

SAFETY FIRST



# MISSOURI PACIFIC RAILROAD COMPANY

## WICHITA DIVISION

# TIME-TABLE No. 53

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

CENTRAL STANDARD TIME

Superseding Time-Table No. 52, dated February 2, 1941,  
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY  
COPY OF SPECIAL INSTRUCTIONS No. 5  
DATED JAN. 1, 1941

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

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

R. C. WHITE, Assistant General Manager.

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

J. DAVIS, General Superintendent.

### DIVISION OFFICERS

C. A. FINK.....Superintendent.....Wichita, Kan.  
R. C. WILDEBOOR, Trainmaster.....Wichita, Kan.  
R. H. GRAGG..... Trainmaster.....Wichita, Kan.  
W. O. ELSON.....Dispatcher.....Wichita, Kan.  
O. G. SMITH.....Dispatcher.....Wichita, Kan.  
C. H. TITUS.....Dispatcher.....Wichita, Kan.  
H. WINN.....Dispatcher.....Wichita, Kan.

## ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Ft. Scott.....	Wichita.....419	Joplin.....419	Indefinitely	.....	For equipment.
Durand.....	".....419	Sou. Kan.....117	5:00 a. m.	50 Min.	When passengers reported.
".....	".....419	".....124	5:00 a. m.	50 Min.	" " "
".....	".....411	".....104	Indefinitely	Indefinitely	For equipment.
".....	Sou. Kan.....125	Wichita.....412	12:15 p. m.	1 Hr.	" "
El Dorado.....	Wichita.....751	".....419	8:05 a. m.	1 Hr.	When passengers reported.
Geneseo.....	".....412	Cent. Kan.....12	Indefinitely	.....	For equipment.
".....	Cent. Kan.....11	Wichita.....411	12:07 a. m.	12 Min.	" "

**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	05
60.....	1	0

**STATIONS NOT SHOWN IN TIME-TABLE WILL BE SERVED BY TRAINS INDICATED BELOW:**

Station	Miles from St. Louis	Train Nos.					
<b>Wichita Subdiv:</b>							
Marmaton.....	333.12	f493	f492	.....	.....	.....	
Beckley.....	381.04	f493	f492	.....	.....	.....	
<b>Larned Subdiv:</b>							
Orsemus.....	576.99	f755	f756	.....	.....	.....	

**EXPLANATION OF STOPS:**

- s*—Regular Stop.
- f*—Stop on signal for passengers, mail, baggage and express.
- a*—Stop to discharge revenue passengers from Wichita or receive passengers for St. Louis and beyond.
- m*—Stop for revenue passengers destined St. Louis and points beyond.

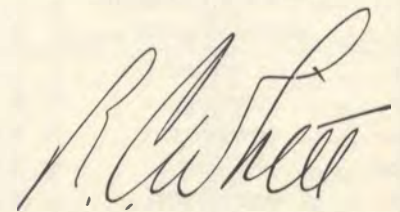
**EXPLANATION OF CHARACTERS:**

- C—Coal.
  - O—Fuel Oil.
  - W—Water.
  - 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.

