

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

WICHITA DIVISION

TIMETABLE No. 66

Effective 12:01 a. m. Sunday, May 23, 1954

CENTRAL STANDARD TIME

**Superseding Timetable No. 65, effective March 11, 1951
and all Supplements thereto.**

**FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 9,
THIS DIVISION, EFFECTIVE JUNE 15, 1952**

**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 and
General Superintendent Transportation.**

**W. H. BAILEY, Assistant General Superintendent
Transportation.**

C. F. DOUGHERTY, General Manager.

V. A. GORDON, Assistant General Manager.

DIVISION OFFICERS

H. A. ISRAEL.....Superintendent.....Wichita, Kan.

C. W. GRAVES...Trainmaster.....Wichita, Kan.

**H. H. GUDGER....Assistant Trainmaster, Wichita
Subdiv.—Yates Center to
Ft. Scott, inclusive.....Yates Center, Kan.**

W. H. PELTON....Road Foreman Engines.....Wichita, Kan.

R. H. GRAGG.....Division Trainmaster.....Wichita, Kan.

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When properly authorized, rules may be cancelled, superseded or changed by: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

Where 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.

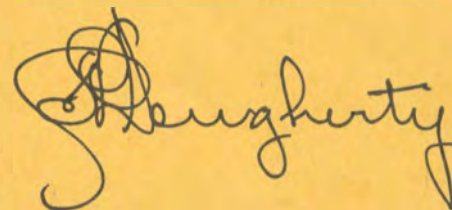
RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

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, trainmen 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.

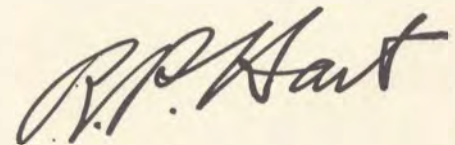


General Manager

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 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.



Chief Operating Officer.

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

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:

- D—Diesel Fuel Oil.
T—Turntable.
W—Water.
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.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Ft. Scott.....	Joplin.....426	Wichita.....426	Indefinitely	.....	For connection.
"	Wichita.....425	Joplin.....425	"	.....	" "
Durand.....	"	Sou. Kan.....125	"	.....	" "
"	Sou. Kan.....126	Wichita.....426	"	.....	" "
Geneseo.....	Wichita.....412	Cent. Kan.....12	Indefinitely	.....	For connection.
"	Cent. Kan.....11	Wichita.....411	1:47 a. m.	15 Min.	" "
"	Wichita.....412	Cent. Kan.....15	5:00 a. m.	1 Hr.	For passengers, mail, baggage and express.
"	"	"	5:00 a. m.	1 Hr.	" " " " " "

HUTCHINSON SUBDIV.—KANOPOLIS TO 25TH STREET YARD

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Siding Capacity in Cars	Miles from St. Louis	TIMETABLE No. 66 MAY 23, 1954		TRAINS EASTWARD							
				FIRST CLASS		SECOND CLASS					
				412 Passenger	426 Passenger	794 Local Freight	478 Red Ball Freight				
STATIONS		Daily	Daily	Mon., Wed., Fri.	Daily Ex. Sunday						
	482.06	LS. 25th Street Yard DWY		4 40PM		1 45PM	4 00PM				
	482.40	0.34 S. L. S. F. CROSSING									
	482.66	0.26 C. R. I. & P. CROSSING									
	483.00	0.34 W. T. A. CROSSING									
	483.01	0.01 A. T. & S. F. CROSSING									
		2.05									
	485.06	LS. WICHITA	\$ 7 00AM	4 30PM		\$ 1 30	3 15				
	485.42	0.36 M. V. CROSSING									
	31485.94	P. HD JCT. Y	6 47			1 25PM	3 05				
	28495.01	LS. MAIZE	\$ 6 35				2 55				
	28499.13	TP. COLWICH	\$ 6 25				2 35				
	30504.27	LS. ANDALE	\$ 6 15				2 20				
	64509.97	LS. MT. HOPE	\$ 6 04				2 00				
	57516.95	LS. HAVEN	\$ 5 52				1 30				
	17522.44	LS. YODER	\$ 5 40				12 45				
	30526.09	ELMER	5 33				12 15				
	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									
	42532.63	LS. HUTCHINSON Y	\$ 5 25				12 01PM				
	533.59	A. T. & S. F. CROSSING									
	67538.63	YAGGY	5 02				11 00AM ⁴⁷⁹				
	33543.43	LS. NICKERSON	\$ 4 55				10 15				
	550.56	A. T. & S. F. CROSSING									
	24551.11	LS. STERLING	\$ 4 42				10 00				
	559.24	S. L. S. F. CROSSING									
	47560.54	LS. LYONS	\$ 4 27				9 40				
	561.08	A. T. & S. F. CROSSING									
	27566.73	NOBLE	4 16				8 35				
	572.30	GY JCT. Y	4 07				8 20				
	572.78	WE JCT.					8 05				
	525.08	P.									
	73524.56	CS. GENESEO	\$ 4 00AM				8 00AM				
	524.21	P. KA JCT.									
	6530.94	MIDWAY									
	23538.16	LS. KANOPOLIS Y									
		PUEBLO	6 50PM				5 00PM				
		105.54	Daily	Daily		Mon., Wed., Fri.	Daily Ex. Sunday				

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.
 Two mile post locations at WE Jct. 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 HD Jct., Signal Indication, both Opposing and Following Movements.

