

DIVISION OFFICERS

- V. C. HALPIN..... Superintendent..... Osawatomie, Kan.
E. H. CAMPBELL.. Superintendent
Kansas City Terminal... Kansas City, Mo.
G. H. NEEDHAM.. Assistant Superintendent
Kansas City Terminal... Kansas City, Mo.
W. C. CRIMM..... Trainmaster
Kansas City Terminal... Kansas City, Mo.
M. G. JACKSON... Trainmaster
Kansas City Terminal... Kansas City, Mo.
R. F. HICKERSON.. Assistant Trainmaster
Kansas City Terminal... Kansas City, Mo.
R. D. MORRIS.... Assistant Superintendent..... Pueblo, Colo.
V. I. GRIFFITH... Assistant Superintendent,
Pueblo Terminal..... Pueblo, Colo.
M. R. FAIR..... Trainmaster Kansas City,
Topeka and Osawatomie
Subdivs..... Osawatomie, Kan.
J. B. HOBBS..... Trainmaster, Council Grove
and Salina Subdivs..... Council Grove, Kan.
T. E. BOLSON.... Trainmaster, Hoisington
and Great Bend Subdivs.
and Hoisington Yard..... Hoisington, Kan.
J. W. DUNLAP... Assistant Trainmaster, Hois-
ington and Great Bend Sub-
divs. and Hoisington Yard.. Hoisington, Kan.
- W. A. WILSON... Road Foreman Engines... Osawatomie, Kan.
H. H. WALKER... Road Foreman Engines... Kansas City, Mo.
W. V. JONES..... Division Trainmaster, Kan-
sas City, Osawatomie, Coun-
cil Grove, Salina and Topeka
Subdivs..... Osawatomie, Kan.
L. TERMER..... Division Trainmaster, Hois-
ington, Horace and Great
Bend Subdivs..... Pueblo, Colo.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

CENTRAL KANSAS AND COLORADO DIVISIONS

TIMETABLE No. 57

Effective 12:01 a. m. Sunday, July 31, 1955

CENTRAL STANDARD TIME, except Hoisington and Horace Subdivs.

MOUNTAIN STANDARD TIME, Hoisington and Horace Subdivs.

Superseding Timetable No. 56, effective April 24, 1955
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTION No. 12, THIS DIVISION,
EFFECTIVE OCTOBER 17, 1954; AND
MUST ALSO CARRY A COPY OF KANSAS CITY
TERMINAL DIVISION SPECIAL INSTRUCTIONS
No. 8, EFFECTIVE NOVEMBER 15, 1954
The Railroad Company Reserves the Right to Vary Therefrom
as Circumstances May Require.

R. P. HART, Chief Operating Officer.

L. A. GREGORY, Assistant Chief Operating Officer.

M. L. SMITH, General Superintendent Transportation.

C. F. DOUGHERTY, General Manager.

G. M. HOLZMANN, Assistant General Manager.

SPECIAL INSTRUCTIONS

The following rules are repeated from the Uniform Code of Operating Rules for emphasis:

GENERAL NOTICE (in part): SAFETY is of the FIRST importance in the discharge of duty.

RULE B: Employes must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employes must apply to the proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General Order,
- (2) Special instructions in the timetable or in pamphlet form,
- (3) Paster in the book of rules.

RULE E (in part): Employes must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employes is required for proper functioning under the rules and instructions.

RULE 107 (in part): Conductors and engineers must bring about cooperation between all members of the crew.

Both the conductor and engineer are responsible for the safety of the train and the observance of the rules.

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

When safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

RULE 108: In case of doubt or uncertainty, the SAFE course MUST be taken.

RULE 101 (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications of any and all signals, REGARDLESS OF LOSS OF TIME.

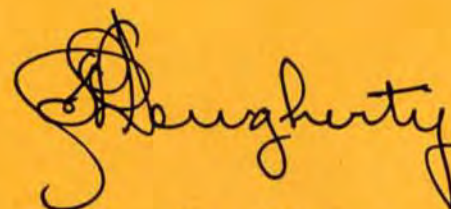
RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

The train dispatcher is in position to render valuable service in bringing about compliance with the rules; first, by habitually conforming to the rules in the daily performance of his own duties; second, by requiring compliance with the rules on the part of operators, Train men and others with whom his duties bring him in daily contact; and, third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

Train dispatcher must bear in mind that his more extended means of communication and consequent knowledge of conditions give him a point of view not available to any other person connected with train, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or, without sacrificing safety, will expedite movement of trains.

NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.
2. No officer or employe has the authority to tell anyone to violate a rule.



General Manager

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.

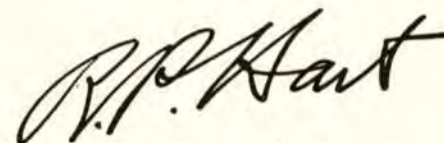
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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 engine men 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.



Chief Operating Officer.

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.
" " "	" " 125	" " 9	9:00 a. m.	30 Min.	" "
" " "	Eastern 12	Cent. Kan. 12	Indefinitely	.....	" "
" " "	" " 10	" " 126	11:45 p. m.	15 Min.	" "
Osawatomie	Cent. Kan. 126	Sou. Kan. 126	Indefinitely	.....	" "
"	Sou. Kan. 125	Cent. Kan. 125	"	.....	" "
Geneseo, Kan.	Wichita. 412	" " 412	"	.....	" "
GO Jct.	Cent. Kan. 411	Wichita. 411	"	.....	" "
Hoisington	Colo. 11	Cent. Kan. 411	1:43 a. m.	15 Min.	" "
"	Cent. Kan. 412	Colo. 12	Indefinitely	.....	" "
Pueblo	D. & R. G. W. 4	Mo. Pac. 11	"	.....	" "
"	Mo. Pac. 12	D. & R. G. W. 3	"	.....	" "

EXPLANATION OF CHARACTERS:

®—Radio Base Station.
 D—Diesel Fuel Oil.
 e—Eastward.
 T—Turntable.
 w—Westward.
 W—Water Station.
 Y—Wye Track.
 †—Track Scales.
 *—Mail Crane.
 CS—Continuous Train Order Office.
 LS—Limited Train Order Office (Hours of Service specified by General 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 on signal to receive or discharge revenue passengers.
 m—Stop on signal to receive or discharge revenue passengers and first class mail.

No. 12 will stop at Paola Frisco Depot to discharge revenue passengers.

No. 11 will stop at Paola Frisco Depot to receive revenue passengers.

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
49	1	14
50	1	12
55	1	5
59	1	1
60	1	0
65	0	55
70	0	51
75	0	48
79	0	46

TOPEKA SUBDIV.—BETWEEN LOMAX AND TOPEKA

TRAINS WESTWARD				Miles from St. Louis	TIMETABLE			Station Numbers	Sliding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS					No. 57					SECOND CLASS			
669 Red Ball Freight					Effective 12:01 A. M. Central Standard Time JULY 31, 1955					670 Red Ball Freight			
			Daily Ex. Sunday		STATIONS					Daily Ex. Sunday			
			3 30AM	368.35	LS	LOMAX	Y	376		8 40PM			
						6.12							
			3 55	374.47		MICHIGAN		T 97		8 25			
			4 25	381.64	LS	OVERBROOK		T104		8 10			
			5 05	391.52	TP	RICHLAND		T114		7 25			
						6.60							
			5 30	398.21		BERRYTON		T121		7 00			
						8.36							
			6 10	406.57		A. T. & S. F. CROSSING							
						0.04							
			6 30AM	407.61	LS	SOUTH TOPEKA	W			6 40			
						1.00				6 30PM			
			Daily Ex. Sunday			TOPEKA		T130	Yd.				
						39.26				Daily Ex. Sunday			

