ¹²	8 45	10 30	3 50	1 02
392.75		P..... RX SIDING.....	10 33	10 55		4 22	9 00	10 40	4 02	1 10
403 395.59		LS..... MILLER.....*	10 36			4 26	9 15	10 45	4 08	1 14
410 401.99		LS..... ADMIRE.....*	10 42	11 02		434 ⁸⁰	9 30	10 55	4 20	1 22
414 405.83		LS..... ALLEN.....* ^j	10 47	11 05		449 ¹⁶	9 40	1118 ^{84 68}	4 28	1 27
419 411.02		LS..... BUSHONG.....*	10 52			5 00	9 50	11 25	4 35	1 34
412.28		P..... BW SIDING.....	10 54	11 11		5 04	10 00	11 39	4 38	1 36
425 420.91		CS..... RH.....WC	11 02	11 18		5 19	10 15	11 49	5 00	1 58
432 425.58		COUNCIL GROVE YARD...WT	11 09	11 22		5 30AM	1030AM ⁸⁴	11 59AM	5 15PM	2 05AM
425.63		..... M.-K.-T. CROSSING.....								
432 425.69		CS..... COUNCIL GROVE.....W ^s	11 10PM	11 23PM						
		91.23	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily

Mileage 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. 46 Effective 12:01 A. M. Central Standard Time JUNE 15, 1947	TRAINS EASTWARD						
			FIRST CLASS		SECOND CLASS				
			12 Passenger	16 Passenger	80 Tonnage Freight	84 Red Ball Freight	68 Red Ball Freight	62 Red Ball Freight	670 Red Ball Freight
STATIONS			Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily Ex. Sunday
334.46		CS. SOU. KAN. JCT. Y	5 15AM	6 25AM	8 25AM ⁵²	3 55PM ⁶⁵	1 35PM ⁵⁴	11 25PM ⁵⁵	10 55PM ⁵⁶
88 337.67		P. O'BRIEN	5 10	6 20	7 45	3 45	1 30	11 19	10 47
63 343.35		P. RANTOUL *	5 04	6 13	7 31	3 35	1 22	11 11	10 41
93 346.93		P. IMES	4 59	6 08 ⁸⁵	7 21	3 25	1 15	11 06	10 17 ¹¹
93 354.16		LS OTTAWA *W	\$ 4 52	\$ 5 59	7 00 ⁸⁵	2 52 ⁶¹	1 00	10 57	10 05
354.43		. . . . . A. T. & S. F. CROSSING							
357.17		CS. HU TOWER							
		. . . . . A. T. & S. F. CROSSING							
93 360.20		P. RICHTER	4 42	5 46	6 44	1 55	12 45	10 48	9 48 ¹⁵
22 364.75		P. POMONA *	4 38	5 41	6 31	1 40	12 35	10 41	9 30
93 368.32		LS LOMAX *WY	4 35	5 37	6 20	1 30	12 29	10 35 ¹¹	9 20PM
29 375.33		P. VASSAR *	4 27	5 28	6 00	1 10	12 19	10 26	
93 377.03		P. DK SIDING	4 25	5 26	5 55	1 00	12 16	10 24	
15 378.60		LS LYNDON *	4 23	5 24	5 47	12 55	12 11	10 22	
57 381.21		P. MADALINE	4 20	5 21	5 37	12 50	12 05PM	10 17 ¹⁵	
386.20		CS. A. T. & S. F. CROSSING							
95 386.49		P. OSAGE CITY *W	m 4 14 ⁷⁵	s 5 14	5 25	12 35	11 55AM	9 54	
103 392.75		P. RX SIDING	4 09	5 05 ⁸⁰	5 05 ¹⁶	12 15	11 45	9 39	
103 395.59		LS MILLER *	4 06	5 01	4 55	12 05PM	11 35	9 35	
84 401.99		LS ADMIRE *	4 01	4 54	4 34 ⁷⁵	11 52AM	11 24	9 26	
99 405.83		LS ALLEN *	3 58	4 49 ⁷⁵	4 26	11 18 ^{65 68}	11 18 ^{84 85}	9 20	
411.02		LS BUSHONG *	3 54	4 43	4 19	11 00	11 10	9 12	
103 412.28		P. BW SIDING	3 52	4 41	4 15	10 55	11 07	9 10	
^{e80} ^{to 80} Yd. 420.91		CS. RH WC	3 45 ⁸⁰	4 30	3 45 ¹²	10 45	10 56	8 50	
425.58		. COUNCIL GROVE YARD . . . WT	3 41	4 18	3 30AM	10 30AM ⁸⁵	10 45AM	8 25PM	
425.63		. . . . . M.-K.-T. CROSSING							
425.69		CS. COUNCIL GROVE W	3 40AM	4 17AM					
		91.23	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily Ex. Sunday

