

H. D. Walbins

APPROVED

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

WICHITA DIVISION

TIME-TABLE No. 63

Effective 12:01 a. m. Sunday, Jan. 4, 1948

CENTRAL STANDARD TIME

Superseding Time-Table No. 62, effective Sept. 14, 1947,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 7,
THIS DIVISION, EFFECTIVE JUNE 2, 1946

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

- R. C. WHITE, Chief Operating Officer.
- E. SULLIVAN, Assistant General Manager.
- C. W. PACE, General Superintendent Transportation.
- C. A. FINK, Asst. General Superintendent Transportation.
- H. E. ROLL, General Superintendent.

DIVISION OFFICERS

- R. C. WILDEBOOR, Superintendent..... Wichita, Kan.
- J. S. SIMON..... Trainmaster..... Wichita, Kan.
- H. H. GUDGER.... Ass't Trainmaster, Wichita
Subdiv.—Yates Center to
Iola, inclusive..... Yates Center, Kan.
- J. A. McCOY..... Road Foreman Engines..... Wichita, Kan.
- R. H. GRAGG..... Division Trainmaster..... Wichita, Kan.
- W. O. ELSON..... Dispatcher..... Wichita, Kan.
- A. E. JONES..... Dispatcher..... Wichita, Kan.
- R. V. JOHNSON.... 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 connection.
Durand.....	".....420	Sou. Kan.....116	10:25 p. m.	15 Min.	For passengers.
".....	".....419	".....124	4:26 a. m.	25 Min.	For mail.
".....	".....419	".....124	4:45 a. m.	44 Min.	For passengers.
".....	".....419	".....117	4:45 a. m.	44 Min.	" "
El Dorado.....	".....791	Wichita.....419	8:05 a. m.	1 Hr.	" "
Geneseo.....	".....412	Cent. Kan.....12	Indefinitely	.....	For connection.
".....	Cent. Kan.....11	Wichita.....411	1:47 a. m.	15 Min.	" "
".....	Wichita.....412	Cent. Kan.....15	4:15 a. m.	1 Hr.	For passengers, mail, baggage and express.
".....	".....412	".....16	4:15 a. m.	1 Hr.	" " " " " "

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	2
60.....	1	0

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

Station	Miles from St. Louis	Train Nos.				
Wichita Subdiv:						
Marmaton.....	333.12	f493	f492	.....	.....	.....
Beckley.....	381.04	f493	f492	.....	.....	.....

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.

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.



Chief Operating Officer.