SALINA SUBDIV.—BETWEEN SA JCT. AND MARQUETTE

TRAINS WESTWARD				Miles from St. Louis	TIMETABLE			Station Numbers	Sliding Capacity in Cars				
SECOND CLASS					No. 57								
85 Local Freight					Effective 12:01 A. M. Central Standard Time JULY 31, 1955								
			Daily Ex. Sunday		STATIONS								
			8 02AM	479.18		SA JCT.							
						5.55							
			8 14	484.73		KIPP	*	GK 6					
						9.37							
			8 33	494.10		QQ SIDING			53				
						0.72							
						C. R. I. & P. CROSSING							
						0.01							
						U. P. CROSSING							
						0.11							
			8 40	494.94		SALINA	DWY	GK 16	Yd.				
						0.44							
			9 00	495.38	CS	SALINA UNION DEPOT							
						1.64							
						GOLDEN BELT		GK 18					
						2.15							
			9 10	499.17	P	RR SIDING			42				
						5.83							
			9 20	505.00	P	SMOLAN		GK 26					
						1.23							
			9 22	506.23	P	SS SIDING			69				
						5.09							
			9 32	511.32		FALUN	*	GK 32	24				
						9.47							
			9 47AM	520.79		MARQUETTE	@Y*	513					
			Daily Ex. Sunday			41.61							

GREAT BEND SUBDIV.—BETWEEN HOISINGTON AND GREAT BEND

TRAINS WESTWARD				Miles from St. Louis	TIMETABLE			Station Numbers	Sliding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS					No. 57					SECOND CLASS			
663 Red Ball Freight		661 Red Ball Freight			Effective 12:01 A. M. Central Standard Time JULY 31, 1955					662 Red Ball Freight		664 Red Ball Freight	
		Daily Ex. Sunday	Daily Ex. Sunday		STATIONS					Daily Ex. Sunday	Daily Ex. Sunday		
		12 01PM	8 00AM	558.82	LS	HOISINGTON	@DWY	567	Yd.	9 30AM	2 30PM		
						10.13							
		12 30PM	8 30AM	568.95	LS	GREAT BEND		GD10	Yd.	9 00AM	2 00PM		
						10.13							
		Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday		

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

KANSAS CITY SUBDIV.—KANSAS CITY TO SK JCT.

Station Numbers	Miles from St. Louis	TIMETABLE No. 57 Effective 12:01 A. M. Central Standard Time JULY 31, 1955	TRAINS WESTWARD							
			FIRST CLASS			SECOND CLASS				
			125 Passenger	11 Passenger		85 Local Freight	161 Red Ball Freight	61 Red Ball Freight	93 Local Freight	199 Local Freight
STATIONS			Daily	Daily		Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
		ST. LOUIS		4 00PM			8 30PM			
		CS... KANSAS CITY (Union Station)	8 30AM	9 10PM						
B 1	279.06	CS... KANSAS CITY EAST YARD...@DTW\$					3 00AM	4 50AM	6 30AM	
	278.24	.....KCSW JCT.....Y								
	278.64	.....G. M. & O. CROSSING.								
	279.12	.....K. C. T. CROSSING..								
	279.23	.....K. C. T. CONNECTION.								
288	280.43	.....CENTROPOLIS....								
291	283.41	P.....LEEDS JCT.....	8 50				3 30	5 20	7 00	
297	289.00	P.....PROSPECT.....								
	289.42	.....S. L. S. F. CROSSING.								
	289.47	CS.....SN TOWER.....@								
298	290.00	TP.....DODSON.....*	s 9 00						7 30AM	
302	293.90	P.....RED BRIDGE.....								
305	297.51	P..MARTIN CITY, MO.....s	9 10							
308	299.96	P...KENNETH, KAN.....								
314	306.66	P.....STILWELL.....f	9 25							
319	311.66	P.....BUCYRUS.....f	9 35							
326	318.05	CS...WAGSTAFF.....@								
330	322.55	P.....LENTO.....								
	326.04	.....M.K.T. CROSSING.....								
334	326.27	TP.....PAOLA.....s	9 55							
	326.83	.....S. L. S. F. CROSSING.....								
	326.96	.....M.K.T. CROSSING.....								
	327.04	.....KT JCT.....		10 01PM						
	329.54	P.....JB SIDING.....								
341	333.17	CS...OSAWATOMIE...W	10 10 10 20	s 10 18						
	333.71	P..OSAWATOMIE YARD...@DW\$					12 30AM	{ 5 45 6 30	{ 6 50 7 50	7 00AM
	334.46	CS.....SK JCT.....Y	10 23AM	10 20PM			12 32AM	6 33AM	7 52AM	7 05AM
	57.04		Daily	Daily			Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday

NOTE: Signal Indication, both Opposing and Following Movements

Two Main Tracks

Two Main Tracks

VIA S. L. S. F. AND M.K.T.

NOTE: Between K. C. T. Connection and Leeds Jct., Signal Indication, with the Current of Traffic.
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KANSAS CITY SUBDIV.—SK JCT. TO KANSAS CITY

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Siding Capacity in Cars	Miles from St. Louis	TIMETABLE No. 57		TRAINS EASTWARD					
		Effective 12:01 A. M. Central Standard Time JULY 31, 1955		FIRST CLASS			SECOND CLASS		
		STATIONS		12 Passenger	126 Passenger		174 Red Ball Freight	90 Local Freight	94 Local Freight
		Daily	Daily		Daily	Daily Ex. Sunday	Daily Ex. Sunday		
		ST. LOUIS		12 01PM					
		CS. KANSAS CITY (Union Station)		6 40AM	10 45PM				
Yd.	279.06	CS. KANSAS CITY EAST YARD @DTW½							
		0.82							
Yd.	278.24	KCSW JCT. Y					12 30PM		
		0.40							
	278.64	G.M. & O. CROSSING							
		0.48							
	279.12	K. C. T. CROSSING							
		0.11							
	279.23	K. C. T. CONNECTION							
		1.20							
Yd.	280.43	CENTROPOLIS							
		2.98							
Yd.	283.41	P. LEEDS JCT.			10 15		11 45AM		
		5.59							
Yd.	289.00	P. PROSPECT							
		0.42							
	289.42	S. L. S. F. CROSSING							
		0.05							
e83 te79	289.47	CS. SN TOWER @							
		0.53							
	290.00	TP. DODSON *			s 10 00		3 00PM	11 30AM	
		3.90							
	293.90	P. RED BRIDGE							
		3.61							
	297.51	P. MARTIN CITY, MO.			f 9 48				
		2.45							
e87 te80	299.96	P. KENNETH, KAN.							
		6.70							
	306.66	P. STILWELL			f 9 34				
		5.00							
e89 te87	311.66	P. BUCYRUS			f 9 27				
		6.39							
e98 te87	318.05	CS. WAGSTAFF @							
		4.50							
82	322.55	P. LENTO							
		3.49							
	326.04	M.K.T. CROSSING							
		0.23							
	326.27	TP. PAOLA			s 9 07				
		0.56							
	326.83	S. L. S. F. CROSSING							
		0.13							
	326.96	M.K.T. CROSSING							
		0.08							
	327.04	KT JCT.		5 22AM					
		2.50							
e260 te160	329.54	P. JB SIDING							
		3.63							
	333.17	CS. OSAWATOMIE..W		s 5 10	s 8 55				
		0.54							
Yd.	333.71	P. OSAWATOMIE YARD @DW½				10 00AM	11 30AM		
		0.75							
	334.46	CS. SK JCT. Y		5 03AM	8 40PM	9 50AM			
		57.04		Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	

NOTE: Between Leeds Jct. and K. C. T. Connection, Signal Indication, with the Current of Traffic.
Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

KANSAS CITY SUBDIV.—KANSAS CITY TO SK JCT.