## 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.





## WICHITA SUBDIV.—FORT SCOTT TO 25TH STREET YARD

**TIME-TABLE**  
**No. 53**  
**SEPTEMBER 21, 1941**
**TRAINS WESTWARD**

Station Numbers	Miles from St. Louis	STATIONS	FIRST CLASS		SECOND CLASS				
			419 Passenger	411 Passenger	461 Red Ball Freight	79 Red Ball Freight	751 Mixed	493 Local Fr. ght	793 Local Freight
			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
ST. LOUIS			5 45PM		10 30PM	7 00PM			
KANSAS CITY			9 50PM		8 00PM				
H 27	326.27	LS..... FT. SCOTT..... WCST	s 1 45AM			4 45AM		12 15PM	7 45PM
	326.43	0.16 ..... JOPLIN DIV. JCT.....	1 46 792			4 46		12 16	8 05PM
	326.56	0.13 ..... FT. SCOTT YARD.....	1 47			4 47		12 50	
	327.18	0.62 ..... M.-K.-T. CROSSING.....							
H 37	336.28	9.10 TP..... REDFIELD.....	s 2 01			5 01 78		f 1 10	
H 43	341.59	5.31 TP..... UNIONTOWN.....	s 2 10			5 09		f 1 25	
H 50	348.95	7.36 TP..... BRONSON.....	s 2 22			5 19		f 1 45	
	354.27	5.32 CS..... MN TOWER.....							
	354.28	0.01 ..... M.-K.-T. CROSSING.....							
H 55	354.42	0.14 TP..... MORAN.....	s 2 32			5 27		f 2 00	
H 63	361.62	7.20 TP..... LA HARPE.....	s 2 45			5 36		f 2 15	
	365.86	4.24 ..... M.-K.-T. CROSSING.....							
H 68	367.41	1.55 LS..... IOLA..... W	s 3 05			5 45		s 5 00	
	367.83	0.42 ..... A. T. & S. F. CROSSING.....							
H 76	374.78	6.95 LS..... PIQUA..... Y	s 3 17 78			5 54		s 5 20	
	374.79	0.01 ..... M.-K.-T. CROSSING.....							
H 80	378.91	4.12 ..... ATHENS.....	3 23			6 00		f 5 30	
	383.64	4.73 CS..... DURAND..... CWY	s { 3 45 4 10 }	s 6 05PM	2 05AM 78	6 30		s 6 20PM	
	383.64	0.00 ..... S. K. DIV. CROSSING.....							
H 87	386.00	2.45 LS..... YATES CENTER..... Y	s 4 18	s 6 10	2 15	6 40			
H 96	394.45	8.36 P..... BATESVILLE.....	f 4 28	6 19	2 30	6 51			
H 101	399.58	5.13 LS..... TORONTO..... *	s 4 36	s 6 26	2 40	6 59			
	399.99	0.41 ..... A. T. & S. F. CROSSING.....							
H 109	407.67	7.68 LS..... NEAL..... *	s 4 46	6 35	2 55	7 10			
	413.98	6.31 P..... TONOVAY.....	4 54	6 42	3 05	7 19			
	417.88	3.90 ..... A. T. & S. F. CROSSING.....							
H 122	420.77	2.89 LS..... EUREKA..... *W	s 5 08	s 6 51	3 25	7 29			
H 132	430.68	9.91 TP..... REECE..... *	s 5 20	7 02	3 40	7 42			
H 136	435.18	4.50 TP..... SALLYARDS..... *	f 5 30	7 09 460	3 50	7 50			
H 140	438.64	3.46 P..... SUMMIT.....	5 38	7 15	4 00	7 57			
H 143	441.60	2.96 LS..... ROSALIA..... *	s 5 44	f 7 19	4 05	8 01			
H 148	446.99	5.39 P..... PONTIAC.....	f 5 51	7 25	4 14	8 08			
	452.32	5.33 ..... KY SIDING.....	5 57	7 31	4 22	8 16			
	453.57	1.25 LS..... EAST ELDORADO..... WC	s 5 59		4 40	8 25	7 00AM		
H 155	454.24	0.67 ..... ELDORADO.....	s 6 11	s 7 33	4 42	8 26	s 7 05		
	454.37	0.13 ..... A. T. & S. F. CROSSING.....							
	454.39	0.02 ..... McPHERSON JCT..... Y	6 12	7 34	4 43	8 27	7 07AM		
	454.53	0.14 P..... XA SIDING.....							
H 161	460.18	5.65 P..... MIDIAN..... *	f 6 19	7 40	4 55	8 42 412			
H 164	463.26	3.08 TP..... TOWANDA..... *	s 6 25	7 44	5 00	8 52			
H 170	469.11	5.85 TP..... BENTON..... *	s 6 35	7 50	5 10	9 00			
H 175	474.40	5.29 P..... GREENWICH..... *	s 6 44	7 56	5 20	9 07			
H 180	478.71	4.31 P..... TOLERVILLE.....	6 51	8 01	5 27	9 13			
H 183	482.06	3.35 CS..... 25th Street Yard... WC	s 6 57AM	8 06PM 420	5 45AM	9 30AM			
		..... WICHITA.....	s 7 15AM	s 8 20PM					
	155.63		Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday



HUTCHINSON SUBDIV.—25TH STREET YARD TO KANOPOLIS

**TIME-TABLE**  
**No. 53**

SEPTEMBER 21, 1941

**TRAINS WESTWARD**

**FIRST CLASS**

**SECOND CLASS**

**419**  
Passenger

**411**  
Passenger

**753**  
Mixed

**495**  
Local  
Freight

**455**  
Mixed

**479**  
Red Ball  
Freight

**STATIONS**

Daily

Daily

Daily  
Ex. Sunday

Daily  
Ex. Sunday

Daily  
Ex. Sunday

Daily

Station Numbers	Miles from St. Louis	STATIONS	419 Passenger Daily	411 Passenger Daily	753 Mixed Daily Ex. Sunday	495 Local Freight Daily Ex. Sunday	455 Mixed Daily Ex. Sunday	479 Red Ball Freight Daily
H183	482.06	CS. . . . 25th Street Yard.. WC\$TY	6 57AM	806PM <sup>420</sup>	7 10AM	7 15AM		6 00PM
	482.40	St. L.-S. F. CROSSING . . . . .						
	482.66	C. R. I. & P. CROSSING.. . . .						
	482.90	W. T. A. CROSSING . . . . .						
	482.99	W. T. A. CROSSING . . . . .						
	483.01	A. T. & S. F. CROSSING.. . . .						
		Two Main Tracks						
H186	185.06	LS. . . . . WICHITA . . . . . W	s 715AM <sup>412</sup>	s { 8 20 8 45	s 725 <sup>412</sup>	s 730 <sup>412</sup>		6 15
		0.31						
	485.37	A. V. I. CROSSING . . . . .						
	485.42	M. V. CROSSING . . . . .						
	485.94	HARDTNER JCT . . . . . Y		8 50	7 30AM	7 35		6 30
		9.07						
M 10	495.01	TP. . . . . MAIZE . . . . . *		f 9 01		f 7 55		6 45
		4.12						
M 14	499.13	TP. . . . . COLWICH . . . . . *		f 9 07		f 8 05		6 53
		5.14						
M 19	504.27	LS. . . . . ANDALE . . . . . *		f 9 15		f 8 15		7 02
		5.70						
M 25	509.97	LS. . . . . MT. HOPE . . . . . W*		f 9 24		f 8 22		7 12
		6.98						
M 32	516.95	LS. . . . . HAVEN . . . . . *		f 9 35		f 8 45		7 25
		5.49						
M 37	522.44	TP. . . . . YODER . . . . . *		f 9 42		f 9 00		7 35
		3.65						
M 41	526.09	ELMER . . . . .		9 47		f 9 10		7 42
		5.44						
	531.53	A. T. & S. F. CROSSING . . . . .						
		0.01						
	531.54	A. T. & S. F. CROSSING . . . . .						
		0.07						
	531.61	A. T. & S. F. CROSSING . . . . .						
		0.48						
	532.09	C. R. I. & P. CROSSING . . . . .						
		0.02						
	532.11	A. V. I. CROSSING . . . . .						
		0.52						
M 48	532.63	LS. . . . . HUTCHINSON . . . . . CYWS		s 10 07		s 9 45AM		8 45
		0.96						
	533.59	A. T. & S. F. CROSSING . . . . .						
		5.04						
M 54	538.63	YAGGY . . . . .		10 15				8 55
		4.80						
M 59	543.43	LS. . . . . NICKERSON . . . . .		f 10 24				9 10
		7.13						
	550.56	A. T. & S. F. CROSSING . . . . .						
		0.55						
M 66	551.11	LS. . . . . STERLING . . . . .		s 10 36				9 40
		8.13						
	559.24	St. L.-S. F. CROSSING . . . . .						
		1.30						
M 76	560.54	LS. . . . . LYONS . . . . . W		s 10 52				10 25
		0.54						
	561.08	A. T. & S. F. CROSSING . . . . .						
		5.65						
M 82	566.73	NOBLE . . . . .		1102 <sup>479</sup>				1102 <sup>411</sup>
		5.57						
	572.30	GY JUNCTION . . . . .		11 13				11 34
		0.48						
	572.78	WICHITA JCT., EAST . . . . .		11 14PM				11 35PM
	525.08	0.62						
532	524.56	CS. . . . . GENESEO . . . . . CY		s 11 22PM			2 00PM	11 45PM
		0.35						
	524.21	KANOPOLIS JCT . . . . .					2 02PM	
		3.72						
M 92	527.93	WORK . . . . .				f 2 20		
		3.01						
M 96	530.94	MIDWAY . . . . .				f 2 30		
		7.22						
M103	538.16	LS. . . . . KANOPOLIS . . . . . WY				s 2 55PM		
		PUEBLO . . . . .		5 50AM				10 00PM
		105.54	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily

Mileage from St. Louis, shown above, is mileage painted on Telegraph Poles, and is not actual.  
Two mile post locations at Wichita Jct. East are one and the same location, 572.78 is the mileage via Wichita and 525.08 is the mileage via Council Grove.