WICHITA SUBDIV.—FORT SCOTT TO 25TH STREET YARD

Station Numbers	Miles from St. Louis	TIME-TABLE No. 63 JANUARY 4, 1948	TRAINS WESTWARD							
			FIRST CLASS			SECOND CLASS				
			419 Passenger			461 Red Ball Freight	79 Red Ball Freight	791 Local Freight	493 Local Freight	793 Local Freight
STATIONS			Daily			Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
ST. LOUIS			5 40PM				7 00PM			
KANSAS CITY			9 30PM			8 00PM				
H 27	326.27	LS. FT. SCOTT WCST	s 1 45AM				5 10AM		10 55AM	10 00AM
		0.16								
	326.43	JD JCT	1 46				5 11		11 00AM	10 15AM
		0.13								
	326.56	FT. SCOTT YARD	1 47				5 20 ⁷⁸		1 20PM	
		0.62								
	327.18	M.-K.-T. CROSSING								
		9.10								
H 37	336.28	P. REDFIELD	s 2 01				5 40		f 1 40	
		5.31								
H 43	341.59	TP. UNIONTOWN	s 2 10				5 50		f 1 55	
		7.38								
H 50	348.95	TP. BRONSON	s 2 22				6 02		f 2 15	
		5.32								
	354.27	CS. MNTOWER								
		0.01								
	354.28	M.-K.-T. CROSSING								
		0.14								
H 55	354.42	TP. MORAN	* s 2 32				6 12		f 2 30	
		7.20								
H 63	361.62	TP. LA HARPE	s 2 45				6 23		f 2 45	
		4.24								
	365.86	M.-K.-T. CROSSING								
		1.55								
H 68	367.41	LS. IOLA	W s 3 05				6 32		s 5 00	
		0.42								
	367.83	A. T. & S. F. CROSSING								
		6.95								
H 76	374.78	LS. PIQUA	Y s 3 17 ⁷⁸				6 43		s 5 20	
		0.01								
	374.79	M.-K.-T. CROSSING								
		4.12								
H 80	378.91	ATHENS	3 23				6 49		f 5 30	
		4.73								
H 85	383.64	CS. DURAND	CWY s { 3 30 4 01				2 05AM ⁷⁸	700 ⁴⁹²	s 6 20PM	
		0.00								
	383.64	S. K. DIV. CROSSING								
		2.45								
H 87	386.09	LS. YATES CENTER	Y s 4 10				2 15	7 30		
		8.36								
H 96	394.45	P. BATESVILLE	f 4 20				2 30	7 45		
		5.13								
H101	399.58	LS. TORONTO	* s 4 29				2 40	7 55		
		8.09								
H109	407.67	LS. NEAL	* s 4 40				2 55	8 08		
		6.31								
H115	413.98	P. TONOVAY	4 48				3 05	8 20		
		3.90								
	417.88	A. T. & S. F. CROSSING								
		2.89								
H122	420.77	LS. EUREKA	W s 5 03				3 25	8 30		
		9.91								
H132	430.68	TP. REECE	* s 5 16				3 40	8 45		
		4.50								
H136	435.18	TP. SALLYARDS	* f 5 26				3 50	8 55		
		3.46								
H140	438.64	P. SUMMIT	5 34				4 00	9 02		
		2.96								
H143	441.60	LS. ROSALIA	* s 5 38				4 05	9 08		
		5.39								
H148	446.90	P. PONTIAC	f 5 45				4 14	9 17		
		5.33								
	452.32	KY SIDING	5 52				4 22	9 26		
		1.25								
	453.57	LS. EAST ELDORADO	WC s 5 54				4 40	9 30	7 00AM	
		0.67								
H155	454.24	ELDORADO	s 6 08				4 42	9 40	s 7 05	
		0.13								
	454.37	A. T. & S. F. CROSSING								
		0.28								
	454.65	MCPHERSON JCT	Y 6 09				4 43	9 42	7 07AM	
		0.61								
	455.26	P. XA SIDING								
		4.92								
H161	460.18	P. MIDIAN	* f 6 19				4 55	9 50		
		3.08								
H164	463.26	TP. TOWANDA	* s 6 26				5 00	9 55		
		5.85								
H170	469.11	LS. BENTON	* s 6 36				5 10	10 03		
		5.29								
H175	474.40	P. GREENWICH	* s 6 46				5 20	10 11		
		4.31								
H180	478.71	P. TOLERVILLE	6 51				5 27	10 18		
		3.35								
H183	482.06	LS. 25th Street Yard	WC s 6 56AM				5 45AM	10 30AM		
		WICHITA	s 7 15AM							
		155.63	Daily				Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday

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

WICHITA SUBDIV.—25TH STREET YARD TO FORT SCOTT

Siding Capacity in Cars	Miles from St. Louis	TIME-TABLE		TRAINS EASTWARD					
		No. 63		FIRST CLASS			SECOND CLASS		
		JANUARY 4, 1948		420 Passenger		792 Local Freight	492 Local Freight	790 Local Freight	460 Red Ball Freight	78 Red Ball Freight
		Daily		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	
STATIONS									
		ST. LOUIS	8 05AM					7 30PM	
		KANSAS CITY					5 00AM	8 30AM	
		FT. SCOTT	11 43PM		3 30PM	11 55AM		6 00AM	
	30 326.27	LS..... ^{0.16} JD JCT.....			3 00PM	11 50		5 59	
	326.43	.....^{0.13} FT. SCOTT YARD.....	11 28			10 15		5 20 ⁷⁹
	326.56	.....^{0.62} M.-K.-T. CROSSING.....						
	327.18	.....^{9.10} REDFIELD.....	a 11 17		f 9 00			5 01
	94 336.28	P..... ^{5.31} UNIONTOWN.....	a 11 09		f 8 50			4 35	
	341.59	TP..... ^{7.36} BRONSON.....	a 10 59		f 8 35			4 22	
	98 348.95	TP..... ^{5.32} MN TOWER.....							
	354.27	CS..... ^{0.01} M.-K.-T. CROSSING.....							
	354.28	.....^{0.14} MORAN.....	* a 10 51		f 8 20			4 10
	12 354.42	TP..... ^{7.20} LA HARPE.....	a 10 42		f 8 05			3 55	
	57 361.62	TP..... ^{4.24} M.-K.-T. CROSSING.....							
	365.86	.....^{1.55} IOLA.....	W s 10 35		s 7 50			3 45
	43 367.41	LS..... ^{0.42} A. T. & S. F. CROSSING.....							
	367.83	.....^{6.95} PIQUA.....	Y a 10 20		f 7 20			3 17 ⁴¹⁰
	34 374.78	LS..... ^{0.01} M.-K.-T. CROSSING.....							
	374.79	.....^{4.12} ATHENS.....	10 15		f 7 10			2 40
	53 378.91	.....^{4.73} DURAND.....	s 10 10		7 00AM ⁷⁹		9 25PM	2 30 1 00 ⁴⁶¹
	95 383.64	CS..... ^{0.00} S. K. DIV. CROSSING.....							
	383.64	.....^{2.45} YATES CENTER.....	Y s 9 47				8 45	12 38
	103 386.09	LS..... ^{8.36} BATESVILLE.....	9 36				8 30	12 24	
	77 394.45	P..... ^{5.13} TORONTO.....	* f 9 30				8 20	12 15	
	89 399.58	LS..... ^{8.09} NEAL.....	* f 9 19				8 05	12 01AM	
	92 407.67	LS..... ^{5.31} TONOVAY.....	9 12				7 55	11 52PM	
	54 413.98	P..... ^{3.90} A. T. & S. F. CROSSING.....							
	417.88	.....^{2.89} EUREKA.....	W s 9 02				7 40	11 40
	87 420.77	LS..... ^{9.91} REECE.....	* f 8 47				7 15	11 24	
	74 430.68	TP..... ^{4.50} SALLYARDS.....	* f 8 39				7 00	11 14	
	64 435.18	TP..... ^{3.46} SUMMIT.....	8 34				6 52	11 05	
	92 438.64	P..... ^{2.96} ROSALIA.....	* f 8 30				6 45	11 00	
	33 441.60	LS..... ^{5.39} PONTIAC.....	8 24				6 35	10 50	
	96 446.99	P..... ^{5.33} KY SIDING.....	8 18				6 22	10 35	
	96 452.32	.....^{1.25} EAST ELDORADO.....				12 15PM	6 20	10 05
	453.57	LS..... ^{0.67} ELDORADO.....	s 8 16			s 12 10	5 50	10 01	
	32 454.24	.....^{0.13} A. T. & S. F. CROSSING.....						
	454.37	.....^{0.28} McPHERSON JCT.....	Y 8 12			12 05PM	5 47	10 00
	454.65	.....^{0.61} KA SIDING.....						
	52 455.26	P..... ^{4.92} MIDIAN.....	* f 8 06				5 37	9 48	
	57 460.18	P..... ^{3.08} TOWANDA.....	* f 8 02				5 32	9 43	
	51 463.26	TP..... ^{5.85} BENTON.....	* f 7 55				5 22	9 35	
	94 469.11	LS..... ^{5.29} GREENWICH.....	* f 7 49				5 14	9 27	
	52 474.40	P..... ^{4.31} TOLERVILLE.....	7 44				5 08	9 21	
	76 478.71	P..... ^{3.35} 25th Street Yard.....	7 40PM				5 00PM	9 15PM	
	482.06	LS..... ^{3.35} WICHITA.....	7 30PM						
		155.63	Daily		Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	