Mileage 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. 46 Effective 12:01 A. M. Central Standard Time JUNE 15, 1947	TRAINS WESTWARD									
			FIRST CLASS			SECOND CLASS						
			411 Passenger	15 Passenger	11 Passenger	87 Red Ball Freight	77 Red Ball Freight	75 Tonnage Freight	85 Red Ball Freight	65 Tonnage Freight	61 Red Ball Freight	
STATIONS			Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily Ex. Sunday	Daily	Daily	
432	424.62	CS... COUNCIL GROVE.....W		11 15PM	11 28PM			2 25AM	5 35AM	11 30AM	12 15PM	5 45PM
439	431.90	P..... HELMICK.....		11 25	11 34			2 33 ⁸⁰	5 50	11 47AM	12 25	6 00
444	436.48	LS..... WILSEY.....*		<i>j</i> 11 31	11 38			2 39	5 59	12 05PM	12 32	6 10
452	443.94	LS..... DELAVAN.....*		11 40				2 49	6 15	12 20	12 42	6 25
454	445.66	P..... JJ SIDING.....		1147 ¹¹	1147 ¹⁵			2 52	6 17	12 25	12 53	6 27
459	451.09	CS..... HERINGTON.....*W		<i>s</i> 11 59PM	<i>s</i> 11 54PM			3 12 ¹²	6 28	1 05 ⁶⁵	1 05 ⁸⁵	6 38
451.52		..... C. R. I. & P. CROSSING.....										
467	458.67	LS..... HOPE.....*		<i>j</i> 12 11AM	12 03AM			3 20 ¹⁶	6 45	1 40	1 25	6 50
459.29		..... A. T. & S. F. CROSSING.....										
471	462.85	P..... DILLON.....*		12 16				3 33	6 52	1 55	1 35	6 58
476	467.25	LS..... ELMO.....*		12 20	12 11			3 40	7 05 ⁸⁴	2 10	1 45	7 03 ⁶²
479	470.94	LS..... CARLTON.....*		<i>j</i> 12 25				3 50	7 12	2 20	1 55	7 15
485	476.17	P..... MM SIDING.....		1230 ⁸⁰	1221 ⁸⁰			4 00	7 20	2 30	2 07	7 30
487	478.05 478.81	CS..... GYPSUM.....*WY		<i>s</i> 12 35	12 24			4 30	7 23	2 45	2 20	7 35
479.18		..... SALINA SUBDIV. JCT.....		12 36AM						2 48PM		
483.71 483.82		P..... HG SIDING.....			12 29			4 40	7 31		2 30	7 48
499	491.23	P..... BRIDGEPORT.....*			12 35			4 50	7 49 ⁶⁸		2 45	8 02
495.97		..... U. P. CROSSING.....										
504	496.29	LS..... LINDSBORG.....			<i>s</i> 12 40			5 00	7 59		2 57	8 12
510	502.55	P..... FREEMOUNT.....						5 10	8 10		3 10	8 25
505.66		..... MARQUETTE JCT.....		1 52AM								
513	505.69	CS..... MARQUETTE.....*WCY		<i>s</i> 1 58 ⁸⁷	12 48			(1 15) ¹⁶ (2 20) ¹⁵	5 30	8 20	3 20	8 45
521	513.33	TP..... LANGLEY.....*		2 11 ¹²	12 54			<i>f</i> 2 35	5 40 ⁸⁶	8 40	3 35	9 00
526	517.96	LS..... CRAWFORD.....*		2 18	1259 ¹⁶			<i>f</i> 2 50	5 50	8 50	3 50	9 15
524.21		..... KANOPOLIS JCT.....										
524.23		..... A. T. & S. F. CROSSING.....										
532	524.56	CS..... GENESEO.....Y		3 00AM	<i>s</i> 2 45	<i>s</i> 1 17	<i>s</i> 3 50	6 00	9 10		4 05	9 30
525.08		..... WICHITA JCT., EAST.....		3 01	2 46	1 18	3 55	6 01	9 11		4 06	9 31
525.57		..... WICHITA JCT., WEST.....		3 02	2 47	1 19	3 56	6 02	9 12		4 07	9 32
534	526.02	P..... GW SIDING.....		3 03AM	2 48	1 20	4 10 ⁸⁶	6 03	9 14		4 08	9 35
529.71		..... S. L. S. F. CROSSING.....										
538	530.48	P..... FREDERICK.....*		3 02	1 24		<i>f</i> 4 20	6 09	9 20		4 15	9 42 ⁸⁰
545	537.60	LS..... BUSHTON.....*W		<i>j</i> 3 15	1 30		<i>f</i> 4 53	6 19 ⁶⁸	9 32		4 32 ⁶²	9 55
553	545.22	CS..... CLAPLIN.....*		<i>s</i> 3 30 ⁸⁶	1 36 ¹²		<i>f</i> 5 10	6 29	9 50		4 55	10 10
561	552.81	P..... REDWING.....*		3 42	1 44		<i>f</i> 5 41 ⁶⁸	6 40	10 10		5 10	10 20
567	558.82	CS..... HOISINGTON. \$WCOTY		<i>s</i> 3 55AM	<i>s</i> 1 53AM		6 30AM	7 00AM	10 30AM		5 20PM	10 30PM
		133.54		Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily Ex. Sunday	Daily	Daily

Two mile post locations at Gypsum are one and the same point, 478.05 is new mileage account change in line east of Gypsum made in November, 1931 and 478.81 is old mileage.

Two mile post locations at HG Siding are one and the same point, 483.82 is new mileage account change in line west of Gypsum made in January, 1943 and 483.71 is old mileage.

Mileage 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. 46 Effective 12:01 A. M. Central Standard Time JUNE 15, 1947	TRAINS EASTWARD								
			FIRST CLASS			SECOND CLASS					
			16 Passenger	412 Passenger	12 Passenger	86 Red Ball Freight	68 Red Ball Freight	84 Red Ball Freight	62 Red Ball Freight	80 Tonnage Freight	
STATIONS			Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily Ex. Monday	Daily	Daily	
	424.62	CS... COUNCIL GROVE.....W	s 4 11AM		s 3 35AM			10 20AM	8 30 AM	8 15PM	2 45AM
	69 431.90	P..... HELMICK.....	4 01		3 29			9 58	8 19	8 06	233 77
	69 436.48	LS..... WILSEY.....*	j 3 55		3 25			9 48	8 11	7 55	2 20
	443.94	LS..... DELAVAN.....*	3 46		3 19			9 31	8 00	7 43	2 10
	195 445.66	P..... JJ SIDING.....	3 43		3 17			9 27	7 55	7 41	1 53
	103 451.09	CS..... HERINGTON.....*W	s 3 34		s 312 77			9 15	7 45	7 33	1 18
	451.52	..... C. R. I. & P. CROSSING.....									
	102 458.67	LS..... HOPE.....*	j 320 77		3 03			8 55	7 22	7 18	1 05
	459.29	..... A. T. & S. F. CROSSING.....									
	462.85	P..... DILLON.....*	3 14		2 59			8 46	7 15	7 10	12 52
	135 467.25	LS..... ELMO.....*	3 08		2 55			8 37	705 75	703 61	12 45
	470.94	LS..... CARLTON.....*	j 3 01		2 51			8 30	6 55	6 45	
	142 476.17	P..... MM SIDING.....	2 53		2 47			8 18	6 45	6 36	1230AM (11/15)
	53 478.05 478.81	CS..... GYPSUM.....*WY	s 2 50		2 45			8 15	6 35	6 34	11 57PM
	479.18	..... SALINA SUBDIV. JCT.....	245AM 12		244 16				6 30AM		
	99 483.71 483.82	P..... HG SIDING.....			2 41			8 04		6 25	11 48
	83 491.23	P..... BRIDGEPORT.....*			2 33			749 75		6 10	11 38
	495.97	..... U. P. CROSSING.....									
	93 496.29	LS..... LINDSBORG.....			s 2 28			7 38		6 00	11 15
	502.55	P..... FREEMOUNT.....			2 22			7 24		5 50	11 00
	505.66	..... MARQUETTE JCT.....	1 16AM					6 52AM			
e96) w94)	505.69	CS..... MARQUETTE.....*WCY	s 115 87		219 87			6 50	7 18	5 35	10 50
	84 513.33	TP..... LANGLEY.....*	1 05		211 15	f 540 77		7 01		5 20	10 25
	95 517.96	LS..... CRAWFORD.....*	1259 11		2 06	f 5 20		6 52		5 10	10 15
	524.21	..... KANOPOLIS JCT.....									
	524.23	..... A. T. & S. F. CROSSING.....									
	35 524.56	CS..... GENESEO.....Y	s 12 50	12 45AM	s 2 00	s 5 08		6 40		5 00	9 55
	525.08	..... WICHITA JCT., EAST.....	1241 412	1237AM 16	1 55	4 17		6 39		4 53	9 51
	525.57	..... WICHITA JCT., WEST.....	12 40			4 16		6 38		4 52	9 49
	93 526.02	P..... GW SIDING.....	12 39		1 54	410 87		6 37		4 51	9 48
	529.71	..... S. L. S. F. CROSSING.....									
	69 530.48	P..... FREDERICK.....*	12 34		1 50	f 4 00		6 28		4 45	942 61
	95 537.60	LS..... BUSHTON.....W*	j 12 27		1 43	f 3 50		619 77		432 65	9 15
	94 545.22	CS..... CLAFLIN.....*	s 12 18		136 11	f 330 15		5 56		4 22	8 55
	95 552.81	P..... REDWING.....*	12 08		1 29	f 2 48		541 87		4 12	8 35
Yd.	558.82	CS..... HOISINGTON..\$WCOTY	12 01AM		1 23AM	2 30AM		5 30AM		4 00PM	8 15PM
	133.54		Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily Ex. Monday	Daily	Daily	Daily