Station Numbers Miles from St. Louis		TIMETABLE No. 57 Effective 12:01 A. M. Central Standard Time JULY 31, 1955	TRAINS WESTWARD						
			SECOND CLASS						
			175 Red Ball Freight	169 Red Ball Freight	81 Red Ball Freight	91 Local Freight	167 Red Ball Freight	77 Red Ball Freight	181 Red Ball Freight
STATIONS		Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	
ST. LOUIS				1 30AM					
CS. KANSAS CITY (Union Station)									
B 1	279.06	CS. KANSAS CITY EAST YARD @DTW½	7 00AM	11 30AM	12 01PM		4 30PM	7 00PM	8 00PM
	278.24	0.82 KCSW JCT. Y							
	278.64	0.40 G. M. & O. CROSSING							
	279.12	0.48 K. C. T. CROSSING							
	279.23	0.11 K. C. T. CONNECTION							
288	280.43	1.20 CENTROPOLIS							
291	283.41	2.98 P. LEEDS JCT.	7 30	11 59AM	12 30		6 00	7 25	8 30
		5.59 P. PROSPECT							
	289.42	0.42 S. L. S. F. CROSSING							
	289.47	0.05 CS. SN TOWER							
	298	0.53 TP. DODSON				3 30PM			
302	293.90	3.90 P. RED BRIDGE							
305	297.51	3.61 P. MARTIN CITY, MO.							
308	299.96	2.45 P. KENNETH, KAN.							
314	306.66	6.70 P. STILWELL							
319	311.66	5.00 P. BUCYRUS							
326	318.05	6.39 CS. WAGSTAFF							
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 W							
	333.71	0.54 P. OSAWATOMIE YARD @DW½	9 30 11 00	1 30PM 4 00	2 00 3 00	5 30PM	8 00 9 45	9 30 11 00	10 40 11 40
	334.46	0.75 CS. SK JCT. Y	11 04AM	4 05PM	3 02PM		9 50PM	11 02PM	11 45PM ¹⁸⁰
57.04			Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily

NOTE

Signal Indication, both Opposing and Following Movements

A B S

Two Main Tracks

Two Main Tracks

NOTE: Between K. C. T. Connection and Leeds Jct., Signal Indication, with the Current of Traffic. Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

KANSAS CITY SUBDIV.—SK JCT. TO KANSAS CITY

Siding Capacity in Cars Miles from St. Louis		TIMETABLE No. 57 Effective 12:01 A. M. Central Standard Time JULY 31, 1955		TRAINS EASTWARD								
		SECOND CLASS										
		62 Red Ball Freight	176 Red Ball Freight	68 Red Ball Freight	86 Local Freight	198 Local Freight	168 Red Ball Freight	170 Red Ball Freight	82 Tonnage Freight	180 Red Ball Freight		
STATIONS		Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily		
		ST. LOUIS		6 00PM		5 30AM			6 00PM			
		CS... KANSAS CITY (Union Station) ..										
Yd.	279.06	CS... KANSAS CITY EAST YARD @DTW 0.82		5 30AM	3 30PM	4 45PM			2 00AM	1 30AM		
Yd.	278.24	..... KCSW JCT. Y 0.40										
	278.64	..... G. M. & O. CROSSING. 0.48										
	279.12	..... K. C. T. CROSSING. 0.11										
	279.23	..... K. C. T. CONNECTION. 1.20										
Yd.	280.43	..... CENTROPOLIS. 2.08										
Yd.	283.41	P..... LEEDS JCT. 5.59		4 30	3 00	4 15			1 00AM	12 55AM		
Yd.	289.00	P..... PROSPECT. 0.42										
	289.42	..... S. L. S. F. CROSSING. 0.05										
e83 w79	289.47	CS..... SN TOWER. 0.53										
	290.00	TP..... DODSON. 3.90										
	293.90	P..... RED BRIDGE. 3.61										
	297.51	P..... MARTIN CITY, MO. 2.45										
e87 w80	299.06	P..... KENNETH, KAN. 6.70										
	306.60	P..... STILWELL. 5.00										
e89 w87	311.66	P..... BUCYRUS. 6.30										
e98 w87	318.05	CS..... WAGSTAFF. 4.50										
	322.55	P..... LENTO. 3.49										
	326.04	..... M.K.T. CROSSING. 0.23										
	326.27	TP..... PAOLA. 0.56										
	326.83	..... S. L. S. F. CROSSING. 0.13										
	326.96	..... M.K.T. CROSSING. 0.08										
	327.04	..... KT JCT. 2.50										
e200 w160	329.54	P..... JB SIDING. 3.63										
	333.17	CS..... OSAWATOMIE. W. 0.54										
Yd.	333.71	P..... OSAWATOMIE YARD @DW 0.75		2 45 1 55	12 45PM 11 45AM	2 15 1 40	2 35PM	4 00PM	9 40PM 8 35	11 00PM 10 00	10 05PM	11 50PM
	334.46	CS..... SK JCT. Y		1 50AM	11 40AM	1 35PM	2 30PM	3 55PM	8 30PM	9 50PM	10 00PM	11 45PM ^{1st}
		57.04		Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily

NOTE: Between Leeds Jct. and K. C. T. Connection, Signal Indication, with the Current of Traffic.

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

OSAWATOMIE SUBDIV.—SK JCT. TO COUNCIL GROVE

Station Numbers	Miles from St. Louis	TIMETABLE No. 57 Effective 12:01 A. M. Central Standard Time JULY 31, 1955	TRAINS WESTWARD							
			FIRST CLASS			SECOND CLASS				
			11 Passenger			85 Local Freight	61 Red Ball Freight	81 Red Ball Freight	77 Red Ball Freight	
STATIONS			Daily			Daily Ex. Sunday	Daily	Daily	Daily	
334.46		CS.....SK JCT.....Y	10 20PM			12 32AM	7 52AM	3 02PM	11 02PM	
346 337.67		P.....O'BRIEN.....	10 24			12 37	7 58	3 08	11 08	
351 343.35		P.....RANTOUL.....*	10 29			12 50	8 06	3 15	11 16	
355 346.93		P.....IMES.....	10 32			12 57	8 11	3 20	11 21	
362 354.16		LS.....OTTAWA.....	10 38			1 23 ⁶²	8 20	3 33	11 32	
354.43		.....A. T. & S. F. CROSSING.....								
357.17		CS.....HU TOWER.....®								
		.....A. T. & S. F. CROSSING.....								
368 360.20		P.....RICHTER.....	10 49			1 40	8 32	3 45	11 45	
376 368.32		LS.....LOMAX.....Y	10 56			1 55	8 41	3 54	11 57PM	
385 376.81		P.....DK SIDING.....	11 04			2 10	8 57	4 10	12 12AM	
386 378.60		LS.....LYNDON.....*								
389 381.21		P.....MADALINE.....				2 25	9 02	4 15	12 18	
386.20		.....A. T. & S. F. CROSSING.....								
		CS.....OC TOWER.....®								
394 386.49		TP.....OSAGE CITY.....	11 14			2 45	9 19 ⁶⁸	4 25	12 33 ⁶²	
392.75		P.....RX SIDING.....	11 20			3 05	9 32	4 35	12 48	
403 395.59		LS.....MILLER.....*				3 10	9 36	4 39	12 52	
410 401.99		P.....ADMIRE.....*	11 28			3 20	9 46	4 48	12 59	
414 405.83		LS.....ALLEN.....*	11 32			3 26	10 02 ⁸⁶	4 53	1 06	
419 411.02		TP.....BUSHONG.....*								
412.28		P... BW SIDING.....				3 42 ¹²	10 11			
420.91		P.....RH.....	11 45 ⁶²							
425.58		..COUNCIL GROVE YARD.....								
425.63		..M.K.T. CROSSING.....								
432 425.69		CS..COUNCIL GROVE..®W	11 50PM			4 10AM	10 30AM	5 30PM	1 40AM	
		91.23	Daily			Daily Ex. Sunday	Daily	Daily	Daily	

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

NOTE: Between BW Siding and Council Grove, Signal Indication, Both Opposing and Following Movements.

OSAWATOMIE SUBDIV.—COUNCIL GROVE TO SK JCT.