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

HUTCHINSON SUBDIV.—25TH STREET YARD TO KANOPOLIS

Station Numbers	Miles from St. Louis	TIME-TABLE No. 63 JANUARY 4, 1948	TRAINS WESTWARD					
			FIRST CLASS			SECOND CLASS		
			419 Passenger	411 Passenger	495 Local Freight	795 Local Freight	479 Red Ball Freight	
STATIONS			Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	
H183	482.06	LS... 25th Street Yard. WC & TY 0.34	6 56AM		7 15AM	7 20AM	5 00PM	
	482.40	S. L. S. F. CROSSING... 0.26						
	482.66	C. R. I. & P. CROSSING... 0.24						
	482.90	W. T. A. CROSSING... 0.09						
	482.99	W. T. A. CROSSING... 0.02						
	483.01	A. T. & S. F. CROSSING... 2.05						
H186	485.06	LS... WICHITA... W 0.36	s 7 15AM	9 30PM	s 7 30	s 7 35	5 15	
	485.42	M. V. CROSSING... 0.52		9 36	7 35	7 40AM	5 30	
	485.94	HARDTNER JCT... Y 0.07						
M 10	495.01	LS... MAIZE... * 4.12		f 9 48	f 7 55		5 45	
M 14	499.13	TP... COLWICH... * 5.14		f 9 53	f 8 05		5 53	
M 19	504.27	LS... ANDALE... * 5.70		s 10 01	f 8 15		6 02	
M 25	509.97	LS... MT. HOPE... W* 6.98		s 10 11	f 8 24		6 12	
M 32	516.95	LS... HAVEN... * 5.49		s 10 21	f 8 45		6 25	
M 37	522.44	LS... YODER... * 3.65		s 10 30	f 9 00		6 35	
M 41	526.09	ELMER... 5.44		10 35	f 9 10		6 42	
	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... 0.54						
M 48	532.63	LS... HUTCHINSON... CYW 0.96		s 11 05	s 10 45AM		7 00	
	533.59	A. T. & S. F. CROSSING... 5.04						
M 54	538.63	YAGGY... 4.80		11 14			7 15	
M 59	543.43	LS... NICKERSON... 7.13		f 11 21			7 27	
	550.56	A. T. & S. F. CROSSING... 0.55						
M 66	551.11	LS... STERLING... 8.13		s 11 32			7 58	
	559.24	S. L. S. F. CROSSING... 1.30						
M 76	560.54	LS... LYONS... W 0.54		s 11 46			8 45	
	561.08	A. T. & S. F. CROSSING... 5.65						
M 82	566.73	NOBLE... 5.57		11 55PM			9 00	
	572.30	GY JCT... 0.48		12 02AM			9 15	
	572.78	WICHITA JCT., EAST... 0.52		12 07AM			9 20PM	
	525.08							
532	524.56	CS... GENESEO... CY 0.35		s 12 15AM			10 00PM	
	524.21	KANOPOLIS JCT... 3.72						
M 92	527.93	WORK... 3.01						
M 96	530.94	MIDWAY... 7.22						
M103	538.16	LS... KANOPOLIS... WY						
		PUEBLO...		6 45AM			7 00PM	
	105.54		Daily	Daily	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.

Note 1.—Between End of Two Main Tracks, 3rd St., Wichita and Hardtner Jct., Signal Indication, both Opposing and Following Movements.

HUTCHINSON SUBDIV.—KANOPOLIS TO 25TH STREET YARD

Siding Capacity in Cars	Miles from St. Louis	TIME-TABLE No. 63 JANUARY 4, 1948	TRAINS EASTWARD						
			FIRST CLASS			SECOND CLASS			
			412 Passenger	420 Passenger	478 Red Ball Freight	494 Local Freight	794 Local Freight		
STATIONS			Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday		
482.06	LS. . . 25th Street Yard . . . WC&TY	0.34		7 40PM		3 00PM	2 30PM	1 45PM	
482.40	..... S. L. S. F. CROSSING.....	0.26							
482.66	..... C. R. I. & P. CROSSING.....	0.24							
482.90	..... W. T. A. CROSSING.....	0.09							
482.99	..... W. T. A. CROSSING.....	0.02							
483.01	..... A. T. & S. F. CROSSING.....	2.05							
485.06	Note 1 LS..... WICHITA..... W	0.36	s 6 15AM	7 30PM		2 25	s 2 15	s 1 30	
485.42	..... M. V. CROSSING.....	0.52							
31 485.94	..... HARDTNER JCT..... Y	9.07	6 02			2 20	2 10	1 25PM	
28 495.01	LS..... MAIZE.....*	4.12	s 5 50			2 00	f 1 50		
28 499.13	TP..... COLWICH.....*	5.14	s 5 40			1 45	s 1 30		
30 504.27	LS..... ANDALE.....*	5.70	s 5 30			1 30	s 1 15		
64 509.97	LS..... MT. HOPE..... W*	6.98	s 5 19			1 15	s 12 55		
57 516.95	LS..... HAVEN.....*	5.49	s 5 07			12 55	s 12 23PM		
17 522.44	LS..... YODER.....*	3.65	s 4 55			12 40	f 11 55AM		
30 526.09	..... ELMER.....	5.44	4 48			12 25PM	f 11 45		
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.....	0.54							
42 532.63	LS..... HUTCHINSON..... CYW	0.96	s 4 40			11 59AM	s 11 30AM		
533.59	..... A. T. & S. F. CROSSING.....	5.04							
67 538.63	..... YAGGY.....	4.80	4 17			9 57			
33 543.43	LS..... NICKERSON.....	7.13	s 4 10			9 47			
550.56	..... A. T. & S. F. CROSSING.....	0.55							
24 551.11	LS..... STERLING.....	8.13	s 3 57			9 22			
559.24	..... S. L. S. F. CROSSING.....	1.30							
47 560.54	LS..... LYONS..... W	0.54	s 3 42			8 52			
561.08	..... A. T. & S. F. CROSSING.....	5.65							
27 566.73	..... NOBLE.....	5.57	3 31			8 22			
572.30	..... GY JCT.....	0.49	3 22AM			8 10			
572.78	..... WICHITA JCT., EAST.....	0.32				8 05AM			
525.08	..... WICHITA JCT., EAST.....	0.32							
73 524.56	CS..... GENESEO..... CY	0.35	s 3 15AM			8 00AM			
524.21	..... KANOPOLIS JCT.....	3.72							
527.93	..... WORK.....	3.01							
3 530.94	..... MIDWAY.....	7.22							
23 538.16	LS..... KANOPOLIS..... WY								
	..... PUEBLO.....		6 50PM			3 30AM			
	105.54		Daily	Daily		Daily	Daily Ex. Sunday	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.
Note 1.—Between End of Two Main Tracks, 3rd St., Wichita and Hardtner Jct., Signal Indication, both Opposing and Following Movements.