Two mile post locations at Gypsum are one and the same point, 478.05 is new mileage account change in line east of Gypsum made in November, 1931, and 478.81 is old mileage.

Two mile post locations at HG Siding are one and the same point, 483.82 is new mileage account change in line west of Gypsum made in January, 1943, and 483.71 is old mileage.

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

HOISINGTON SUBDIV.—HOISINGTON TO HORACE

TIME-TABLE
No. 46Effective 12:01 A. M.
Mountain Standard Time
JUNE 15, 1947

TRAINS WESTWARD

Station Numbers	Miles from St. Louis	STATIONS	FIRST CLASS					SECOND CLASS				
			11 Passenger Daily	15 Passenger Daily				77 Red Ball Freight Daily	93 Local Freight Daily Ex. Sunday	75 Tonnage Freight Daily	65 Tonnage Freight Daily	61 Red Ball Freight Daily
567	558.82	CS.....HOISINGTON...WCOTY	1 00AM	3 10AM			7 00AM ⁹³	7 05AM ⁷⁷	1 30PM	5 20PM	10 30PM	
	558.97	.....AA SIDING.....	1 01	3 11							
571	562.96	P.....BOYD.....*	1 05	3 18			7 09	7 16	1 40	5 30	1041 ¹⁶	
	568.90	LS.....OLMITZ.....*	1 11	3 26			7 25	7 30	1 50	554 ⁸⁰	10 55	
583	575.58 575.67	LS.....OTIS.....*	1 17	335 ⁶⁸			7 36	7 42	203 ⁶²	6 06	11 07	
592	584.16	LS.....BISON.....*W	1 24	3 44			7 48	7 55	215 ⁹⁴	6 18	11 20	
598	590.31	CS.....LA CROSSE.....*	1 30	4 00			7 58	8 10	2 50	6 30	1140 ¹²	
603	595.70	P.....MARTHA.....	1 35	4 08			8 10	8 55	3 02	6 39	11 46	
606	598.08	P.....HARGRAVE.....*		4 10			8 15	9 00	3 10	6 44	11 50	
609	601.56	P.....RAGLE.....	1 40	4 14			8 22	9 05	3 18	6 50	11 55PM	
613	605.30	LS.....MCCRACKEN.....*Y	1 45	4 22			8 36	9 35	3 26	7 00	12 03AM	
618	610.42	P.....WARING.....	1 49	4 30			8 45	9 45	3 35	7 10	12 12	
624	616.16	LS.....BROWNELL.....*	1 54	4 38			9 00	10 05	3 43	7 25	12 25	
630	622.18	P.....OSGOOD.....CW	1 59	4 44			9 16	10 15	400 ⁸⁰	7 34	12 35	
635	627.39	LS.....RANSOM.....*	2 04 ⁶⁸	5 00			9 28	10 35	4 15	7 42	12 50	
642	633.80	P.....ARNOLD.....*	2 09	5 08			9 41	10 50	4 30	7 50	1 00	
648	640.32	CS.....UTICA.....*Y	2 14	5 22			9 53	1117 ⁹⁴	4 45	8 00	1 15	
653	644.71	P.....LUDWIG.....W	2 17	5 29			10 01	11 40AM	4 56	8 15	125 ⁶⁸	
657	649.44	P.....PENDENNIS.....*	2 20	5 35			10 10	1201PM ⁶²	5 07	8 25	1 35	
663	655.62	LS.....SHIELDS.....*	2 25	5 41			10 22	12 12	5 19	843 ¹⁶	1 47	
673	665.03	LS.....HEALY.....*	2 32	5 57			1034 ⁹⁴	12 35	5 35	8 55	2 01	
678	670.22	P.....RANCH.....	2 36	6 03			10 45	12 45	5 48	9 03	2 10	
679	671.49	.....MANNING.....*		6 05			10 49	12 50	5 53	9 10	2 14
684	676.03	P.....SANDON.....	2 40	6 09			10 58	1 00	6 05	9 16	2 22	
681	681.70	.....A. T. & S. F. CROSSING.....									
690	682.57	CS.....SCOTT CITY.....WC	2 45	6 14			1110 ⁶²	1 40	6 30	9 30	2 35	
682	682.88	.....A. T. & S. F. CROSSING.....									
696	686.93	P.....SETAB.....	2 50	6 33			11 30	152 ⁸⁰	6 45	9 45	2 42	
700	692.17	P.....MODOC.....*	255 ⁶¹	6 40			11 40	2 15	6 55	9 53	255 ¹¹	
707	699.23	.....MARIENTHAL.....*	3 00	6 47			11 52	2 30	7 06	10 04	3 03
709	701.56	P.....SHELBY.....	3 03	6 49			11 57AM	2 35	7 11	1008 ¹²	3 06	
712	704.10	.....CORONADO.....		6 52			12 01PM	2 42	7 15	10 13	3 10
715	707.10	LS.....LEOTI.....*	3 07	658 ⁹⁴			12 10	3 13	7 22	10 20	3 15	
720	712.24	P.....HLXON.....	3 11	7 05			12 20	3 23	731 ¹⁶	10 28	3 23	
725	717.18	CS.....SELKIRK.....*WC	3 15	7 18			1253 ⁸⁰	3 30	7 59	10 45	3 44	
732	724.55	P.....WHITELAW.....	3 21	7 25			1 05	3 42	8 15	1058 ⁶⁸	3 55	
737	729.00	LS.....TRIBUNE.....	3 25	7 30			1 15	3 50	8 25	11 18	4 05	
739	730.88	CS.....HORACE.....*Y	3 27AM	7 40AM			1 20PM	4 00PM	8 30PM	11 25PM	4 10AM	
	171.97		Daily	Daily			Daily	Daily Ex. Sunday	Daily	Daily	Daily	

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

Two mile post locations at Otis are one and the same point, 575.58 is new mileage account change in line east of Otis made in November, 1945, and 575.67 is old mileage.