# HUTCHINSON SUBDIV.—KANOPOLIS TO 25TH STREET YARD

5

Siding Capacity in Cars	Miles from St. Louis	TIME-TABLE No. 53 SEPTEMBER 21, 1941	TRAINS EASTWARD							
			FIRST CLASS			SECOND CLASS				
			412 Passenger	420 Passenger	478 Red Ball Freight	494 Local Freight	754 Mixed	454 Mixed		
STATIONS			Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday		
...	482.06	CS... 25th Street Yard... WC&TY	8 12AM	810PM <sup>411</sup>	6 00AM	1 30PM	1 45PM			
...	482.40	St. L.-S. F. CROSSING								
...	482.66	C. R. I. & P. CROSSING								
...	482.90	W. T. A. CROSSING								
...	482.99	W. T. A. CROSSING								
...	483.01	A. T. & S. F. CROSSING								
...	485.06	LS... WICHITA... W	<sup>800</sup> <sub>545</sub>	8 00PM	5 05	s 1 15	s 1 30			
...	485.37	A. V. I. CROSSING								
...	485.42	M. V. CROSSING								
31	485.94	HARDTNER JCT... Y	5 33		5 00	1 10	1 25PM			
28	495.01	TP... MAIZE... *	s 5 20		4 43	f 12 50				
28	499.13	TP... COLWICH... *	s 5 10		4 35	s 12 30				
30	504.27	LS... ANDALE... *	s 5 00		4 25	s 12 15PM				
64	509.97	LS... MT. HOPE... W*	s 4 49		4 15	s 11 55AM				
65	516.95	LS... HAVEN... *	s 4 36		4 02	s 11 23				
17	522.44	TP... YODER... *	s 4 27		3 52	f 10 55				
30	526.09	ELMER	4 20		3 45	f 10 45				
...	531.53	A. T. & S. F. CROSSING								
...	531.54	A. T. & S. F. CROSSING								
...	531.61	A. T. & S. F. CROSSING								
...	532.09	C. R. I. & P. CROSSING								
...	532.11	A. V. I. Crossing								
42	532.63	LS... HUTCHINSON... CYW	s 4 10		3 30	s 10 30AM				
...	533.59	A. T. & S. F. CROSSING								
67	538.63	YAGGY	3 55		3 00					
33	543.43	LS... NICKERSON	s 3 47		2 50					
...	550.56	A. T. & S. F. CROSSING								
24	551.11	LS... STERLING	s 3 30		2 25					
...	559.24	St. L.-S. F. CROSSING								
47	560.54	LS... LYONS... W	s 3 13		2 00					
...	561.08	A. T. & S. F. CROSSING								
27	566.73	NOBLE	3 01		1 45					
...	572.30	GY JCT	2 49AM		1 33					
...	573.78	WICHITA JCT., EAST			1 32AM					
73	524.56	CS... GENESEO... CY	s 2 45AM		1 30AM			s 5 00PM		
...	524.21	KANOPOLIS JCT						4 50PM		
4	527.93	WORK						f 4 35		
3	530.94	MIDWAY						f 4 25		
23	538.16	LS... KANOPOLIS... WY						4 00PM		
...		PUEBLO	6 40PM		3 20AM					
...	105.54		Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday		

Mileage from St. Louis, shown above, is mileage painted on Telegraph Poles, and is not actual.  
Two mile post locations at Wichita Jct. East are one and the same location, 572.78 is the mileage via Wichita and 525.08 is the mileage via Council Grove.