Siding Capacity in Cars	Miles from St. Louis	TIMETABLE No. 57 Effective 12:01 A. M. Central Standard Time JULY 31, 1955	TRAINS EASTWARD							
			FIRST CLASS				SECOND CLASS			
			12 Passenger				68 Red Ball Freight	86 Local Freight	82 Tonnage Freight	62 Red Ball Freight
STATIONS			Daily			Daily	Daily Ex. Sunday	Daily	Daily	
334.46		CS. SK JCT. Y	5 03AM			1 35PM	2 30PM	10 00PM	1 50AM	
80 337.67		P. O'BRIEN 3.21	4 59			10 45AM	2 05	8 40	1 44	
125 343.35		P. RANTOUL * 5.68	4 53			10 35	1 46	8 30	1 37	
84 346.93		P. IMES 3.58	4 50			10 30	1 33	8 25	1 32	
86 354.16		LS OTTAWA s 7.23	4 43			10 20	1 08	8 15	1 23 ⁸⁵	
		..... 0.27								
354.43		..... A. T. & S. F. CROSSING 2.74								
357.17		CS. HU TOWER ® 0.00								
		..... A. T. & S. F. CROSSING 3.03								
86 360.20		P. RICHTER 8.12	4 33			9 57	12 45	8 00	1 08	
92 368.32		LS LOMAX Y 8.49	4 26			9 45	12 18PM	7 50	12 58	
125 376.81		P. DK SIDING 1.79	4 18			9 33	11 43AM	7 39	12 46	
378.60		LS LYNDON * 2.61								
52 381.21		P. MADALINE 4.99	4 14			9 27	11 35	7 32	12 40	
386.20		..... A. T. & S. F. CROSSING 0.00								
		CS. OC TOWER ® 0.29								
90 386.49		TP OSAGE CITY s 6.26	4 07			9 19 ⁶¹	11 18	7 25	12 33 ⁷⁷	
95 392.75		P. RX SIDING 2.84	4 01			9 09	10 56	7 15	12 25	
95 395.59		LS MILLER * 6.40	3 58			9 04	10 45	7 11	12 21	
91 401.99		P. ADMIRE * 3.84	3 52			8 56	10 18	7 03	12 13	
92 405.83		LS ALLEN * 5.19	3 48			8 50	10 02 ⁶¹	6 58	12 07AM	
411.02		TP BUSHONG * 1.26								
98 412.28		P. BW SIDING 8.63	3 42 ⁸⁵			8 40	9 35	6 50	11 59PM	
420.91		P. RH 4.67							11 45 ¹¹	
Yd. 425.58		..... COUNCIL GROVE YARD 0.05								
425.63		..... M. K. T. CROSSING 0.06								
425.69		CS. COUNCIL GROVE ®W	3 25AM			8 10AM	9 05AM	6 10PM	11 15PM	
		91.23	Daily			Daily	Daily Ex. Sunday	Daily	Daily	

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

NOTE: Between Council Grove and BW Siding, Signal Indication, Both Opposing and Following Movements.

COUNCIL GROVE SUBDIV.—COUNCIL GROVE TO HOISINGTON

Station Numbers	Miles from St. Louis	TIMETABLE No. 57 Effective 12:01 A. M. Central Standard Time JULY 31, 1955	TRAINS WESTWARD							
			FIRST CLASS				SECOND CLASS			
			413 Passenger	411 Passenger	11 Passenger		77 Red Ball Freight	85 Local Freight	61 Red Ball Freight	81 Red Ball Freight
STATIONS			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	
432	425.69	CS... COUNCIL GROVE...@W			11 56PM		1 40AM	6 00AM	10 30AM	5 30PM
	424.62	1.18								
	425.80	P... WS...			11 58PM		1 43	6 03	10 33	5 33
		6.10								
439	431.90	P... HELMICK...			12 03AM		1 55	6 12	10 48	5 58 ⁸²
	444	4.58								
444	436.48	LS... WILSEY...*			12 08		2 04	6 20	11 00	6 10
	452	7.46								
452	443.94	LS... DELAVAN...						6 29		
	445	1.72								
445	466	P... JJ SIDING...			12 15		2 16	6 38	11 11	6 22
	459	5.43								
459	451.09	CS... HERINGTON...@			12 20		2 24	6 50	11 20	6 31
	451	0.43								
	451	C. R. I. & P. CROSSING...								
	467	7.15								
467	458.67	LS... HOPE...*			12 30		2 42 ¹²	7 10 ⁸⁸	11 35	6 45
	450	0.62								
	450	A. T. & S. F. CROSSING...								
	471	3.56								
471	462.85	P... DILLON...								
	476	4.40								
476	467.25	P... ELMO...*			12 37		3 15	7 32 ⁸⁶	11 47	6 57
	470	3.69								
470	470.94	TP... CARLTON...						7 40		
	476	5.23								
476	476.17	P... MM SIDING...			12 44		3 25	7 50	11 57AM	7 07
	487	1.88								
487	478.05	CS... GYPSUM...@*					3 30	8 00	12 02PM	
	478	0.37								
	479	1.62								
	483	SA JCT...Y			12 46			8 02AM		
	483	7.52								
	483	HG SIDING...			12 50		3 40		12 12	7 22
	499	4.74								
499	491.23	P... BRIDGEPORT...			12 57		3 50		12 22	7 32
	495	0.32								
	495	U. P. CROSSING...								
	504	9.40								
504	496.29	LS... LINDSBORG...			1 02		3 57		12 32	7 42
	513	7.64								
513	505.69	LS... MARQUETTE...@Y*			1 11		4 10	9 47AM 10 00	12 45	7 55
	521	4.63								
521	513.33	P... LANGLEY...			1 20		4 23	10 10	12 56	8 06
	526	0.25								
526	517.96	P... CRAWFORD...			1 24		4 30	10 20	1 04	8 14
	524	0.02								
	524	KA JCT...								
	532	0.33								
	532	A. T. & S. F. CROSSING...								
	532	0.52								
532	524.56	LS... GENESEO...@	4 00AM ⁴¹²		1 37 ¹²		4 46 ⁸⁶	11 00	1 14	8 24
	525	0.49								
	525	WE JCT...	4 01				4 47	11 01	1 15	
	525	0.64								
	525	GO JCT...Y	4 02	11 50PM			4 48	11 02	1 16	
	534	3.50								
534	526.21	P... GW SIDING...	4 03AM	11 51	1 39		5 00 ⁶⁸	11 10	1 17	8 38 ⁶²
	529	0.77								
	529	S. L. S. F. CROSSING...								
	538	7.12								
538	530.48	P... FREDERICK...		11 55PM	1 43		5 09	11 20	1 27	8 48
	545	7.62								
545	537.60	LS... BUSHTON...		f 12 03AM	1 49		5 24	11 35	1 37	9 03
	553	7.59								
553	545.22	LS... CLAFLIN...*		s 12 12	1 56		5 46	11 55AM	1 47	9 18
	561	6.01								
561	552.81	P... REDWING...*		f 12 20	2 03		6 10	12 05PM	2 00	9 32
	567									
567	558.82	LS... HOISINGTON...@DWY		s 12 30AM	2 12AM		6 30AM	12 30PM	2 30PM ⁸²	9 45PM
		133.53	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily

NOTE: Between Council Grove and WS, Signal Indication, Both Opposing and Following Movements.

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

Two mile post locations at Council Grove are one and the same point, 425.69 is new mileage account change in line east of Council Grove made in August, 1933, and 424.62 is old mileage.

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, 483.80 is new mileage account change in line west of Gypsum made in January, 1943, and 483.71 is old mileage.