HOISINGTON SUBDIV.—HORACE TO HOISINGTON

Siding Capacity in Cars	Miles from St. Louis	TIME-TABLE No. 46 Effective 12:01 A. M. Mountain Standard Time JUNE 15, 1947	TRAINS EASTWARD							
			FIRST CLASS			SECOND CLASS				
			16 Passenger	12 Passenger		94 Local Freight	62 Red Ball Freight	80 Tonnage Freight	68 Red Ball Freight	
STATIONS			Daily	Daily		Daily Ex. Sunday	Daily	Daily	Daily	
Yd.	558.82	CS.....HOISINGTON..\$WCOTY	s 10 46PM	s 12 15AM		3 05PM	2 30PM	6 30PM	4 05AM	
		0.15								
54	558.97	.....AA SIDING.....	10 45	12 14					
		3.99								
75	562.96	P.....BOYD.....*	1041 61	12 07		2 55	2 23	6 08	3 59	
		5.94								
80	568.90	LS.....OLMITZ.....*	10 34	12 01AM		2 40	2 14	554 65	3 50	
		6.68								
80	575.58 575.67	LS.....OTIS.....*	10 26	11 55PM		2 25	203 75	5 42	335 15	
		8.49								
84	584.16	LS.....BISON.....*W	10 17	11 47		215 75	1 50	5 28	3 20	
		6.15								
81	590.31	CS.....LA CROSSE.....*	s 10 01	d 1140 61		142 62	142 94	5 17	3 10	
		5.39								
54	595.70	P.....MARTHA.....	9 56	11 35		1 20	1 33	5 06	3 02	
		2.38								
598.08		P.....HARGRAVE.....*				1 08	1 28	5 01	2 58	
		3.48								
85	601.56	P.....RAGLE.....	9 50	11 30		1 01	1 22	4 54	2 53	
		3.74								
75	605.30	LS.....McCRACKEN.....*Y	s 9 42	11 27		12 50	1 16	4 46	2 47	
		5.12								
53	610.42	P.....WARING.....	9 37	11 23		12 35	1 08	4 36	2 38	
		5.74								
86	616.16	LS.....BROWNELL.....*f	9 32	11 19		12 20	12 59	4 25	2 29	
		6.02								
75	622.18	P.....OSGOOD.....CW	9 25	11 14		12 10PM	12 50	400 75	2 19	
		5.21								
83	627.39	LS.....RANSOM.....*	s 9 18	11 10		11 59AM	12 38	3 45	204 11	
		6.41								
53	633.80	P.....ARNOLD.....*	9 09	11 05		11 35	12 28	3 35	1 45	
		6.52								
83	640.32	CS.....UTICA.....Y*	s 9 01	11 00		1117 93	12 18	3 27	1 35	
		4.39								
84	644.71	P.....LUDWIG.....W	8 53	10 57		11 05	12 09	3 20	125 61	
		4.73								
51	649.44	P.....PENDENNIS.....*	8 49	10 52		10 58	1201PM 93	3 13	1 16	
		6.18								
83	655.62	LS.....SHIELDS.....*	s 843 65	10 47		10 48	11 53AM	3 00	1 07	
		9.41								
84	665.03	LS.....HEALY.....*j	8 31	10 41		1034 77	11 40	2 45	12 54	
		5.19								
86	670.22	P.....RANCH.....	8 26	10 37		9 58	11 30	2 35	12 46	
		1.27								
671.49		P.....MANNING.....*	8 25			9 40	11 28	2 30	12 44	
		4.54								
53	676.03	P.....SANDON.....	8 21	10 33		9 30	11 20	2 20	12 36	
		5.67								
681.70		...A. T. & S. F. CROSSING...								
		0.87								
80	682.57	CS.....SCOTT CITY.....WC	s 8 13	s 10 27		9 15	1110 77	2 10	12 25	
		0.31								
682.88		...A. T. & S. F. CROSSING...								
		4.05								
60	686.93	P.....SETAB.....	8 00	10 19		8 10	10 54	152 93	12 10	
		5.24								
83	692.17	P.....MODOC.....*	7 55	10 15		8 00	10 43	1 42	12 02AM	
		7.06								
23	699.23	.....MARIENTHAL.....*	7 49			7 49	10 28	1 29	11 52PM
		2.33								
84	701.56	P.....SHELBY.....	7 46	1008 65		7 41	10 23	1 24	11 48	
		2.54								
704.10		.....CORONADO.....				7 28	10 17	1 18	11 42
		3.00								
83	707.10	LS.....LEOTI.....*	s 7 40	d 10 03		658 15	10 10	1 12	11 37	
		5.14								
56	712.24	.....HIXON.....	731 75	9 58		6 40	10 00	1 02	11 28
		4.94								
80 w80	717.18	CS.....SELKIRK.....*WC	7 25	9 54		6 30	9 45	1253 77	11 20	
		7.37								
84	724.55	P.....WHITELAW.....	7 09	9 48		6 15	9 15	12 30	1058 65	
		4.45								
53	729.00	LS.....TRIBUNE.....*	s 7 05	9 44		6 05	9 05	12 20	10 50	
		1.88								
Yd.	730.88	CS.....HORACE.....Y	7 00PM	9 42PM		6 00AM	9 00AM	12 15PM	10 45PM	
		171.97	Daily	Daily		Daily Ex. Sunday	Daily	Daily	Daily	

Mileage from St. Louis, shown above, is mileage painted on Telegraph Poles, and is not actual.
 Two mile post locations at Otis are one and the same point, 575.58 is new mileage account change in line east of Otis made in November, 1945, and 575.67 is old mileage.

676
 633

 43M, P.H.