6 LARNED SUBDIV.—BETWEEN CONWAY SPRINGS AND LARNED

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis	TIME-TABLE No. 63 JANUARY 4, 1948	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS
797 Local Freight Daily Ex. Sunday					798 Local Freight Daily Ex. Sunday
		STATIONS			
9 00AM	558.73	LS...CONWAY SPRINGS.WCY	NL135	23	s 10 30AM
s 9 25 798	567.15	8.42.....MILTON.....	NL144	22	s 9 25 797
	567.18	0.03 ...A. T. & S. F. CROSSING...			
s 9 45	571.36	4.18 TP.....NORWICH.....	NL148	29	s 9 05
	572.27	0.91 ...A. T. & S. F. CROSSING...			
s 10 05	580.43	8.16.....BELMONT.....	NL157	15	s 8 30
f 10 25	585.30	4.87.....ALAMEDA.....	NL162	21	f 8 05
s 10 55	592.38	7.08 LS.....KINGMAN.....W	NL169	19	s 7 35
	593.16	0.78 ...A. T. & S. F. CROSSING...			
	593.98	0.82 ...A. T. & S. F. CROSSING...			
f 11 20	598.43	4.45.....BROWN'S SPUR.....	NL175	15	f 7 05
s 11 40	605.88	7.45 LS.....PENALOSA.....	NL183	25	s 6 35
s 11 55AM	610.03	4.15 P.....OLCOTT.....WCY	NL187	17	s 6 20
s 12 15PM	614.57	4.54 LS.....TURON.....	NL191	18	s 6 00
	615.03	0.46 ...C. R. I. & P. CROSSING...			
s 12 40	620.92	5.89.....NEOLA.....	NL198	18	f 5 30
s 1 15	628.69	7.77 LS.....STAFFORD.....W	NL205	30	s 5 00
	629.66	0.97 ...A. T. & S. F. CROSSING...			
f 1 35	634.79	5.13.....BEDFORD.....	NL211	17	f 4 35
s 2 00	639.31	4.52 LS.....HUDSON.....	NL216	25	s 4 15
s 2 35	648.32	9.01 TP.....SEWARD.....W	NL225	22	s 3 30
s 2 55	653.70	5.38.....RADIUM.....	NL230	16	s 3 10
s 3 15	657.33	3.63.....RAY.....	NL234	25	s 2 55
s 4 30PM	665.68	8.35 LS.....LARNED.....YW	NL241	30	2 30AM
Daily Ex. Sunday		106.95			Daily Ex. Sunday