COUNCIL GROVE SUBDIV.—HOISINGTON TO COUNCIL GROVE

Siding Capacity in Cars	Miles from St. Louis	TIMETABLE No. 57 Effective 12:01 A. M. Central Standard Time JULY 31, 1955		TRAINS EASTWARD							
				FIRST CLASS				SECOND CLASS			
				12 Passenger	412 Passenger			86 Local Freight	68 Red Ball Freight	82 Tonnage Freight	62 Red Ball Freight
STATIONS		Daily	Daily		Daily Ex. Sunday	Daily	Daily	Daily			
425.69		NOTE	CS. COUNCIL GROVE...@W	s 3 20AM				9 05AM	8 10AM	6 10PM	11 15PM
424.62			1.18								
425.80			P. WS.								
			6.10								
63 431.90			P. HELMICK	3 12				8 50	7 55	5 58 ⁸¹	11 00
			4.58								
125 436.48			LS. WILSEY	3 07				8 40	7 48	5 52	10 54
			7.46								
443.94			LS. DELAVAN					8 25			
			1.72								
184 445.66			P. JJ SIDING	2 58				8 20	7 35	5 40	10 42
			5.43								
93 451.09			CS. HERINGTON...@	s 2 49				8 05	7 22	5 27	10 29
			0.43								
451.52			C. R. I. & P. CROSSING								
			7.15								
92 458.67			LS. HOPE	2 42 ⁷⁷				7 55	7 10 ⁸⁵	5 15	10 17
			0.62								
459.29			A. T. & S. F. CROSSING								
			3.56								
462.85			P. DILLON								
			4.40								
125 467.25			P. ELMO	2 34				7 32 ⁸⁵	6 52	5 02	10 04
			3.69								
470.94			TP. CARLTON					7 25			
			5.23								
130 476.17			P. MM SIDING	2 26				7 10	6 38	4 49	9 51
			1.88								
478.05			CS. GYPSUM...@*					7 00	6 35	4 46	9 48
478.81			0.37								
479.18			SA JCT. Y	2 24				6 45			
			4.62								
92 483.80			P. HG SIDING	2 20				6 35	6 28	4 40	9 42
483.71			7.52								
77 491.23			P. BRIDGEPORT	2 13				6 25	6 18	4 30	9 32
			4.74								
495.97			U. P. CROSSING								
			0.32								
90 496.29			LS. LINDSBORG	s 2 03				6 10 ⁶⁸	6 10 ⁸⁶	4 23	9 25
			9.40								
88 505.69			LS. MARQUETTE...@Y*	1 54				5 20	5 54	4 08	9 10
			7.64								
76 513.33			P. LANGLEY	1 47				5 02	5 42	3 56	8 58
			4.63								
88 517.96			P. CRAWFORD	1 43				4 56	5 35	3 50	8 52
			6.25								
524.21			KA JCT.								
			0.02								
524.23			A. T. & S. F. CROSSING								
			0.33								
57 524.56			LS. GENESEO...@	s 1 37 ¹¹	s 3 55AM ⁴¹³			4 46 ⁷⁷	5 05	3 26	8 41
			0.52								
525.08			WE JCT.		3 54			4 22			
			0.49								
525.57			GO JCT. Y		3 53			4 21			
			0.64								
125 526.21			P. GW SIDING	1 31	3 52			4 20	5 00 ⁷⁷	3 23	8 38 ⁸¹
			3.50								
529.71			S. L. S. F. CROSSING								
			0.77								
63 530.48			P. FREDERICK	1 26	3 47			4 10	4 45	3 18	8 33
			7.12								
87 537.60			LS. BUSHTON	1 20	f 3 41			3 55	4 35	3 09	8 24
			7.62								
86 545.22			LS. CLAFLIN	1 14	s 3 33			3 45	4 25	3 00	8 15
			7.59								
88 552.81			P. REDWING	1 08	f 3 24			3 35	4 03	2 50	8 05
			6.01								
Yd. 558.82			LS. HOISINGTON...@DWY	1 02AM	3 15AM			3 25AM	3 55AM	2 40PM ⁶¹	7 55PM
			133.53					Daily Ex. Sunday	Daily	Daily	Daily

NOTE: Between WS and Council Grove, Signal Indication, Both Opposing and Following Movements.

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

Two mile post locations at Council Grove are one and the same point, 425.69 is new mileage account change in line east of Council Grove made in August, 1933, and 424.62 is old mileage.

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, 483.80 is new mileage account change in line west of Gypsum made in January, 1943, and 483.71 is old mileage.

HOISINGTON SUBDIV.—BETWEEN HOISINGTON AND HORACE

TRAINS WESTWARD					Miles from St. Louis	STATIONS	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD				
SECOND CLASS				FIRST CLASS					FIRST CLASS	SECOND CLASS			
81 Red Ball Freight	61 Red Ball Freight	93 Local Freight	77 Red Ball Freight	11 Passenger					12 Passenger	94 Local Freight	82 Tonnage Freight	62 Red Ball Freight	68 Red Ball Freight
Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily				
9 45PM	2 05PM	7 05AM ⁷⁷	7 00AM ⁹³	1 28AM	558.82	(LS.....HOISINGTON.....@DWY	567	Yd.	s 11 47PM	11 59AM	1 10PM	6 10PM	2 20AM
9 55	2 20	7 16	7 10	1 32	562.96	P.....BOYD.....	571	71	11 42	11 50	1 00	5 45	2 10
10 10	2 29	7 30	7 23	1 37	568.90	LS.....OLMITZ.....	577	73	11 37	11 40	12 50	5 35	1 55
10 20	2 38	7 42	7 33	1 43	575.58	LS.....OTIS.....	583	74	11 31	11 30	12 40	5 25	1 43
10 32	2 49	7 55	7 43	1 50	575.67	LS.....OTIS.....	583	74	11 31	11 30	12 40	5 25	1 43
10 40	2 57	8 10	7 52	m 1 55	584.16	LS.....BISON.....	592	77	11 23	11 10	12 20	5 12	1 20
						LS.....LA CROSSE.....@	598	74	m 11 16	11 01	12 11	5 04	1 10
10 48	3 04	8 55	8 01	2 02	595.70	P.....MARTHA.....	603	48	11 11	10 15	12 01PM	4 56	1 00
11 06	3 12	9 05	8 10	2 07	601.56	P.....RAGLE.....	609	79	11 06	10 05	11 53AM	4 48	12 53
11 24	3 17	9 10	8 15	2 10	605.30	LS.....McCRACKEN.....	613	107	11 03	10 00	11 47	4 42	12 47
11 45	3 36	9 31	8 30	2 19	616.07	LS.....BROWNELL.....@	624	80	10 54	9 31	11 34	4 27	12 34
11 54PM	3 44	10 16	8 37	2 24	616.16	P.....OSGOOD.....	630	78	10 49	9 16	11 27	4 19	12 27
12 20AM ⁶⁸	4 11	10 30	8 43	2 28	622.18	LS.....RANSOM.....	635	77	10 45	9 10	11 20	4 11	12 20
12 30	4 24	10 40	9 01	2 33	627.39	TP.....ARNOLD.....	642	48	10 40	9 01	11 10	4 03	12 12
12 38	4 34	11 00	9 10	a 2 40	633.80	LS.....UTICA.....@Y	648	78	a 10 35	8 50	11 00	3 55	12 04AM
12 46	4 40	11 40	9 24	2 44	640.32	P.....LUDWIG.....	653	80	10 31	8 24	10 50	3 49	11 58PM
12 53	4 46	11 54AM	9 32	2 48	644.71	P.....PENDENNIS.....	657	45	10 27	8 15	10 43	3 43	11 52
1 01	4 56	12 12PM	9 41	2 53	649.44	LS.....SHIELDS.....	663	77	10 22	8 05	10 33	3 35	11 44
1 14	5 14	12 35	9 54	3 01	655.62	LS.....HEALY.....@	673	77	10 14	7 45	10 20	3 23	11 33
1 21	5 22	12 45	10 10	3 05	665.03	P.....RANCH.....	678	79	10 10	7 32	10 10	3 16	11 26
					681.70	.....A. T. & S. F. CROSSING.....							
1 37	5 39	1 55	10 30	s 3 16	682.57	LS.....SCOTT CITY.....@W	690	72	s 9 59	7 15	9 42	2 57	11 09
					682.88	.....A. T. & S. F. CROSSING.....							
1 51	5 55	2 10	10 45	3 30	692.17	TP.....MODOC.....	700	77	9 49	6 40	9 28	2 43	10 56
		2 20			699.23	TP.....MARIENTHAL.....	707						
2 04	6 08	2 31	11 05	3 38	701.56	P.....SHELBY.....	709	78	9 41	6 25	9 16	2 31	10 44
2 12	6 16	3 13	11 15	s 3 46	707.10	LS.....LEOTI.....@	715	76	s 9 36	6 15	9 08	2 23	10 37
2 19	6 23	3 23	11 23	3 51	712.24	P.....HIXON.....	720	81	9 31	5 45	9 00	2 15	10 31
2 27	6 31	3 30	11 30	3 56	717.18	LS.....SELKIRK.....	725	94	9 27	5 35	8 52	2 07	10 25
2 37	6 41	3 42	11 40	4 02	724.55	P.....WHITE LAW.....	732	77	9 21	5 25	8 42	1 57	10 16
2 44	6 48	3 50	11 47	4 07	729.00	LS.....TRIBUNE.....	737	48	9 17	5 15	8 34	1 49	10 09
2 50AM	6 55PM	4 00PM	11 55AM	s 4 11AM	730.88	LS.....HORACE.....@WY	739	Yd.	9 15PM	5 00AM	8 30AM	1 45PM	10 05PM
Daily	Daily	Daily Ex. Sunday	Daily	Daily		171.88			Daily	Daily Ex. Sunday	Daily	Daily	Daily