HORACE SUBDIV.—HORACE TO PUEBLO

**TIME-TABLE
No. 46**

 Effective 12:01 A. M.
Mountain Standard Time
JUNE 15, 1947

TRAINS WESTWARD

Station Numbers	Miles from St. Louis	STATIONS	FIRST CLASS		SECOND CLASS				
			11 Passenger Daily	15 Passenger Daily	61 Red Ball Freight Daily	95 Local Freight Daily Ex. Sunday	77 Red Ball Freight Daily	75 Tonnage Freight Daily	65 Tonnage Freight Daily
739	730.88	CS..... HORACE.....Y	3 32AM	7 48AM	4 15AM	7 30AM	1 30PM	9 00PM	11 40PM
743	734.68	P..... KANADO.....	3 35	7 55	4 22	7 50	1 38	9 10	11 50PM
748	740.53	P. WALKINGHOOD, KANSAS..	3 39	8 03	4 32	8 00	1 48	930 ¹²	12 05AM
754	746.61	LS..TOWNER, COLORADO...*	3 43	811 ⁶² ₉₅	4 42	811 ¹⁵ ₆₂	2 00	9 38	12 15
760	752.57	P..... STUART.....W	3 48	8 17	4 50	8 45	215 ⁹⁶	955 ⁶⁸	12 25
753.41		..... WATER TANK.....W							
766	758.13	P...SHERIDAN LAKE.....*	3 53	8 23	5 00	s 9 05	2 25	10 10	12 33
774	766.21	P..... BRANDON.....*	3 59	8 31	5 12	s 9 25	2 36	10 20	12 45
780	771.80	P..... CHIVINGTON.....*	4 03	8 37	5 22	s 9 45	2 46	10 35	1 00
787	778.91	P..... DISTON.....	4 10	8 44	5 37	1017 ⁸⁰	2 58	10 50	1 15
794	785.86	CS..... EADS.....*CW	k 4 17	s 8 54	5 55	s 10 50	3 15	11 05	1 30
802	793.65	P..... HAWKINS.....	4 26	9 05	6 10	11 10	3 30	11 20	1 42
807	799.14	..... GALATHEA.....*		9 10	6 18	s 11 20	3 40	11 30	1 52
811	803.64	P..... MILAN.....	4 34	9 15	625 ⁶²	1130 ⁹⁶	3 50	11 38	2 00
806.42		..... WATER TANK.....W							
816	807.76	CS..... HASWELL.....*	4 38	9 20 ⁸⁰	6 35	s 11 55AM	3 58	11 48	2 12
820	812.40	P..... AMIDON.....	4 42	9 25	6 43	12 10PM	4 07	11 55PM	2 20
825	816.99	P..... INMAN.....	4 46	9 29	6 50	12 20	4 14	12 01AM	2 29
829	821.46	P..... ARLINGTON.....*		9 33	6 58	s 12 28	4 21	12 10	2 39
838	830.50	P..... HEATH.....	4 58	9 42	7 10	12 45	4 32	12 32	2 54
844	836.33	P..... LOLITA.....	5 03	9 47	7 20	12 55	4 40	12 50	3 03
849	841.28	LS..... SUGAR CITY.....*SY	k 5 07 ⁶²	s 9 56	7 28	s 1 25	455 ¹⁶	1 05	3 11
854	846.46	CS..... ORDWAY.....CW	s 5 15	s 10 08 ⁹⁶	7 40	s 2 10	5 15	1 25	3 26
860	852.14	LS..... CROWLEY.....*	5 20	10 16	750 ⁸⁰	s 2 20	5 25	1 53	3 35
865	857.32	LS..... OLNEY SPRINGS.....*	5 24	10 23	8 00	s 2 30	5 35	2 05	3 44
871a	863.18	P..... PULTNEY.....	5 28	10 30	8 12	2 40	5 45	2 20	3 56
869.29		..... A. T. & S. F. CROSSING.....							
869.30		CS..... NA TOWER.....							
878	870.41	P..... NEPESTA.....	5 37	10 37	827 ⁹⁶	2 50	555 ⁶⁸	2 35	419 ⁶²
884	876.10	LS..... BOONE.....*	5 42	10 43	8 36	f 3 00	6 05	2 45	4 28
889	881.22	CS..... AVONDALE.....*	5 47	10 49	8 48	f 3 15	6 15	2 55	4 35
892	883.95	P..... NYBURG.....	5 49	10 52	8 55	3 25	6 20	3 00	4 40
895	887.37	P..... DEVINE.....	5 52	10 57	9 05	f 3 33	6 28	3 10	4 50
898	889.86	P..... BAXTER.....	5 55	11 01	9 12	3 41	6 33	3 15	5 00
902	893.76	P..... COOMBS JCT.....	6 00	11 07	9 20	3 50	6 40	3 20	5 10
894.94		..... FE JCT.....	6 02	11 09					
895.02		..... FOUNTAIN RIVER.....							
895.06		..... FW JCT.....	6 03	11 11					
895.11		P..... C. & S. CROSSING.....							
896.44		CS..... PUEBLO U. D.....	s 6 15AM	s 11 20AM					
905	897.09	CS..... PUEBLO YARD. \$WCOTY			10 00AM	4 30PM	7 00PM	3 45AM	6 30AM
	166.21		Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily

Mileage 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. 46 Effective 12:01 A. M. Mountain Standard Time JUNE 15, 1947	TRAINS EASTWARD							
			FIRST CLASS			SECOND CLASS				
			16 Passenger	12 Passenger	62 Red Ball Freight	80 Tonnage Freight	96 Local Freight	68 Red Ball Freight		
STATIONS			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily		
Yd.	730.88	CS.....HORACE.....Y	s 6 55PM	s 9 37PM	8 45AM	11 45AM	s 3 00PM	10 30PM		
		3.80								
56	734.68	P.....KANADO.....	6 50	9 34	8 35	11 25	2 54	10 21		
		5.85								
84	740.53	P.WALKINGHOOD, KANSAS..	6 45	930 75	8 24	11 15	2 45	10 13		
		6.08								
75	746.61	LS.TOWNER, COLORADO...*	6 39	9 26	811 ¹⁵ / ₉₅	11 05	s 2 35	10 05		
		5.96								
83	752.57	P.....STUART.....W	6 34	9 22	8 00	10 55	215 77	955 75		
		0.84								
	753.41	.....WATER TANK.....W								
		4.72								
83	758.13	TP.SHERIDAN LAKE.....*	6 29	9 18	7 40	10 48	s 1 50	9 47		
		8.08								
84	766.21	P.....BRANDON.....*	6 19	9 12	7 28	10 38	f 1 25	9 32		
		5.59								
81	771.80	P.....CHIVINGTON.....*	6 14	9 08	7 20	10 28	f 1 12	9 22		
		7.11								
84	778.91	P.....DISTON.....	6 07	9 02	7 10	1017 95	1 00	9 10		
		6.95								
81	785.86	CS.....EADS.....*CW	s 6 00	s 856 68	7 00	10 05	s 12 45PM	856 12		
		7.79								
83	793.65	P.....HAWKINS.....	5 46	8 46	6 45	9 45	11 45AM	8 25		
		5.49								
	799.14	.....GALATEA.....*	5 41	8 42	6 35	9 38	f 11 38	8 15		
		4.50								
56	803.64	P.....MILAN.....	5 36	8 38	625 61	9 31	1130 95	8 05		
		2.78								
	806.42	.....WATER TANK.....W								
		1.34								
84	807.76	CS.....HASWELL.....*	5 32	8 35	6 12	920 15	s 11 15	7 57		
		4.64								
56	812.40	P.....AMIDON.....	5 27	8 30	6 03	9 08	11 05	7 48		
		4.59								
84	816.99	P.....INMAN.....	5 22	8 26	5 52	8 57	10 58	7 38		
		4.47								
	821.46	P.....ARLINGTON.....*	5 17	8 22	5 45	8 47	f 10 50	7 30		
		9.04								
84	830.50	P.....HEATH.....	5 08	8 15	5 33	8 36	10 35	7 19		
		5.83								
	836.33	P.....LOLITA.....	5 01	8 10	5 15	8 28	10 25	7 10		
		4.95								
81	841.28	LS.....SUGAR CITY.....*Y	455 77	a 8 06	507 11	8 19	s 10 15	7 03		
		5.18								
w60 e 91	846.46	CS.....ORDWAY.....CW	s 4 45	s 8 00	4 59	8 09	s 1008 15	6 53		
		5.68								
84	852.14	LS.....CROWLEY.....*	4 40	7 55	4 50	750 61	s 9 05	6 33		
		5.18								
84	857.32	LS.....OLNEY SPRINGS.....*	4 35	7 51	4 41	7 41	s 8 53	6 23		
		5.86								
106	863.18	P.....PULTNEY.....	4 30	7 46	4 30	7 34	8 43	6 15		
		6.11								
	869.29	.....A. T. & S. F. CROSSING.....								
		0.01								
	869.30	CS.....NA TOWER.....								
		1.11								
84	870.41	P.....NEPESTA.....	4 23	7 40	419 65	7 26	827 61	555 77		
		5.69								
85	876.10	LS.....BOONE.....*	4 18	7 35	4 10	7 20	f 8 12	5 44		
		5.12								
24	881.22	CS.....AVONDALE.....*	4 13	7 31	4 01	7 14	f 8 05	5 36		
		2.73								
79	883.95	P.....NYBURG.....	4 10	7 29	3 55	7 10	7 57	5 32		
		3.42								
	887.37	P.....DEVINE.....	4 07	7 26	3 50	7 05	f 7 49	5 26		
		2.49								
84	889.86	P.....BAXTER.....	4 03	7 24	3 45	7 00	7 44	5 22		
		3.90								
107	893.76	P.....COOMBS JCT.....	3 58	7 21	3 40	6 50	7 37	5 15		
		1.18								
	894.94	.....FE JCT.....	3 56	7 20						
		0.08								
	895.02	.....FOUNTAIN RIVER.....								
		0.04								
	895.06	.....FW JCT.....	3 55	7 19						
		0.05								
	895.11	P.....C. & S. CROSSING.....								
		1.33								
	896.44	CS.....PUEBLO U. D.....	3 50PM	7 15PM			s 7 34			
		0.65								
Yd.	897.09	CS.....PUEBLO YARD.\$WCOTY			3 30AM	6 30AM	7 30AM	5 00PM		
		166.21	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily		