8 LARNED SUBDIV.—BETWEEN CONWAY SPRINGS AND LARNED

TRAINS WESTWARD SECOND CLASS 797 Local Freight	Miles from St. Louis	TIMETABLE No. 66 MAY 23, 1954		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS 798 Local Freight
Sun., Tue., Thur.		STATIONS				Mon., Wed., Fri.
9 00AM	558.73	LS...	CONWAY SPRINGS...DY	NL135	23	s 10 30AM
s 9 25	567.15	.....	MILTON.....	NL144	22	s 9 25
.....	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.....	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.....Y	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.....	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
s 4 30PM	665.68	LS.....	LARNED.....Y	NL241	30	2 30AM
Sun., Tue., Thur.			106.95			Mon., Wed., Fri.

HARDTNER SUBDIV.—BETWEEN HD JCT. AND HARDTNER

TRAINS WESTWARD SECOND CLASS 795 Local Freight	Miles from St. Louis	TIMETABLE No. 66 MAY 23, 1954		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS 794 Local Freight
Sun., Tue., Thur.		STATIONS				Mon., Wed., Fri.
s 7 35AM	485.06	LS.....	WICHITA.....	.....	.....	s 1 30PM
7 40AM	485.94	P.....	HD JCT.....Y	.....	31	1 25PM
7 45	487.98	.....	A. T. & S. F. CROSSING.....	.....	.....	.....
7 45	488.70	.....	KO SIDING.....	H 190	59	1 15
.....	488.82	.....	A. T. & S. F. CROSSING.....	.....	.....	.....
f 7 52	491.10	.....	OATVILLE.....	H 192	.....	f 1 00
f 8 02	496.62	.....	BAYNEVILLE.....	H 197	27	f 12 50
8 06	498.38	.....	WN SIDING.....	H 199	43	12 40
s 8 15	501.43	LS.....	CLEARWATER.....	H 202	23	s 12 30
f 8 26	506.98	.....	MILLERTON.....	H 208	30	f 12 10PM
s 8 40	512.95	LS...	CONWAY SPRINGS...DY	NL135	23	s 11 30AM
.....	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 10 00	541.61	LS.....	ANTHONY.....Y	H 243	25	s 10 00
.....	541.99	.....	A. T. & S. F. CROSSING.....	.....	.....	.....
.....	542.08	.....	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.....Y	H 283	27	7 30AM
Sun., Tue., Thur.			95.56			Mon., Wed., Fri.

IUKA SUBDIV.—BETWEEN OLCOTT AND IUKA

TRAINS WESTWARD SECOND CLASS		Miles from St. Louis	TIMETABLE No. 66 MAY 23, 1954		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS	
			STATIONS					
		610.03	P.....	OLCOTT.....Y	NL187			
		619.91	P.....	PRESTON.....	NC 10	9		
		620.16	C. R. I. & P. CROSSING.....		
		630.04	LS.....	IUKA.....Y	NC 20	13		
				20.01				