HARDTNER SUBDIV.—BETWEEN HARDTNER JCT. AND HARDTNER

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis	TIME-TABLE No. 63 JANUARY 4, 1948	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS
795 Local Freight Daily Ex. Sunday					794 Local Freight Daily Ex. Sunday
		STATIONS			
s 7 35AM	485.06	LS.....WICHITA.....W			s 1 30PM
7 40AM	485.94	2.04 P.....HARDTNER JCT.....Y		31	1 25PM
	487.98	0.72 ...A. T. & S. F. CROSSING...			
7 45	488.70	0.12.....KO SIDING.....	H 190	50	1 15
	488.82	2.28 ...A. T. & S. F. CROSSING...			
f 7 52	491.10	5.52.....OATVILLE.....	H 192	33	f 1 00
f 8 02	496.62	1.76.....BAYNEVILLE.....	H 197	27	f 12 50
8 06	498.38	3.05.....WN SIDING.....	H 199	43	12 40
s 8 15	501.43	5.55 LS.....CLEARWATER.....	H 202	23	s 12 30
f 8 26	506.98	5.97.....MILLETON.....	H 208	30	f 12 10PM
s 8 40	512.95	4.60 LS...CONWAY SPRINGS..WCY	NL135	23	s 11 30AM
f 9 00	517.55	6.75.....EWELL.....	H 219	23	f 11 05
s 9 15	524.30	0.21 TP.....ARGONIA.....	H 225	35	s 10 50
	524.51	6.70 ...A. T. & S. F. CROSSING...			
s 9 30	531.21	10.40 LS.....FREEPORT.....	H 232	35	s 10 30
s 1000 794	541.61	0.38 LS.....ANTHONY.....WY	H 243	25	s 1000 795
	541.99	0.09 ...A. T. & S. F. CROSSING...			
	542.08	6.70 ...A. T. & S. F. CROSSING...			
f 11 15	548.78	3.25.....SHOOK.....	H 250	12	f 9 05
f 11 30	552.03	6.77.....RUELLA.....	H 253	22	f 8 55
s 11 55AM	558.80	5.26 LS.....CORWIN.....	H 260	18	s 8 35
s 12 10PM	564.06	7.15.....HAZELTON.....	H 265	21	s 8 25
s 12 40	571.21	1.30 LS.....KIOWA.....W	H 272	22	s 8 05
	572.51	0.59 ...A. T. & S. F. CROSSING...			
	573.10	3.73 ...A. T. & S. F. CROSSING...			
f 12 55	576.83	4.67.....STUBBS.....	H 278	18	f 7 45
s 1 40PM	581.50	4.67 LS.....HARDTNER...WCY	H 283	27	7 30AM
Daily Ex. Sunday		95.56			Daily Ex. Sunday

IUKA SUBDIV.—BETWEEN OLCOTT AND IUKA

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis	TIME-TABLE No. 63 JANUARY 4, 1948	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS
		STATIONS			
	610.03	P.....OLCOTT.....WCY	NL187		
	619.91	9.88 P.....PRESTON.....	NC 10	9	
	620.16	0.25 ...C. R. I. & P. CROSSING...			
	630.04	9.88 LS.....IUKA.....Y	NC 20	13	
		20.01			

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

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

- Hutchinson Subdiv. No. 411 is superior to No. 412.
- Hutchinson Subdiv. No. 495 is superior to No. 494.
- Hardtner Subdiv. No. 795 is superior to No. 794.
- Larned Subdiv. No. 797 is superior to No. 798.

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.

2. MAXIMUM SPEED:

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

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

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

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

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

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

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

	Miles Per Hour	
	Consist "A"	Consist "B"
	Track without slow speed signs	Track without slow speed signs
Wichita Subdiv.:		
Between 25th Street Yard and Summit.....	49	59
Between Summit and Reece.....	35	40
Between Reece and Ft. Scott.....	49	59
Hardtner Subdiv.:		
Between Hardtner Jct. and Conway Springs.....	30	40
Between Conway Springs and Kiowa.....	35	35
Between Kiowa and Hardtner.....	20	20
McPherson Subdiv.....	30	30
Hutchinson Subdiv.:		
Between 25th Street Yard and Geneseo.....	49	59
Between Geneseo and Kanopolis.....	20	20
Larned Subdiv.....	25	25
Iuka Subdiv.....	15	15

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

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

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

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

Numbers	MPH
300 to 360.....	50
361 to 389.....	65
525 to 540(D)...	65
941 to 948.....	45
1011 to 1040.....	55
1051 to 1073.....	55
1101 to 1125.....	63
1151 to 1161.....	80
7007 to 7013(PD)...	98
9150 to 9161(D)...	35
9200 to 9206(D)...	35

T&P ENGINES

2000 to 2007(PD)...	98
Motor Cars:	
Gas-electric passenger.....	60
Passenger motor car No. 670 with mechanical drive.....	70

D—Diesel. PD—Passenger Diesel.