Mileage 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. 46 Effective 12:01 A. M. Central Standard Time JUNE 15, 1947	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD				
SECOND CLASS								SECOND CLASS				
669 Red Ball Freight Daily Ex. Sunday								670 Red Ball Freight Daily Ex. Sunday				
			3 30AM	368.35	CS.....LOMAX.....WY	376	.....	9 05PM				
			f 3 55	374.47	.....MICHIGAN.....	T 97	15	f 8 40				
			f 4 25	381.64	LS.....OVERBROOK.....	T104	21	f 8 20				
			f 4 45	386.61	.....SWISSVALE.....	T109	5	f 7 55				
			f 5 05	391.52	TP.....RICHLAND.....	T114	10	f 7 33				
			f 5 25	396.82	.....TEVIS.....	T119	12	f 7 15				
			f 5 30	398.21	.....BERRYTON.....	T121	7	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		39.26			Daily Ex. Sunday				

SALINA SUBDIV.—BETWEEN SALINA SUBDIV. JCT. AND MARQUETTE JCT.

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 46 Effective 12:01 A. M. Central Standard Time JUNE 15, 1947	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD				
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS		
85 Red Ball Freight Daily Ex. Sunday	87 Red Ball Freight Daily Ex. Monday	15 Passenger Daily						16 Passenger Daily	84 Red Ball Freight Daily Ex. Monday	86 Red Ball Freight Daily Ex. Monday		
2 48PM			12 36AM	479.18	.....SALINA SUBDIV. JCT.....			2 45AM ¹²		6 30AM		
s 3 00			12 42	484.73	.....KIPP.....*	GK 6	22	2 34		6 20		
				494.10	.....QQ SIDING.....		72					
				494.82	.....C. R. I. & P. CROSSING.....							
				494.83	.....U. P. CROSSING.....							
3 30PM	12 30AM		12 55	494.94	.....SALINA.....\$WY	GK 16	Yd.	2 14		6 00AM	8 00AM	
	12 31		s 1 15	495.38	CS.....SALINA UNION DEPOT.....	GK 16	.....	s 2 10			7 45	
	12 35		1 17	497.02	.....GOLDEN BELT.....	GK 18	38	1 49			7 40	
			1 21	499.13	.....RR SIDING.....		65	1 46				
	12 50		s 1 28	505.00	LS.....SMOLAN.....W*	GK 26		s 1 39			7 25	
			1 34 ¹⁶	506.23	.....SS SIDING.....		50	1 34 ¹⁵				
	1 00		f 1 40	511.32	.....FALUN.....*	GK 32	24	f 1 28			7 10	
	1 13AM		1 52AM	520.76	.....MARQUETTE JCT.....			1 16AM			6 52AM	
Daily Ex. Sunday	Daily Ex. Monday		Daily		41.58			Daily		Daily Ex. Monday	Daily Ex. Monday	

GREAT BEND SUBDIV.—BETWEEN HOISINGTON AND GREAT BEND

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 46 Effective 12:01 A. M. Central Standard Time JUNE 15, 1947	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD				
SECOND CLASS								SECOND CLASS				
667 Red Ball Freight Daily Ex. Sunday	665 Red Ball Freight Daily Ex. Sunday	663 Red Ball Freight Daily Ex. Sunday	661 Red Ball Freight Daily Ex. Sunday					662 Red Ball Freight Daily Ex. Sunday	664 Red Ball Freight Daily Ex. Sunday	666 Red Ball Freight Daily Ex. Sunday	668 Red Ball Freight 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	Yd.	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	

Mileage 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:

No. 11 is superior to No. 15.

No. 12 is superior to No. 16.

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.

2. MAXIMUM SPEED:

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3 of these instructions, entitled "SPEED RESTRICTIONS", and lower speeds prescribed by train orders, restrictive signals and operating rules.

2 (a). MAXIMUM TRAIN SPEED: (Where Maximum Engine Speed is LOWER, it will Govern).

The consist of a train includes the engine, or engines, and cars in the train. Members of the crew must know the consist of train.

The speed shown below is the highest speed authorized for the operation of trains of the specified consist:

CONSIST "A".... Any engine, or engines, with one or more, or all, cars equipped with freight car trucks.

CONSIST "B".... Engines other than Diesel passenger engines with all passenger cars of any type; or

Diesel passenger engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

CONSIST "C".... Diesel passenger engines with streamlined—LOW center of gravity cars, and in addition, one or more streamlined—HIGH center of gravity cars.