## 6 LARNED SUBDIV.—BETWEEN CONWAY SPRINGS AND LARNED

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis	TIME-TABLE No. 53 SEPTEMBER 21, 1941	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS
755 Mixed					756 Mixed
Daily Ex. Sunday	STATIONS			Daily Ex. Sunday	
9 00AM	558.73	LS...CONWAY SPRINGS WCY	NL135	23	s 10 30AM
s 9 25 755	567.15	MILTON	NL144	22	s 9 25 755
	567.18	A. T. & S. F. CROSSING			
s 9 45	571.36	TP...NORWICH	NL148	29	s 9 05
	572.27	A. T. & S. F. CROSSING			
s 10 05	580.43	BELMONT	NL157	15	s 8 30
f 10 25	585.30	ALAMEDA	NL162	21	f 8 05
s 10 55	592.38	LS...KINGMAN W	NL169	19	s 7 35
	593.16	A. T. & S. F. CROSSING			
	593.98	A. T. & S. F. CROSSING			
f 11 20	598.43	BROWN'S SPUR	NL175	15	f 7 05
s 11 40	605.88	LS...PENALOSA	NL183	25	s 6 35
s 11 55AM	610.03	P...OLCOTT WCY	NL187	17	s 6 20
s 12 15PM	614.57	LS...TURON	NL191	18	s 6 00
	615.03	C. R. I. & P. CROSSING			
s 12 40	620.92	NEOLA	NL198	18	f 5 30
s 1 15	628.69	LS...STAFFORD	NL205	30	s 5 00
	629.66	A. T. & S. F. CROSSING			
f 1 35	634.79	BEDFORD	NL211	17	f 4 35
s 2 00	639.31	LS...HUDSON	NL216	25	s 4 15
s 2 35	648.32	TP...SEWARD W	NL225	22	s 3 30
s 2 55	653.70	RADIUM	NL230	16	s 3 10
s 3 15	657.33	RAY	NL234	25	s 2 55
	663.96	A. T. & S. F. CROSSING			
	664.38	W. & N. W. CROSSING			
s 4 30PM	666.19	LS...LARNED YCW	NL241	30	2 30AM
Daily Ex. Sunday	107.46				Daily Ex. Sunday

## HARDTNER SUBDIV.—BETWEEN HARDTNER JCT. AND HARDTNER

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis	TIME-TABLE No. 53 SEPTEMBER 21, 1941	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS
753 Mixed					754 Mixed
Daily Ex. Sunday	STATIONS			Daily Ex. Sunday	
s 7 25AM	485.06	LS...WICHITA W			s 1 30PM
7 30AM	485.94	P...HARDTNER JCT Y		31	1 25PM
7 35	487.98	A. T. & S. F. CROSSING			
7 35	488.70	KO SIDING	H 190	59	1 15
	488.82	A. T. & S. F. CROSSING			
f 7 42	491.10	OATVILLE	H 192	33	f 1 00
f 7 53	496.62	P...BAYNEVILLE	H 197	27	f 12 50
7 57	498.38	WN SIDING	H 199	43	12 40
s 8 07	501.43	LS...CLEARWATER	H 202	23	s 12 30
f 8 23	506.98	P...MILLERTON	H 208	30	f 12 10PM
s 8 35	512.95	LS...CONWAY SPRINGS WCY	NL135	23	s 11 30AM
f 9 00	517.55	EWELL	H 219	23	f 11 05
s 9 15	524.30	TP...ARGONIA	H 225	35	s 10 50
	524.51	A. T. & S. F. CROSSING			
s 9 30	531.21	LS...FREEPORT	H 232	35	s 10 30
s 1000 754	541.61	LS...ANTHONY WY	H 243	25	s 1000 753
	541.99	A. T. & S. F. CROSSING			
	542.08	A. T. & S. F. CROSSING			
	546.18	A. T. & S. F. CROSSING			
f 11 15	548.78	SHOOK	H 250	12	f 9 05
f 11 30	552.03	RUELLA	H 253	22	f 8 55
s 11 55AM	558.80	LS...CORWIN	H 260	18	s 8 35
s 12 10PM	564.06	HAZELTON	H 265	21	s 8 25
s 12 40	571.21	LS...KIOWA	H 272	22	s 8 05
	572.51	A. T. & S. F. CROSSING			
	573.10	A. T. & S. F. CROSSING			
f 12 55	576.83	STUBBS	H 278	18	f 7 45
s 1 40PM	581.50	LS...HARDTNER WCY	H 283	27	7 30AM
Daily Ex. Sunday	95.56				Daily Ex. Monday