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

3 (a). Engines Light Moving Forward:

Steam road engines, running light in forward movement, with or without caboose.....	45
Diesel freight and passenger engines, running light in forward movement, with or without caboose.....	Maximum train speed

3 (b). Engines Running Backward:

Engines running backward with or without cars must not exceed a speed of twenty-five miles per hour, except:

Subdivision:	Miles Per Hour
Iuka.....	15
Hardtner, McPherson and Larned.....	20
Hutchinson, between Geneseo and Kanopolis.....	20

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

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

3 (d). Specific Locations Where Speed is Restricted:	Miles Per Hour	
	Consist "A"	Consist "B"
Wichita, between Hardtner Jct. and 25th St.....	30	30
Wichita, over Waco Ave., crossing.....	10	10
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

Hutchinson, Trains and Engines stop at Main St. Crossing and proceed only after member of crew has protected, except when regular crossing watchman is flagging crossing.

Stafford, Trains and Engines stop at Main and Broadway St. Crossings and proceed only after member of crew has protected.

LOCATIONS DESIGNATED BY MILE 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

Wichita Subdiv.:

35	432	25	431	20	20	325	23	327	7
45	425	19	425	11	50	331	8	331	18
20	421	7	420	32	50	338	6	338	14
20	418	10	417	37	35	339	15	339	28
50	410	39	410	18	50	343	23	343	30
45	409	33	408	31	35	345	0	345	16
50	408	21	408	7	50	346	2	346	9
45	405	24	404	32	50	347	13	347	18
50	401	9	400	37	20	365	22	365	31
20	375	13	374	27	20	367	22	367	37
20	366	3	365	30	20	374	7	374	28
50	347	18	347	13	50	400	37	401	9
50	346	9	346	2	45	404	32	405	24
35	345	16	345	0	50	408	7	408	21
50	343	30	343	23	45	408	31	409	33
35	339	28	339	15	50	410	18	410	39
50	338	14	338	6	20	417	26	417	38
50	331	18	331	8	45	425	11	425	19
20	327	7	325	23	35	431	20	432	25

Hutchinson Subdiv.:

10	485	7	485	2	10	485	2	485	7
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
30	550	25	550	11	30	550	11	550	25
20	559	16	559	7	20	558	27	559	6
20	561	12	561	0	20	560	10	561	1

McPherson Subdiv.:

10	487	0	486	25	10	486	25	487	0
10	501	18	501	13	10	501	13	501	18

3 (e). Disabled Engines and Engines in Tow:	Miles Per Hour
Motor cars dead in tow.....	50
(See Section 25 of Special Instructions in pamphlet form).	

Diesel Engines dead in tow:

Nos. 501 to 540.....	65
Nos. 800 to 815.....	30
T & P Nos. 2000 to 2007.....	98
Nos. 4100, 4101, 9000 to 9012, 9102 to 9119, 9150 to 9161, 9200 to 9206.....	35
Nos. 4102 and 4103.....	75
Nos. 7000 to 7013.....	98
No. 7100.....	90

Diesel engines (road or switch) for movement dead in tow must have all switches opened; main fuse 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.

Steam engines dead in tow:

With side rods in position, main rods disconnected.....	35
Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of the side rods down ON AUTHORITY OF SUPERINTENDENT.	
With part or all of side rods down.....	15
With all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders.....	40

Moving Backward in tow: (Side rods in position):

Hardtner, McPherson, Larned Subdivs. :.....	20
Iuka Subdiv. :.....	15
Hutchinson Subdiv., between Geneseo and Kanopolis. .	15
Other Subdivs. :.....	25

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 they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.

3 (e). Disabled Engines and Engines in Tow—Concluded:	Miles Per Hour
Disabled Engines:	
With front drivers blocked.....	20
Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.	
Engines without full set of driving wheels, trucks or trailers may be moved to first siding to clear main track at speed not exceeding.....	6
Further movement must be authorized by Superintendent.	
Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side.....	15
3 (f). Work Equipment, Derricks, Cranes, etc.:	
Wrecking Cranes (self-propelling).....	25
Pile Drivers.....	25
Steam Shovels.....	25
Bridge Derrick Cars (non-revolving) Boom connected... ..	30
Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car; derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.	
	Maximum Train Speed Consist "A"
Bridge Derrick Cars (non-revolving), boom disconnected	
Bridge derrick cars shipped with boom disconnected must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.	
Bridge derrick-pile driver (combination machine).....	25
Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.	