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are 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.

Two mile post locations shown at Brownell are one and the same point, 616.07 is new mileage account change in line east of Brownell made in November, 1949, and 616.16 is old mileage.

HORACE SUBDIV.—BETWEEN HORACE AND PUEBLO

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TRAINS WESTWARD					Miles from St. Louis	TIMETABLE No. 57 Effective 12:01 A. M. Mountain Standard Time JULY 31, 1955		TRAINS EASTWARD					
SECOND CLASS				FIRST CLASS		Station Numbers	Siding Capacity in Cars	FIRST CLASS	SECOND CLASS				
61 Red Ball Freight Daily	77 Red Ball Freight Daily	95 Local Freight Daily Ex. Sunday	81 Red Ball Freight Daily	11 Passenger Daily				12 Passenger Daily	82 Tonnage Freight Daily	96 Local Freight Daily Ex. Sunday	62 Red Ball Freight Daily	68 Red Ball Freight Daily	
STATIONS													
7 05PM	12 05PM	5 30AM	3 05AM	4 16AM	730.88	LS..... HORACE.....@WY	739	Yd.	s 9 10PM	8 20AM	1 05PM	1 40PM	9 55PM
7 15	12 15	5 50	3 15	4 20	734.68	P..... KANADO.....	743	51	9 07	8 12	12 55	1 26	9 40
7 24	12 24	6 11	3 24	4 25	740.53	P. WALKINGHOOD, KANSAS..	748	78	9 02	8 05	12 48	1 17	9 30
7 33	12 40 ⁹⁶	6 25	3 33	4 31	746.61	LS..TOWNER, COLORADO....	754	65	8 57	7 57	12 40 ⁷⁷	1 07	9 15
7 41	12 57 ⁶²	6 35	3 42	4 36	752.57	P..... STUART.....	760	76	8 52	7 48	12 20	12 57 ⁷⁷	9 02
7 48	1 14	6 50	3 51	4 41	758.13	TP..SHERIDAN LAKE.....@	766	77	8 47 ⁶⁸	7 39	12 07PM	12 47	8 47 ¹²
7 57	1 25	7 01	4 02	4 48	766.21	TP..... BRANDON.....	774	80	8 40	7 25	11 45AM	12 34	8 23
8 12 ⁶⁸	1 32	7 16 ⁸²	4 09	4 53	771.80	P..... CHIVINGTON.....*	780	74	8 35	7 16 ⁹⁵	11 30	12 24	8 12 ⁶¹
8 28 ¹²	1 46	8 01	4 23	4 59	778.91	P..... DISTON.....	787	77	8 28 ⁶¹	7 03	11 10	12 12PM	8 01
8 49	1 57	8 32	4 34	a 5 05	785.86	LS..... EADS.....@W	794	81	s 8 21	6 47	10 50	11 59AM	7 48
9 03	2 11	8 50	4 44	5 11	793.65	P..... HAWKINS.....	802	77	8 12	6 38	9 57	11 39	7 39
9 27	2 32	9 27 ⁹⁶	5 24 ¹¹	5 24 ⁸¹	807.76	LS..... HASWELL.....@	816	131	8 00	6 15	9 27 ⁹⁵	11 20	7 22
9 40	2 44	9 41	6 02 ⁸²	5 31	816.99	P..... INMAN.....	825	78	7 52	6 02 ⁸¹	9 10	11 04	7 10
9 56	3 01	10 00	6 20	5 42 ⁸²	830.50	P..... HEATH.....	838	78	7 41	5 42 ¹¹	8 52	10 46	6 52
10 10	3 15	10 31 ⁶²	6 32	a 5 51	841.28	LS..... SUGAR CITY.....Y	849	77	a 7 32	5 04	8 35	10 31 ⁹⁵	6 38
10 20	3 25	11 30AM	6 39	s 5 57	846.46	LS..... ORDWAY.....@W	854	153	s 7 27	4 55	7 40	10 24	6 30
10 28	3 33	12 20PM	6 46	6 02	852.14	LS..... CROWLEY.....	860	77	7 22	4 44	7 10	10 17	6 21
10 35	3 40	12 30	7 00 ⁹⁶	6 06	857.32	LS...OLNEY SPRINGS.....	865	79	7 18	4 33	7 00 ⁸¹	10 10	6 14
10 42	3 47	12 40	7 07	6 11	863.18	P..... PULTNEY.....	871A	99	7 13	4 22	6 49	10 02	6 06
					869.29	A. T. & S. F. CROSSING.....							
					869.30	CS..... NA TOWER.....@							
10 52	3 57	12 50	7 15	6 17	870.41	P..... NEPESTA.....	878	77	7 07	4 08	6 35	9 53	5 56
11 00	4 05	1 00	7 22	6 23 ⁹⁶	876.10	LS..... BOONE.....	884	78	7 02	3 55	6 23 ¹¹	9 46	5 48
11 08	4 12	1 15	7 28	6 27	881.22	LS..... AVONDALE.....	889	123	6 57	3 47	5 55	9 39	5 40
11 18	4 23	1 41	7 38	6 34	889.86	P..... BAXTER.....	898	78	6 50	3 35	5 42	9 28	5 28
11 25PM	4 30	1 50	7 51	6 37	893.76	P..... COOMBS JCT.....	902		6 47	3 25	5 37	9 20	5 20
				6 38	894.94	FE JCT.....			6 45				
					895.02	FOUNTAIN RIVER.....							
				6 39	895.06	FW JCT.....			6 41				
					895.11	P..... C. & S. CROSSING.....							
				s 7 10AM	896.44	CS..... PUEBLO U. D.....@			6 40PM		5 30		
1 30AM	8 00PM	2 30PM	9 30AM		897.09	CS..... PUEBLO YARD.DTWY	905	Yd.		3 00AM	5 25AM	9 00AM	5 00PM
Daily	Daily	Daily Ex. Sunday	Daily	Daily					Daily	Daily	Daily Ex. Sunday	Daily	Daily
						166.21							

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

SPECIAL INSTRUCTIONS

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

Great Bend Subdiv. Nos. 661 and 663 are superior to Nos. 662 and 664.

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:

SUBDIVISIONS	MILES PER HOUR								
	Consist "A"		Consist "B"		Consist "C"			Consist "D"	
	Track without slow speed signs	Track without slow speed signs	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 Jct....	35	55	55	55		55	55	Five miles	
Between Leeds Jct. 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	79	75		79	75		
Council Grove.....	55	75	79	75	shown on	79	75	above speed	
Hoisington:									
Between Hoisington and McCracken....	55	75	79	79		79	79	shown on	
Between McCracken and Horace.....	55	79	79	79	slow speed	79	79		
Horace.....	55	79	79	79		79	79	slow speed	
Salina.....	40	59	59	59		59	59		
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.