## IUKA SUBDIV.—BETWEEN OLCOTT AND IUKA

TRAINS WESTWARD SECOND CLASS		Miles from St. Louis	TIME-TABLE No. 53 SEPTEMBER 21, 1941	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS	
	757 Mixed					758 Mixed	
Daily Ex. Sunday	STATIONS			Daily Ex. Sunday			
	6 30AM	610.03	P...OLCOTT WCY	NL187		s 9 20AM	
	s 7 05	619.91	P...PRESTON	NC 10	9	s 8 35	
		620.16	C. R. I. & P. CROSSING				
	s 7 50AM 758	630.04	LS...IUKA Y	NC 20	13	8 00AM 757	
Daily Ex. Sunday	20.01					Daily Ex. Sunday	

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



**McPHERSON SUBDIV.—BETWEEN MCPHERSON JCT. AND MCPHERSON 7**

TRAINS WESTWARD				Miles from St. Louis	TIME-TABLE No. 53 SEPTEMBER 21, 1941	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD						
SECOND CLASS								SECOND CLASS						
751								752						
Mixed				Mixed										
Daily Ex. Sunday				Daily Ex. Sunday										
STATIONS				STATIONS										
			7 00AM	LS.	EAST ELDORADO	§CW	H 155			s	12 15PM			
			s 7 05AM	454.24	0.67	ELDORADO				s	12 10PM			
			7 07	454.39	0.15	MCPHERSON JCT.	Y				12 05PM			
		f	7 15	456.75	2.36	OIL HILL	PB 2			f	11 55AM			
		f	7 35	461.70	4.95	HOPKINS	PB 7	19		f	11 40			
		s	8 10	467.15	5.45	POTWIN	PB 13	23		s	11 20			
		s	8 35	471.60	4.45	BRAINERD	PB 17	15		s	10 40			
			s 9 05	474.56	2.96	WHITEWATER	PB 20	20		s	10 30			
				474.75	0.19	C. R. I. & P. CROSSING								
		f	9 20	477.49	2.74	ANNELLY	PB 23	24		f	9 45			
		s	9 35	481.44	3.95	McLAINS	PB 27	10		s	9 35	751		
		s	10 00	486.88	5.44	NEWTON	PB 32	15		s	9 15			
				487.04	0.16	A. T. & S. F. CROSSING								
		f	10 45	491.71	4.67	ZIMMERDALE	PB 37			f	8 45			
		s	11 10AM	495.10	3.39	HESSTON	PB 41	22		s	8 30			
		s	12 01PM	501.67	6.57	MOUNDRIDGE	PB 47	27		s	8 15			
		s	12 45	509.99	8.32	ELYRIA	PB 56	26		s	7 40			
				514.98	4.99	C. R. I. & P. CROSSING								
		s	1 40PM	516.27	1.29	MCPHERSON	WCT	PB 62	44		7 15AM			
			Daily Ex. Sunday		61.88						Daily Ex. Sunday			

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

**SPECIAL INSTRUCTIONS**

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

- Hutchinson Subdiv. No. 411 is superior to No. 412.**
- Hutchinson Subdiv. No. 455 is superior to No. 454.**
- Iuka Subdiv. No. 757 is superior to No. 758.**

**Hutchinson Subdiv. first-class trains have no time-table superiority between Hardtner Jct. and end of two main tracks, 3rd Street, Wichita. Such trains will move within these limits at restricted speed expecting to find other engines or trains occupying main track.**

	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>2. MAXIMUM SPEED:</b>		
Wichita Subdiv.:		
Between 25th Street Yard and Summit.....	60	50
Between Summit and Reece.....	40	35
Between Reece and Ft. Scott.....	60	50

	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>2. MAXIMUM SPEED (Continued):</b>		
Hardtner Subdiv.:		
Between Hardtner Jct. and Conway Springs.....	40	30
Between Conway Springs and Kiowa.....	25	25
Between Kiowa and Hardtner.....	20	20
McPherson Subdiv.....	30	30
Hutchinson Subdiv.:		
Between 25th Street Yard and Hutchinson.....	60	40
Between Hutchinson and Geneseo.....	50	35
Between Geneseo and Kanopolis.....	20	20
Larned Subdiv.....	25	25
Iuka Subdiv.....	15	15

	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>3. SPEED RESTRICTIONS: (Where maximum speed is less, such restrictions will be observed)</b>		
Wichita, between Hardtner Jct. and 25th St.....	30	30
Eldorado, over street crossings.....	20	20
Eureka, over street crossings.....	20	20
Yates Center, City Limits.....	25	25
Iola, over street crossings.....	15	15
Hutchinson, over street crossings.....	25	25