3 (f). Concluded:	Miles Per Hour
American Ditchers, self-propelling.....	20
American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.	
Locomotive Cranes or Clam Shells.....	20
Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.	
American Ditchers, loaded on flat cars.....	20
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....	20
Jordan Spreaders and Spreader-Ditchers.....	25
Jordan spreaders and spreader-ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.	
Rail Unloaders.....	Maximum Train Speed Consist "A"
Rail unloaders must have boom disconnected and stored on car.	
Scale test cars must be handled next to caboose.....	Maximum Train Speed Consist "A"

Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling Wrecking Cranes, Pile Drivers and Jordan Ditchers or Spreader-Ditchers must be restricted to five miles per hour less than such maximum train speed.

LOCATION OF HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
HOSPITAL	St. Louis, Mo.....	Grand and Shaw.....	{ GRand 0500. MAin 1000.		
★Dr. O. B. Zeinert, Chief Surgeon.....	St. Louis, Mo.....	Grand and Shaw.....	{ GRand 0500. MAin 1000.....	34 Broadview Drive.....	Parkview 0674.
EMERGENCY STATION	Ft. Scott, Kan.....	Mercy Hospital, 816 Burke.....	208.		
★Dr. W. T. Wilkening, Resident Surgeon.....	Ft. Scott, Kan.....	11½ East First.....	1930.....	512 South Judson.....	2030.
★Dr. C. F. Young.....	Ft. Scott, Kan.....	209 South Main.....	1027.....	750 South National.....	1945.
★Dr. R. S. Young, Resident Surgeon.....	Ft. Scott, Kan.....	209 South Main.....	1027.....	750 South National.....	1945.
Dr. J. R. Newman.....	Ft. Scott, Kan.....	209 South Main.....	1579.....	510 South Eddy.....	1494.
★★Dr. R. R. Nevitt.....	Moran, Kan.....		47.....		94.
★★Dr. A. R. Chambers.....	Iola, Kan.....	20 North Wash.....	303.....	210 South Oak.....	377.
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. J. K. Pusey.....	Toronto, Kan.....		66.....		57.
★★Dr. F. C. Basham and Dr. C. E. Basham.....	Eureka, Kan.....	411 North Main.....	622.....	708 East Second.....	406.
★★Dr. W. E. Regier.....	Whitewater, Kan.....	Whitewater.....	8.....	Whitewater.....	68.
★★Dr. C. E. Boudreau.....	Eldorado, Kan.....	Eldorado.....	Bell 883.....	514 West Pine.....	134.
★★Dr. F. E. Dillenbeck.....	Eldorado, Kan.....	226½ West Central.....	882-883.....	305 South Washington.....	1200.
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. Nodurth.....	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. F. D. Evans.....	Conway Spgs., Kan.....	Spring and Seventh.....	9W.....	South Sixth.....	9R.
★Dr. E. A. Evans, Resident Surgeon.....	Conway Spgs., Kan.....	Spring and Seventh.....	9W.....	South Sixth.....	9R.
★★Dr. M. B. Flowers.....	Anthony, Kan.....	128½ West Main.....	367.....	725 North Anthony.....	155.
★★Dr. H. Yasuda.....	Hardtner, Kan.....		33.....		33.
★★Dr. R. S. Haury.....	Newton, Kan.....	527½ Main.....	112.....	320 East Third.....	1030.
★★Dr. J. B. Nanninga.....	Newton, Kan.....	210 South Pine.....	2200.....	300 East Fourth.....	318.
★★Dr. D. V. Preheim.....	Moundridge, Kan.....		49.....	324 North Schmidt.....	144.
★★Dr. G. E. Finkle.....	McPherson, Kan.....	222 East Kansas.....	200.....	1125 East Kansas.....	1424.
★★Dr. C. W. Hall.....	Hutchinson, Kan.....	100 First West, Clinic Bldg.....	300-301-302.....	101 West Nineteenth.....	365.
★★Dr. B. S. Anspach.....	Haven, Kan.....		83X.....	Haven.....	83Y.
★★Dr. A. W. Schmidt.....	Lyons, Kan.....	Lyons.....	179.....	401 East Commercial.....	83.
★★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.

DR. O. B. ZEINERT, Chief Surgeon

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