MO. PAC.		T&P	
DIESEL ENGINES		DIESEL ENGINES	
Diesel	MPH	Diesel	MPH
201 to 208.....	.65	1100 to 1130.....	.65
301 to 392.....	.65	1500 to 1582.....	.65
501 to 626.....	.65	2000 to 2017.....	.85
800 to 815.....	.30		
4100 to 4101.....	.35	MV-KO&G-OCAA	
4102 to 4103.....	.75	DIESEL ENGINES	
4104 to 4371.....	.65	751 to 756.....	.65
4501 to 4526.....	.65		
7000 to 7021.....	.98	Motor Cars:	
7100.....	.90	Passenger Motor	
8001 to 8036.....	.98	Car No. 670, with	
9000 to 9022.....	.35	mechanical drive	
9102 to 9191.....	.35	.....	.70
9200 to 9239.....	.35		

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

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

CONSIST "C".... Diesel engines with Streamlined—HIGH center of gravity cars (equipped with electro-pneumatic brakes, tightlock couplers and roller bearing trucks), with or without one or more Streamlined—LOW center of gravity cars.
Passenger cars MP 6330, 6331, 6332, 6333, 6334, 6335 and 6336, Sleepers Shrine Tower, Beacon Tower, and Temple Tower, and Diner 10242 are Streamlined—HIGH center of gravity cars.

CONSIST "D".... Diesel engines with Streamlined, lightweight—LOW center of gravity cars only.
MP passenger cars of the 700 and 800 series, Sleepers with "Eagle" and "Cascade" prefix or "River" suffix, and Rock Island Sleepers with "Golden" prefix, are Streamlined—LOW center of gravity cars.

3. SPEED RESTRICTIONS: (Where maximum train or engine speed is LOWER, it will govern).

Miles Per Hour

3-A. ENGINES LIGHT MOVING FORWARD:
Blank.

3-B. ENGINES MOVING BACKWARD, OR MOVING FORWARD SHOVING CARS:

DIESEL engines moving backward without pilot on end facing direction of movement or moving forward shoving cars:

Kansas City, Osawatomie, Council Grove, Salina, Hoisington and Horace Subdivisions.....	25
Topeka and Great Bend Subdivisions.....	15

3-C. THROUGH TURNOUTS AND CROSSOVERS, AND SPRING SWITCHES:

Through No. 10 lateral turnouts and crossovers, entire train	15
Through Nos. 15, 16 and 20 lateral turnouts and crossovers, entire train.....	30
Through No. 20 equilateral turnouts, entire train.....	50
In straightaway movement when moving points of No. 10 Spring Switch.....	15
In straightaway movement when moving points of Nos. 15, 16 and 20 Spring Switches.....	30
(In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).	

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:

Miles Per Hour
Consist Consist
"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 crossings and over Railroad and Street Railway crossings, or 8 miles an hour under Union Station sheds.

Council Grove Subdiv.:

Herington, over CRI&P Crossings..... 25 25

THE FOLLOWING SPEED RESTRICTIONS ARE IN EFFECT FOR TRAINS AND ENGINES APPROACHING HIGHWAY CROSSINGS. SUCH RESTRICTIONS WILL APPLY ONLY UNTIL CROSSING IS OCCUPIED.

City or Town	Location of Crossings				Miles Per Hour
	MP	Pole	to MP	Pole	
Ottawa.....	353	37	354	32	20
Council Grove.....	425	26	425	26	25
Gypsum.....	478	3	478	20	40
Lindsborg.....	495	32	496	37	40
Marquette.....	505	26	505	38	35
Salina.....	494	4	496	10	25
LaCrosse.....	589	38	590	21	45
Eads.....	785	22	785	36	40
Ordway.....	846	10	847	3	30

LOCATIONS DESIGNATED BY MILES POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS:

Permissible Speed in Miles per hour	EASTWARD				WESTWARD			
	From		To		From		To	
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole

Kansas City Subdiv.:

25	280	27	280	10	25	280	10	280	27
50	288	32	285	25	50	285	25	288	32
40	292	32	290	09	40	290	09	292	32
40	297	06	294	18	40	294	18	297	06
50	298	04	297	35	50	297	35	298	04
50	304	14	301	37	50	301	37	304	14
35	306	01	304	15	35	304	15	306	01
40	308	03	306	01	40	306	01	308	03
50	315	21	313	25	50	313	25	315	21
45	326	35	318	05	45	318	05	326	35
70	327	33	327	23	70	327	23	327	33
70	330	26	329	35	70	329	35	330	26
60	331	35	331	13	60	331	13	331	35
40	335	00	332	35	40	332	35	335	00

Osawatomie Subdiv.:

70	336	22	335	09	70	335	09	336	22
70	338	24	338	00	70	338	00	338	24
50	339	29	338	34	50	338	34	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
70	355	22	355	06	70	355	06	355	22
55	357	14	357	06	55	357	06	357	14
70	368	04	367	30	70	367	30	368	04
70	370	11	369	12	70	369	12	370	11
50	374	25	373	00	50	373	00	374	25
70	376	17	375	18	70	375	18	376	17
70	385	03	384	19	70	384	19	385	03

3-D. Concluded:

Permissible Speed in Miles per hour	EASTWARD				WESTWARD			
	From		To		From		To	
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole

Osawatomie Subdiv. (Concluded)

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	03	401	29	60	401	29	402	03
60	406	12	405	36	60	405	36	406	12
70	407	22	407	03	70	407	03	407	22
70	408	33	408	19	70	408	19	408	33
70	416	39	410	34	70	410	34	416	39
70	418	32	418	00	70	418	00	418	32
70	424	09	423	35	70	423	35	424	09

Council Grove Subdiv.:

70	426	41	426	26	70	426	26	426	41
70	428	17	428	03	70	428	03	428	17
60	430	35	430	22	60	430	22	430	35
70	432	07	431	32	70	431	32	432	07
50	434	42	432	18	50	432	18	434	42
70	450	36	450	25	70	450	25	450	36
70	453	39	452	14	70	452	14	453	39
65	459	12	459	00	65	459	00	459	12
70	463	28	459	37	70	459	37	463	28
70	469	18	467	23	70	467	23	469	18
70	470	31	470	21	70	470	21	470	31
60	479	33	479	04	60	479	04	479	33
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	498	38	498	24	70	498	24	498	38
70	502	34	502	21	70	502	21	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	14	546	05	70	546	05	546	14
70	549	29	549	00	70	549	00	549	29

Salina Subdiv.:

55	484	17	484	02	55	484	02	484	17
55	487	02	486	31	55	486	31	487	02
30	492	27	492	18	30	492	18	492	27
55	510	13	509	28	55	509	28	510	13
55	511	26	511	16	55	511	16	511	26
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
70	566	37	566	27	70	566	27	566	37
70	576	08	575	32	70	575	32	576	08
70	581	27	581	16	70	581	16	581	27
60	589	20	588	34	60	588	34	589	20
70	600	03	599	35	70	599	35	600	03
70	603	20	603	07	70	603	07	603	20
40	681	37	681	30	40	681	30	681	37

Horace Subdiv.:

60	775	30	772	32	60	772	32	775	30
60	810	21	809	39	60	809	39	810	21
60	869	25	869	10	60	869	10	869	25
60	875	17	874	38	60	874	38	875	17
30	895	00	893	28	30	894	00	894	32
20	895	20	895	00	20	894	32	895	34

	Miles Per Hour
3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:	
All Diesel Engines and Motor Cars dead in tow or disabled in Charge of Crew:	
With trucks and traction motors in good running condition.....	Maximum Train Speed, or Maximum Engine Speed for particular engine whichever is lower (See Item 2-B)
With trucks or parts of same not in good running condition.....	As Authorized By Superintendent
Diesel engines (road or switch) for movement dead in tow must have cut-out cock in supply line to control air reservoir closed and control air reservoir drained; all switches opened; main fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.	
With flat spot 2 3/4" or more in length for 36" diameter wheels used on E. M. D. passenger diesels.....	10
With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels..	10
No restriction for flat spots shorter than above specified lengths.	
3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:	
Pile Drivers.....	25
Steam Shovels.....	25
Bridge Derrick Cars (non-revolving).....	30
Bridge derrick cars (non-revolving) 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; and 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-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).....	25
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. Side rods and cranks must be removed from trucks.	
Locomotive Cranes or Clam Shells.....	25
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.	