## SPECIAL INSTRUCTIONS

## 3. SPEED RESTRICTIONS (Continued):

	Miles Per Hour	
	Passenger Trains	Freight Trains

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

## Missouri Pacific Engines:

1 to 172.....	60	60
401 to 487.....	55	55
1201 to 1280.....	63	63
1301 to 1325.....	63	63
1401 to 1571.....	63	63
1701 to 1714.....	55	55
1720 to 1729.....	55	55
1901 to 1925.....	55	55
2101 to 2125.....	90	90
2305 to 2398.....	55	55
2504 to 2523.....	60	60
2638 to 2651.....	50	50
2707.....	60	60
4000.....	30	30
5201 to 5207.....	55	55
5308 to 5316.....	80	80
5321 to 5327.....	90	90
5335 to 5344.....	80	80
5501 to 5540.....	80	80
6000.....	60	60
6401 to 6444.....	80	80
6501 to 6521.....	70	70
6601 to 6629.....	80	80

## Diesel Engines:

800 to 804.....	30	30
4100 and 4101.....	35	35
4102 and 4103.....	75	75
7000 and 7001.....	117	117
7100.....	117	117
9000 to 9010.....	35	35
9102 to 9105.....	35	35

## G. C. L. and I. G. N. Engines:

301 to 389.....	50	50
941 to 948.....	35	35
1011 to 1040.....	55	55
1051 to 1073.....	55	55
1101 to 1125.....	63	63
1151 to 1161.....	80	80
9200 to 9203 (Diesel).....	35	35

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

## Motor Cars:

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

## 3. SPEED RESTRICTIONS (Continued):

	Miles Per Hour	
	Passenger Trains	Freight Trains

## Trains handling:

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

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

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

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

Bridge Derrick Cars (non-revolving) boom disconnected.....	..	Maximum Frt. Train Speed.
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Bridge derrick cars shipped with boom disconnected and permitted to move at maximum freight train speed must have boom disconnected at inboard connection on derrick car boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.

Bridge Derrick-Pile Driver (combination machine)...	..	25
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Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick its movement shall be governed by the regulations applying to wrecking cranes. When shipped as a pile driver its movement shall be governed by the regulations applying to pile drivers.

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

3. SPEED RESTRICTIONS (Continued):

Miles Per Hour	
Passenger Trains	Freight Trains

Trains handling:

Locomotive Cranes or Clam Shells..... 20

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

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

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

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

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

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

Rail unloaders must have boom disconnected and stored on car.

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

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

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

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

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

3. SPEED RESTRICTIONS (Concluded):

Miles Per Hour	
Passenger Trains	Freight Trains

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

Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency in which case must be turned at first available point.

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

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

Engines without full set of driving wheels, trucks or trailers may be moved at speed not exceeding six miles per hour to first siding to clear main track. Further movement must be authorized by Superintendent.

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

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

**PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTIONS AND RESUME SPEED SIGNS.**

**TRACK LOCATION**

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

**Wichita Subdiv.:**

35	432	25	431	20	30	325	23	327	7
50	410	28	410	18	50	331	8	331	18
50	409	25	408	39	50	338	6	338	14
50	408	21	408	7	35	339	15	339	28
50	405	16	405	1	50	343	23	343	30
50	401	9	400	37	35	345	0	345	16
50	347	18	347	13	50	346	2	346	9
50	346	9	346	2	50	347	13	347	18
35	345	16	345	0	20	367	32	367	37
50	343	30	343	23	20	399	30	400	0
35	339	28	339	15	50	400	37	401	9
50	338	14	338	6	50	405	1	405	16
50	331	18	331	8	50	408	7	408	21
30	327	7	325	23	50	408	39	409	25
					50	410	18	410	28
					35	431	20	432	25

**Hutchinson Subdiv.:**

50	503	38	503	23	50	503	23	503	38
50	531	8	530	34	50	530	34	531	8
30	533	15	531	20	30	531	20	533	15
40	543	28	543	24	40	543	24	543	28
30	550	17	550	11	30	550	11	550	17