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MCPHERSON SUBDIV.—BETWEEN MC JCT. AND MCPHERSON

TRAINS WESTWARD				Miles from St. Louis	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS					No. 66					SECOND CLASS			
791 Local Freight Daily Ex. Sunday					MAY 23, 1954					790 Local Freight Daily Ex. Sunday			
				STATIONS									
			6 00AM	.....	LS.....	EAST ELDORADO	.....	\$ H 155	.....	s 4 30PM			
			\$ 6 05	454.24	P.....	ELDORADO	.....			s 4 10			
			6 07	454.65	P.....	MC JCT.	.....	Y		4 01			
			f 6 11	456.75	.....	OIL HILL	.....	PB 2	.....	f 3 55			
			f 6 21	461.70	.....	HOPKINS	.....	PB 7	19	f 3 45			
			s 6 33	467.15	LS.....	POTWIN	.....	PB 13	23	s 3 30			
			s 6 50	471.60	.....	BRAINERD	.....	PB 17	15	s 2 47			
			s 7 30	474.56	LS.....	WHITEWATER	.....	PB 20	20	s 2 40			
				474.75	.....	C. R. I. & P. CROSSING	.....					
			f 7 38	477.49	.....	ANNELLY	.....	PB 23	24	f 2 00			
			s 7 46	481.44	.....	McLAINS	.....	PB 27	10	s 1 52			
			7 50	483.10	.....	NN SIDING	.....		38	1 48			
			s 8 45	486.88	LS.....	NEWTON	.....	PB 32	15	s 1 40			
				487.04	.....	A. T. & S. F. CROSSING	.....					
			f 9 00	491.71	.....	ZIMMERDALE	.....	PB 37	.....	f 1 00			
			s 9 10	495.10	P.....	HESSTON	.....	PB 41	22	s 12 50			
			s 9 50	501.67	LS.....	MOUNDRIDGE	.....	PB 47	27	s 12 35PM			
			s 10 10	509.99	.....	ELYRIA	.....	PB 56	26	s 11 50AM			
				514.98	.....	C. R. I. & P. CROSSING	.....					
			s 10 30AM	516.27	LS.....	MCPHERSON	.....	T PB 62	32	11 30AM			
			Daily Ex. Sunday			61.62				Daily Ex. Sunday			

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

61.62
72.3124

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.

McPherson Subdiv. No. 791 is superior to No. 790.

Between HD Jct. and end of two main tracks, Third Street, Wichita, Hutchinson Subdiv., trains have no timetable superiority and will move at restricted speed expecting to find other trains or engines 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 with all passenger cars of any type; or—

Diesel 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 HD 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.....	25	30
Larned Subdiv.....	25	25
Iuka Subdiv.....	20	20

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.

MISSOURI PACIFIC ENGINES

Steam	MPH	Steam	MPH	Diesel	MPH
1 to 173.....	60	2348 to 2389.....	55	9000 to 9022.....	35
330 to 389.....	50	5309 to 5316.....	80	9102 to 9191.....	35
402 to 485.....	45	5322 to 5323.....	90	9200 to 9239.....	35
1011 to 1028.....	55	5335 to 5344.....	80		
1032 to 1065.....	53	6404 to 6436.....	80		
1103 to 1110.....	55	6607 to 6628.....	80		
1113 to 1120.....	63	9301 to 9318.....	25		
1154 to 1161.....	80	9603 to 9610.....	25		
		9706 to 9783.....	25		
1205 to 1280:					
Psgr. Service.....	55	Diesel	MPH		
Frt. Service.....	63	201 to 208.....	65		
		301 to 380.....	65		
1301 to 1324:		501 to 626.....	65		
Psgr. Service.....	55	800 to 815.....	30		
Frt. Service.....	63	4100 to 4101.....	35		
		4102 to 4103.....	75		
1403 to 1571:		4104 to 4289.....	65		
Psgr. Service.....	55	7000 to 7021.....	98		
Frt. Service.....	63	7100.....	90		
1716.....	50	8001 to 8036.....	98		
1721 to 1729.....	63				
2201 to 2215.....	90				

T&P
DIESEL ENGINES

1100 to 1130.....65
1500 to 1582.....65
2000 to 2017.....85

MV-KO&G-OCAA
DIESEL ENGINES
751 to 756.....65

Motor Cars:
Gas electric passenger.....60

Passenger Motor Car No. 670, with mechanical drive.....70

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

Miles Per Hour

3-A. Engines Light Moving Forward:

Steam road engines, (light or with one car behind)..... 45

3-B. Engines Moving Backward, or Moving Forward Shoving Cars:

STEAM engines moving backward, with or without cars, or any engine moving forward shoving cars; and

DIESEL engines moving backward without pilot on end facing direction of movement:

Wichita Subdiv..... 25

Hutchinson Subdiv.:

 Between 25th Street Yard and Geneseo..... 25

 Between Geneseo and Kanopolis..... 20

Iuka Subdiv..... 15

Hardtner, McPherson and Larned Subdivs..... 20

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

3-C. Through Turnouts and Crossovers, and Spring Switches:

Through No. 10 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 "A"	Consist "B"
Wichita, over street crossings.....	30	30
Wichita, between Waco Ave. and Second St.....	10	10
Eldorado, over street crossings.....	20	20
Eureka, over street crossings.....	20	20
Yates Center, City Limits.....	25	25
Iola, over street crossings.....	25	25
Hutchinson, over street crossings.....	25	25

Hutchinson, Trains and Engines stop at Main St. Crossing and proceed only after member of crew has protected.

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				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	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
45	386	2	385	2	45	385	2	386	2
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. 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)

3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW: (Concluded):

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.

Steam Engines dead in tow or disabled under steam:

With all 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, main rods and pistons in position, front cylinder heads and back cylinder cocks removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders..... 40

Steam Engines 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.