Passenger cars MP 6330, 6332, 6333 and 6334, and Sleepers Shrine Tower, Beacon Tower, and Temple Tower are Streamlined—HIGH center of gravity cars.

CONSIST "D".... Diesel passenger engines with Streamlined, light-weight—LOW center of gravity cars only.

MP passenger cars of the 700 series, Sleepers Gunnison River, Eagle River, Colorado River, Arkansas River, and Rock Island Sleepers 504, 505, 508, 510, 511 and 512 are Streamlined—LOW center of gravity cars.

SUBDIVISIONS	MILES PER HOUR							
	Consist "A" Track without slow speed signs	Consist "B" Track without slow speed signs	Consist "C"			Consist "D"		
			Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs
Kansas City:								
Between Kansas City and Leeds.....	35	55	55	55		55	55	Five miles
Between Leeds and KT Jct.....	40	60	60	60	Speed	60	60	
Between KT Jct. and Osawatomie.....	55	75	75	75		75	75	per hour
Osawatomie.....	55	75	80	75		80	75	
Council Grove.....	55	75	80	75	shown on	80	75	above speed
Hoisington:								
Between Hoisington and McCracken....	55	75	90	80		90	80	shown on
Between McCracken and Horace.....	55	85	98	90	slow speed	98	90	
Horace.....	55	85	98	90		98	90	slow speed
Salina.....	40	60	60	60		60	60	
Topeka.....	30	35	35	35	signs	35	35	signs
Great Bend.....	30	30	30	30		30	30	

2 (b). MAXIMUM ENGINE SPEED: (Where Maximum Train Speed is LOWER, it will Govern).

Speed shown below is the highest speed at which an engine can be operated without damage to engine or track, but does not authorize operation of engine at speed higher than maximum train speed.

Engines other than Diesel Passenger Engines must not be operated at speed above that shown in Consist "B":

MISSOURI PACIFIC ENGINES		GCL AND IGN ENGINES	
Numbers	MPH	Numbers	MPH
1 to 173.....	60	1801 to 1817.....	45
402 to 486.....	45	2101 to 2125.....	90
501 to 524(D)....	65	2201 to 2215.....	90
800 to 815(D)....	30	2313 to 2398.....	55
1201 to 1280.....		2506 to 2520.....	60
Psg. Service....	55	2638 to 2651.....	60
Frt. Service....	63	2707.....	50
1301 to 1325.....		2611.....	60
Psg. Service....	55	4100 and 4101(D)...	35
Frt. Service....	63	4102 and 4103(D)...	75
1401 to 1571.....		5201 to 5207.....	55
Psg. Service....	55	5308 to 5316.....	80
Frt. Service....	63	5321 to 5327.....	90
1701 to 1714.....	55	5335 to 5344.....	80
1715 to 1719.....	50	5502 to 5539.....	80
1720 to 1729.....	63	6001.....	90
		6401 to 6444.....	80
		6501 to 6516.....	70
		6601 to 6629.....	80
		7000 to 7011(PD)...	98
		7100(PD)...	90
		9000 to 9012(D)...	35
		9102 to 9119(D)...	35

D—Diesel. PD—Passenger Diesel.

3. SPEED RESTRICTIONS: (Where Maximum Speed is LOWER, it will Govern).

3 (a). Engines Light Moving Forward:

Steam road engines, running light in forward movement, with or without caboose..... 45

Diesel freight and passenger engines, running light in forward movement, with or without caboose..... Maximum train speed

3 (b). Engines Running Backward:

Engines running backward with or without cars:
 Kansas City, Osawatomie, Council Grove, Hoisington and Horace Subdivs..... 25
 Topeka and Great Bend Subdivs..... 15

Engines not equipped with engine trucks must be moved tender forward in road movement.

3 (c). Through Turnouts and Crossovers, and Spring Switches:

Through No. 10 turnouts and crossovers, entire train..... 10
 Through No. 20 turnouts and crossovers, entire train..... 30
 In straightaway movement when moving points of No. 10 Spring Switch..... 10
 In straightaway movement when moving points of No. 20 Spring Switch..... 30
 (In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).
 Through No. 20 Equilateral Turnouts, entire train..... 50

SPECIAL INSTRUCTIONS

3 (d). Specific Locations Where Speed is Restricted:

Miles Per Hour
Consist Consists
"A" "B" "C"
and
"D"

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&P Crossing, engines only 15 15

Horace Subdiv.:

Pueblo, over C&S Crossing, MP 895.11 10 10

LOCATIONS DESIGNATED BY MILES POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED 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	32	285	25	50	285	25	288	32
40	292	32	290	09	40	290	09	292	32
40	297	04	294	18	40	294	18	297	04
50	298	04	297	35	50	297	35	298	04
50	304	15	301	37	50	301	37	304	15
35	308	03	304	15	35	304	15	308	03
50	315	21	313	25	50	313	25	315	21
45	326	33	318	05	45	318	05	326	33
70	327	33	327	23	70	327	23	327	33
70	330	26	330	06	70	330	06	330	26
60	831	23	331	13	60	331	13	331	23
40	335	00	332	35	40	332	35	335	00

Osawatomie Subdiv.:

70	336	22	335	09	70	335	09	336	22
70	339	19	338	00	70	338	00	339	19
50	339	29	339	19	50	339	19	339	29
70	340	08	339	35	70	339	35	340	08
60	344	33	344	17	60	344	17	344	33
70	349	16	349	09	70	349	09	349	16
70	351	11	350	17	70	350	17	351	11
60	352	24	351	25	60	351	25	352	24
20	354	32	353	30	20	353	30	354	32
70	355	22	355	06	70	355	06	355	22
55	357	14	357	06	55	357	06	357	14
70	368	04	367	31	70	367	31	368	04
70	370	11	369	12	70	369	12	370	11
50	374	26	373	00	50	373	00	374	26
70	376	17	375	18	70	375	18	376	17
70	385	03	384	17	70	384	17	385	03
70	388	35	388	24	70	388	24	388	35
70	394	13	393	38	70	393	38	394	13
70	400	27	400	16	70	400	16	400	27
60	402	00	401	28	60	401	28	402	00
60	406	12	405	39	60	405	39	406	12
70	407	22	407	03	70	407	03	407	22
70	408	33	408	20	70	408	20	408	33
70	417	00	410	34	70	410	34	417	00
70	418	32	418	00	70	418	00	418	32
40	420	39	420	35	40	420	35	420	39
70	424	09	423	35	70	423	35	424	09

3 (d). Concluded:

Permissible Speed in Miles per hour	Eastward				Westward				
	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
70	426	39	426	26	70	426	26	426	39
70	428	17	428	03	70	428	03	428	17
60	430	35	430	22	60	430	22	430	35
70	432	10	431	32	70	431	32	432	10
50	434	41	432	20	50	432	20	434	41
70	450	36	450	25	70	450	25	450	36
40	452	08	451	21					
70	453	39	452	14	70	452	14	453	39
70	463	28	458	39	70	458	39	463	28
70	469	18	467	25	70	467	25	469	18
70	470	31	470	21	70	470	21	470	31
70	479	33	479	04	70	479	04	479	33
70	482	11	481	36	70	481	36	482	11
50	482	21	482	11	50	482	11	482	21
70	484	10	483	16	70	483	16	484	10
70	485	21	485	10	70	485	10	485	21
70	487	20	486	39	70	486	39	487	20
60	488	11	487	32	60	487	32	488	11
70	491	12	490	30	70	490	30	491	12
70	492	27	492	17	70	492	17	492	27
70	495	32	495	19	70	495	19	495	32
40	496	37	495	32	40	495	32	496	37
70	498	37	498	24	70	498	24	498	37
70	502	34	502	22	70	502	22	502	34
70	509	16	509	01	70	509	01	509	16
70	517	24	511	02	70	511	02	517	24
70	542	24	541	13	70	541	13	542	24
70	546	13	546	05	70	546	05	546	13
70	549	29	549	00	70	549	00	549	29

Salina Subdiv.:

55	484	17	484	03	55	484	03	484	17
55	487	02	486	31	55	486	31	487	02
30	492	27	492	18	30	492	18	492	27
25	496	10	494	04	25	494	04	496	10
55	510	13	509	28	55	509	28	510	13
55	511	27	511	16	55	511	16	511	27
55	513	28	513	18	55	513	18	513	28

Hoisington Subdiv.:

50	559	15	557	20	50	557	20	559	15
60	565	37	563	08	60	563	08	565	37
60	589	32	588	34	60	588	34	589	32
45	590	35	589	32	45	589	32	590	35
60	612	31	611	10	60	611	10	612	31
40	681	37	681	29	40	681	29	681	37
40	716	39	716	38	40	716	38	716	39

Horace Subdiv.:

75	770	29	769	24	75	769	24	770	29
60	775	30	772	31	60	772	31	775	30
60	810	21	808	25	60	808	25	810	21
60	824	10	822	15	60	822	15	824	10
75	830	00	828	33	75	828	33	830	00
60	869	25	869	10	60	869	10	869	25
60	875	17	874	38	60	874	38	875	17

3 (e). Disabled Engines and Engines in Tow:	Miles Per Hour
Motor cars dead in tow..... (See Section 25 of Special Instructions in Pamphlet form).	50
Diesel engines dead in tow:	
Nos. 501 to 540.....	70
Nos. 800 to 815.....	30
T & P Nos. 2000 to 2007.....	98
Nos. 4100, 4101, 9000 to 9012, 9102 to 9119, 9150 to 9161, 9200 to 9206.....	35
Nos. 4102 and 4103.....	75
Nos. 7000 to 7013.....	98
No. 7100.....	90
Diesel Engines (road or switch) for movement dead in tow must have all switches opened; main fuse re- moved; 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.	
Steam engines dead in tow:	
With side rods in position, main rods disconnected.....	35
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 the side rods down ON AUTHORITY OF SUPERINTENDENT.	
With part or all of side rods down.....	15
With all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder open- ings blocked with board and oily waste placed in front end of cylinders.....	40
Moving backward in tow: (Side Rods in position)	
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 emergen- cy, in which case they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.	
Disabled Engines:	
With front drivers blocked.....	20
Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.	
Engines without full set of driving wheels, trucks or trailers may be moved to first siding to clear main track at speed not exceeding.....	6
Further movement must be authorized by Superintendent.	
Engines with all main rods, side rods, and pistons in posi- tion, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side.....	15
3 (f). Work Equipment, Derricks, Cranes, etc.:	
Wrecking Cranes (self-propelling).....	25
Pile Drivers.....	25
Steam Shovels.....	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 nor 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.	
	Maxi- mum Train Speed Consist "A"
Bridge Derrick Cars (non-revolving), boom disconnected	"A"

3 (f). (Concluded):	Miles Per Hour
Bridge derrick cars shipped with boom disconnected 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
American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between mach- ine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car ap- proximately 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 mach- ine 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.....	Maxi- mum Train Speed Consist "A"
Rail unloaders must have boom disconnected and stored on car.	
Scale test cars must be handled next to caboose.....	Maxi- mum Train Speed Consist "A"
Note —Where maximum train speed is 25 miles per hour or less, speed of trains handling Wrecking Cranes, Pile Drivers and Jordan Ditchers or Spreader-Ditchers must be restricted to five miles per hour less than such maximum train speed.	

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. H. M. Parker	Kansas City, Mo.	{ 836 Argyle Bldg., 12th and McGee	Victor 9581	{ 6837 Oak Terrace, Kansas City, Mo.	Highland 8725.
Dr. R. W. Smith	Kansas City, Mo.	{ 1002 Argyle Bldg., 12th and McGee	Harrison 5037	{ 900 East 77th St. Terrace, Kansas City, Mo.	Highland 2974.
Dr. L. A. O'Brien	Kansas City, Mo.	{ 1002 Argyle Bldg., 12th and McGee	Harrison 5037-5038	{ 637 West 39th Terrace, Kansas City, Mo.	DE 2173.
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. 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. C. H. Johnson, Division Surgeon	Osawatomie, Kan.	First National Bank Bldg.	18	1009 Main	737.
★ 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. E. 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. J. O. Gilliland	Herington, Kan.	Bank of Herington Bldg.	107	519 South E.	501.
Dr. A. D. Danielson	Herington, Kan.	Bank of Herington Bldg.	107	315 South Broadway	606.
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. W. Holwerda	Lindsborg, Kan.	130 North Second	120	403 North Washington	194.
Dr. H. L. Patterson	Bushton, Kan.		1		2.
EMERGENCY STATION	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. 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. C. F. Haughey	Tribune, Kan.		101		117.
Dr. L. R. Mitchell	Eads, Colo.	1st Natl. Bank Bldg.	2221	East Main	2721.
★ Dr. O. McNay	Ordway, Colo.	Ordway	5	Ordway	5.
EMERGENCY STATION	Pueblo, Colo.	Parkview Hospital	4585	404 West 17th	
★ Dr. H. A. Black, Division Surgeon	Pueblo, Colo.	702 North Main	6000	Congress Hotel	331.
Dr. J. W. White, Asst. Division Surgeon	Pueblo, Colo.	702 North Main	6000	2324 Greenwood	507.
Dr. R. H. Mellroy, Division Surgeon	Pueblo, Colo.	416 Colo. Bldg.	7850	407 North Main	4003
Dr. R. D. Schilling, Asst. Div. Surgeon	Pueblo, Colo.	702 North Main	6000	422 West 12th	236.

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