## 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.
EMERGENCY STATION.....	Ft. Scott, Kan.....	Merey Hospital, 816 Burke.....	208.		
★Dr. W. T. Wilkening, Resident Surgeon.....	Ft. Scott, Kan.....	114 East First.....	1930	512 South Judson.....	2030.
★Dr. C. A. Young, Resident Surgeon.....	Ft. Scott, Kan.....	209 South Main.....	1027	1001 South Crawford.....	1945.
Dr. J. R. Newman.....	Ft. Scott, Kan.....	209 South Main.....	1579	510 South Eddy.....	1494.
★★Dr. J. T. Reid.....	Iola, Kan.....	204 South Washington.....	357	321 South Elm.....	188.
EMERGENCY STATION.....	Yates Center, Kan.....	Dr. Dingus' Office.			
★Dr. A. C. Dingus, Resident Surgeon.....	Yates Center, Kan.....	106 East Rutledge.....	239	307 South State.....	258.
★★Dr. M. C. Newman, Local Surgeon.....	Toronto, Kan.....		66	Toronto.....	235.
★★Dr. J. R. Pusey.....	Toronto, Kan.....		66	Toronto.....	57
★★Dr. F. C. Basham and Dr. C. E. Basham..	Eureka, Kan.....	411 North Main.....	622	708 East Second.....	406.
★★Dr. W. E. Regler.....	Whitewater, Kan.....	Whitewater.....	8	Whitewater.....	68.
★★Dr. C. E. Boudreau.....	Eldorado, Kan.....	Eldorado.....	Bell 883	514 West Pine.....	134.
★★Dr. R. M. Brian.....	Eldorado, Kan.....	Haslett Bldg.....	882	417 North Topeka.....	731.
EMERGENCY STATION.....	Wichita, Kan.....	St. Francis Hospital.....	4-6301	928 North Emporia.....	4-6301.
★Dr. J. L. Evans, Division Surgeon.....	Wichita, Kan.....	Beacon Bldg.....	2-6340	224 North Crestway.....	24776.
★Dr. E. J. Nodurft.....	Wichita, Kan.....	Beacon Bldg.....	4-9428	1844 Wellington Place.....	2-5806.
★Dr. A. E. Hiebert.....	Wichita, Kan.....	729 Beacon Bldg.....	2-6340	511 North Roosevelt.....	4-6447.
EMERGENCY STATION.....	Conway Spgs., Kan.....	Dr. Evans' Office.			
★Dr. E. A. Evans, Resident Surgeon.....	Conway Spgs., Kan.....	Spring and Seventh.....	9W	South Sixth.....	9R.
★Dr. F. D. Evans.....	Conway Springs.....		9W	Conway Springs.....	9R.
★★Dr. E. H. Dellinger.....	Anthony, Kan.....	124 North Bluff.....	128	516 North Bluff.....	129.
★★Dr. A. F. Dugan.....	Kiowa, Kan.....		Kiowa Tel. 77	Kiowa.....	82.
★★Dr. H. Yasuda.....	Hardtner, Kan.....		33		33.
★★Dr. R. S. Haury.....	Newton, Kan.....	527 1/2 Main.....	112	320 East Third.....	1030.
★★Dr. H. G. Hunsberger.....	Mt. Hope, Kan.....		Main 21.		Main 41.
★★Dr. V. C. Price.....	McPherson, Kan.....	105 1/2 North Main.....	188	1101 North Walnut.....	825.
★★Dr. C. W. Hall.....	Hutchinson, Kan.....	100 First West, Clinic Bldg.....	300-301-302	101 West Nineteenth.....	365.
★★Dr. M. Truehart.....	Sterling, Kan.....	110 South Broadway.....	30	115 North Seventh.....	9.
★★Dr. A. W. Schmidt.....	Lyons, Kan.....	Lyons.....	179	401 East Commercial.....	83.
★★Dr. E. J. Stredder.....	Geneseo, Kan.....	Eighth & Silver.....	78	Eighth & Silver.....	78
★★Dr. H. E. Haskins.....	Kingman, Kan.....	North Main.....	74	Avenue B, West.....	714.
★★Dr. G. H. Grieve.....	Turon, Kan.....	Turon.....	55-2	Turon.....	55-3.
★★Dr. F. W. Tretbar.....	Stafford, Kan.....	1 North Main.....	37	200 North Main.....	233.
★★Dr. J. A. Dillon.....	Larned, Kan.....	416 Broadway.....	62	Larned State Hospital.....	633.

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

DR. O. B. ZEINERT, Chief Surgeon