	Miles Per Hour																								
3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Concluded):																									
American Ditchers, loaded on flat cars.....	25																								
Yard (clam shell) and "Burro" Cranes, loaded on flat cars	25																								
Jordan Spreaders and Spreader-Ditchers.....	25																								
Jordan spreaders and spreader-ditchers must be headed in working direction, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.																									
Wrecking Cranes (non-self-propelling).....	25																								
Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment must be restricted to five miles per hour less than such maximum freight train speed.																									
Wrecking Cranes (self-propelling):																									
The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:																									
<table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Maximum Freight Train Speed</th> <th style="text-align: center;">Permissible Speed When Handling Self-propelled Wrecking Cranes</th> </tr> <tr> <th style="text-align: center;">MPH</th> <th style="text-align: center;">MPH</th> </tr> </thead> <tbody> <tr><td style="text-align: center;">15</td><td style="text-align: center;">10</td></tr> <tr><td style="text-align: center;">20</td><td style="text-align: center;">15</td></tr> <tr><td style="text-align: center;">25</td><td style="text-align: center;">15</td></tr> <tr><td style="text-align: center;">30</td><td style="text-align: center;">20</td></tr> <tr><td style="text-align: center;">35</td><td style="text-align: center;">20</td></tr> <tr><td style="text-align: center;">40</td><td style="text-align: center;">25</td></tr> <tr><td style="text-align: center;">45</td><td style="text-align: center;">30</td></tr> <tr><td style="text-align: center;">49</td><td style="text-align: center;">30</td></tr> <tr><td style="text-align: center;">50</td><td style="text-align: center;">30</td></tr> <tr><td style="text-align: center;">55</td><td style="text-align: center;">35</td></tr> </tbody> </table>	Maximum Freight Train Speed	Permissible Speed When Handling Self-propelled Wrecking Cranes	MPH	MPH	15	10	20	15	25	15	30	20	35	20	40	25	45	30	49	30	50	30	55	35	
Maximum Freight Train Speed	Permissible Speed When Handling Self-propelled Wrecking Cranes																								
MPH	MPH																								
15	10																								
20	15																								
25	15																								
30	20																								
35	20																								
40	25																								
45	30																								
49	30																								
50	30																								
55	35																								
Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position.....	Maximum Train Speed Consist "A"																								
Scale Test Cars.....	30																								
Scale test cars must be handled next to caboose.																									
3-G. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:																									
When there is to be handled any unit of equipment mentioned in Items 3-E and 3-F, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.																									
3-H. STEAM ENGINES — MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:																									
Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and speed restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.																									

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	PROspect 1-0500 MAin 1-1000.		
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.	320 Argyle Bldg., 12th and McGee	VIctor 3233	6837 Oak Terrace, Kansas City, Mo.	HIghland 8725
Dr. C. A. Koehler	Kansas City, Mo.	1001 Argyle Bldg., 12th and McGee	VArentine 4444	3204 Penn	LOgan 3189.
Dr. L. A. O'Brien	Kansas City, Mo.	1002 Argyle Bldg., 12th and McGee	HArrison 5037-5038	637 West 39th Terrace, Kansas City, Mo.	DElmar 2173.
★ Dr. C. W. Rose	Kansas City, Mo.	103 North Elmwood	BENTon 4191	334 South Van Brunt	CHestnut 4484.
Dr. J. R. Whiteman	Kansas City, Mo.	6247 Brookside	JAckson 5866	5916 Delmar, Mission, Kan.	
Dr. C. G. Edde	Kansas City, Mo.	500 Argyle Bldg., 12th & McGee	VIctor 0828	5050 Oak	JEfferson 8807.
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. C. L. Van Pelt	Paola, Kan.	New Baehr Bldg.	300	506 East Wea	236.
★ Dr. W. L. Speer, Division Surgeon	Osawatomie, Kan.	559 Main	45	12th and Pacific	128.
★ Dr. J. T. Fowler	Osawatomie, Kan.	507 Sixth	274	1135 Parker	1440.
★ Dr. W. O. Appenfeller	Osawatomie, Kan.	558½ Main	174	307 Main	538.
★ Dr. F. A. Trump	Ottawa, Kan.	338 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.	Morris County Hosp., 10th & Main	261		
★ Dr. B. E. Miller	Council Grove, Kan.	109 West Main	626	10th and Main	261
Dr. J. W. Fatland	Council Grove, Kan.	214½ Hookaday	727	North Adams	638.
★ Dr. N. A. Burkett	Council Grove, Kan.	28 North Neosho	4	22 South Tenth	4 and 619.
★ Dr. R. W. Blackburn	Council Grove, Kan.	214½ Hookaday	727	Council Grove and Adams	63B.
★ 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. O. R. Brittain	Salina, Kan.	425 West Iron	3604	150 North Phillips	1720.
★ Dr. C. E. Scott	Salina, Kan.	425 West Iron	5448	919 Cedar	8749.
★ Dr. H. S. Dreher, Sr.	Salina, Kan.	425 West Iron	5448	851 Highland	9480.
★ Dr. J. C. Mitchell	Salina, Kan.	United Bldg.	7-3061	542 South Eighth	5892.
★ Dr. W. Holwerda	Lindsborg, Kan.	130 North Second	120	403 North Washington	194.
★ Dr. M. C. Murfitt	Lindsborg, Kan.	231 North Main	455	231 North Main	455.
★ Dr. D. D. Fuller	Marquette, Kan.	Marquette	184	Marquette	185
★ Dr. C. E. Thompson	Holyrood, Kan.	Holyrood	37	Holyrood	103.
EMERGENCY STATION	Hoisington, Kan.	Hoisington Lutheran Hospital	1196	250 West Ninth	1196.
★ Dr. T. J. Brown, Division Surgeon	Hoisington, Kan.	155½ South Main	48	373 West Second	413
Dr. E. H. Atkins, Asst. Surgeon	Hoisington, Kan.	173 West First	314	564 West Second	272.
Dr. L. R. McGill	Hoisington, Kan.	302 Main	42	302 Main	424.
★ Dr. R. Greer	Topeka, Kan.	627 Mills Bldg.	2-6331	1137 Mac Vicar	2-0013
★ Dr. M. F. Russell	Great Bend, Kan.	1305 Main	35	2715 Broadway	317.
★ Dr. J. H. Baker	LaCrosse, Kan.	Seventh and Main	197	515 West Ninth	194
★ Dr. F. K. Bowser	LaCrosse, Kan.		448	502 East Seventh	447.
★ Dr. K. McLain	Ransom, Kan.	Ransom, Kan.	504	Ransom	77.
★ Dr. D. B. Parker	Ness City, Kan.	Ness City		Ness City	
★ Dr. H. P. Palmer	Scott City, Kan.	202 College	87	202 East Second	100
★ Dr. G. W. Fields	Scott City, Kan.	202 College	87	411 Manor Drive	783.
★ Dr. E. R. Beiderwell	Leoti, Kan.	Leoti	58	Leoti	58.
EMERGENCY STATION	Pueblo, Colo.	Parkview Hospital	4585	404 West 17th	
★ Dr. R. H. McIlroy, Division Surgeon	Pueblo, Colo.	702 North Main	6000	1915 Greenwood	1187.
Dr. J. W. White, Asst. Division Surgeon	Pueblo, Colo.	702 North Main	6000	2324 Greenwood	807.
Dr. W. N. Baker, Asst. Div. Surgeon	Pueblo, Colo.	702 North Main	6000	517 Van Buren	728.

★ Medical Examiners for Examination of all Applicants.
 ★★ Medical Examiners for Examination of Applicants not required to take color perception tests.