Disabled Steam Engines:

With all or part of side rods down..... 15

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, or with disabled engine truck or trailer truck 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

With flat spot 3 1/2" or more in length on driving tires.. 20

With flat spot 2 3/4" or more in length on engine truck, trailer or tender wheels..... 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.

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:

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.

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		
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. R. R. Nevitt.....	Ft. Scott, Kan.....	209 South Main.....	1577.....	612 Lakin Drive.....	2320.
★★Dr. A. R. Chambers.....	Iola, Kan.....	20 North Wash.....	303.....	210 South Oak.....	377.
EMERGENCY STATION	Yates Center, Kan.....	106 East Rutledge.....	239.		
★Dr. A. C. Dingus, Resident Surgeon.....	Yates Center, Kan.....	106 East Rutledge.....	239.....	307 South State.....	258.
★★Dr. G. R. Lee.....	Yates Center, Kan.....	111 South State.....	135.....	408 East Rutledge.....	237.
★★Dr. F. C. Basham and Dr. C. E. Basham.....	Eureka, Kan.....	411 North Main.....	622.....	708 East Second.....	406.
★★Dr. C. E. Boudreau.....	Eldorado, Kan.....	226½ West Central.....	2100.....	514 West Pine.....	134.
★★Dr. F. E. Dillenbeck.....	Eldorado, Kan.....	226½ West Central.....	2100.....	305 South Washington.....	1200.
EMERGENCY STATION	Wichita, Kan.....	St. Francis Hospital.....	4-6301.....	928 North Emporia.....	4-6301.
★Dr. H. H. Loewen, Resident Surgeon.....	Wichita, Kan.....	529 Beacon Bldg.....	33023.....	152 N. Delrose.....	36902.
★Dr. J. L. Evans, Division Surgeon.....	Wichita, Kan.....	729 Beacon Bldg.....	2-6340.....	224 North Crestway.....	24776.
★Dr. A. E. Hiebert.....	Wichita, Kan.....	729 Beacon Bldg.....	2-6340.....	511 North Roosevelt.....	4-6447.
EMERGENCY STATION	Conway Spgs., Kan.....	Spring and Seventh.....	9W.		
★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. P. M. Hulett.....	Anthony, Kan.....	128½ West Main.....	367.....	837 North Anthony.....	413.
★★Dr. H. Yasuda.....	Hardtner, Kan.....	Ackenbach Hospital.....	100.....	North Main.....	33.
★★Dr. J. W. Hertzler.....	Newton, Kan.....	210 South Pine.....	2200.....	214 South East Second.....	869.
★★Dr. D. R. Rice.....	Mound Ridge, Kan.....	301 North Schmidt.....	204.....	310 East Hershler.....	143.
★★Dr. G. E. Finkle.....	McPherson, Kan.....	222 East Kansas.....	200.....	1125 East Kansas.....	1424.
★★Dr. C. W. Haines.....	Haven, Kan.....	North Kansas.....	136X.....	North Kansas.....	136Y.
★★Dr. C. W. Hall.....	Hutchinson, Kan.....	100 First West, Clinic Bldg.....	300-301-302.....	101 West Nineteenth.....	365.
★★Dr. H. L. Graber.....	Hutchinson, Kan.....	101 First West, Clinic Bldg.....	300-301-302.....	46 East Twenty-seventh.....	5620.
★★Dr. J. D. Burger.....	Nickerson, Kan.....	10 Nickerson.....	4W.....	D and Pierce.....	4J.
★★Dr. P. E. Beauchamp.....	Sterling, Kan.....	105 North Broadway.....	134.....	215 South Fifth.....	28.
★★Dr. A. W. Schmidt.....	Lyons, Kan.....	132 East Avenue S.....	179.....	401 East Commercial.....	83.
★★Dr. H. C. Eichelmann, Jr.....	Norwich, Kan.....	Main Street.....	26J.....	Main Street.....	26R.
★★Dr. H. E. Haskins.....	Kingman, Kan.....	North Main.....	74.....	Avenue B, West.....	714.
★★Dr. R. E. Baldrige.....	Kingman, Kan.....	134 North Main.....	74.....	831 North Main.....	340.
★★Dr. G. H. Grieve.....	Turon, Kan.....	.....	55-2.....	.....	55-3.
★★Dr. F. W. Tretbar.....	Stafford, Kan.....	1 North Main.....	37.....	402 North Union.....	233.
★★Dr. W. R. Brenner.....	Larned, Kan.....	622 Topeka.....	62.....	801 Santa Fe.....	602.
★★Dr. H. L. Patterson.....	Larned, Kan.....	622 Topeka.....	62.....	841 West Eighth.....	844.

★Medical Examiners for Examination of all Applicants.

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