

| Company Surgeons | Location |
|--|--|
| T. L. HANSEN, Chief Surgeon | Chicago |
| J. M. L. JENSEN, Asst. Chief Surgeon | |
| J. W. MAY, Oculist and Aurist | |
| T. S. BOURKE, Division Surgeon and Examiner | Kansas City, Mo. |
| J. J. LALLY, Asst. Division Surgeon and Examiner | |
| F. S. CAREY, Division Surgeon | |
| H. L. REGIER, Asst. Division Surgeon, Examiner | Kansas City, Kan. |
| E. P. SERERES, Asst. Division Surgeon, Examiner | |
| J. G. EVANS, Asst. Division Surgeon | |
| C. E. HASSIG, Asst. Oculist and Aurist | |
| J. A. BILLINGSLEY, Oculist, Aurist | |
| JAMES E. BRESSETTE, Oculist | |
| DEAN SAUER, Local Surgeon | |
| A. S. STEINER, Oculist and Aurist | St. Louis, Mo. |
| M. F. HARMANN, Local Surgeon | |
| C. D. MAGEE | |
| W. PARKER | |
| J. O'CONNELL | Overland University City Creve Coeur Independence Union Pleasant Hill Troy, Kan. Denton |
| W. R. HEWITT | |
| C. H. DENNY | |
| H. V. WOODS | |
| H. M. DENNY | |
| L. V. MURRAY | |
| A. E. CORDONIER, Local Surgeon | |
| E. YODER | |
| GEO. M. EDMONDS | |
| R. H. MOSER | |
| B. M. MARSHALL, Dist. & Hosp. Surgeon-Examiner | Horton Holton |
| G. L. KERLEY, Asst. Dist. and Hosp. Surg. & Examiner | |
| W. W. REED, Oculist and Aurist | |
| C. A. NEWMAN, Asst. Div. Surgeon and Examiner | |
| J. W. CAVANAUGH, Asst. Division Surgeon | Topeka |
| P. M. POWELL, Asst. Division Surgeon and Examiner | |
| CLYDE S. SMITH | Valencia—Willard Alma Dwight White City |
| E. B. McKNIGHT, Examiner | |
| GEO. E. BRETHOUR | |
| J. E. BOWERS | |
| A. D. DANIELSON, Div. Surgeon and Examiner | Herington |
| J. O. GILLILAND, Asst. Div. Surgeon and Examiner | |
| F. S. DOZIER, Asst. Division Surgeon | |
| D. A. ANDERSON | Salina |
| A. E. RUEB | |
| C. A. SCHMIDT | Gerald, Mo. Bland Belle Owensville Eugene Eldon |
| C. A. BUNGE | |
| R. H. SCHOENHALS, Ass't. Local Surgeon | |
| R. M. KELLER | |
| GEO. H. SHIRLEY | |
| E. O. SHELTON, Surgeon and Examiner | |
| A. J. GUNN | |
| JACK GUNN | Versailles Windsor Raytown Holden Abilene Canton |
| H. M. WALL | |
| D. M. EUBANK | |
| K. RAWLINS | |
| L. G. HEINS | |
| W. R. JONES | |
| CLINTON R. LYTLE | |
| GUY E. FINKLE | |
| M. NUNEMAKER, Local Surgeon and Examiner | |
| G. H. GRIEVE |  | McPherson Hutchinson- Arlington Turon |
| V. W. FILLEY, Division Surgeon and Examiner | |
| F. G. FREEMAN, Ass't Div. Surgeon and Examiner | |
| W. D. PITTMAN, Oculist, Aurist and Examiner | Pratt |
| M. H. WALDORF, Jr. | |
| J. R. BRADLEY | Greenburg Dodge City Bucklin Mineola Fowler Meade Plains |
| V. B. DOWLEY | |
| H. P. FINK | |
| D. L. RICHARDSON | |
| J. C. ROBB | |
| R. M. DAUGHERTY | |
| H. W. DAVIS | |
| A. L. HILBIG, Division Surgeon and Examiner | |
| ROBERT F. BYRNE, Ass't Div. Surgeon and Examiner | |
| L. G. BLACKMER |  | Liberal |
| E. P. CAWLEY, Ass't Local Surgeon | |
| R. B. HAYES | Tyrone-Hooker Hooker |
| E. L. BUFORD, Ass't Local Surgeon | |
| W. N. OXLEY | Guyman |
| HUSTON PEARSON | |
| VICTOR MOORE, Surgeon and Examiner | Texhoma Stratford |
| J. A. BLASCHKE, Local Surgeon | |
| J. C. GLENN, Local Surgeon | Dalhart |
| M. M. THOMPSON | |
| W. M. THAXTON | Logan Tucumcari |
| I. RASCO, Consulting Surgeon and Examiner | |
| R. D. GIST, Surgeon and Examiner | Amarillo |
| A. E. WINSETT, Surgeon and Examiner | |
| R. KEYS, Surgeon and Examiner | |
| AUGUST J. STREIT, Oculist, Aurist and Examiner | |
| G. R. CHASE | |
| W. J. CAMPBELL | |
| J. C. JONES | |
| J. H. NELSON | |
| O. J. RICHARDSON | |
| | |

See page 15 for hospitals

Chicago, Rock Island & Pacific Railroad



TIME TABLE

MISSOURI-KANSAS DIVISION SECOND DISTRICT

No. 1

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, SEPTEMBER 27, 1953

B. R. DEW,
Superintendent

J. H. LLOYD,
Ass't General Manager

E. E. FOULKS,
Gen'l Sup't Transportation

O. W. LIMESTALL,
General Manager

This Time Table for the exclusive use
and guidance of Employees

Westward

Main Line

Eastward

| SECOND CLASS | | FIRST CLASS | | | | | SUBDIVISION 34 STATIONS | | | | FIRST CLASS | | SECOND CLASS | |
|--------------|-----------|-------------|-----------|--------------------|--------------------------|-----------------|---------------------------|-------|----------------------|---------|-------------|-----------|--------------|--|
| 71 | 73 | 23 | | | | | Time Table No. 1 | | | | 24 | 72 | 74 | |
| Freight | Freight | Passenger | | Capacity of Siding | Capacity of Other Tracks | Station Numbers | September 27, 1953 | | M. P. from St. Louis | Signs | Passenger | Freight | Freight | |
| Daily | Daily | Daily | | | | | | | | | Daily | Daily | Daily | |
| P.M. 8.00 | A.M. 6.00 | | | | Yard | 75000 | US...ST. LOUIS..... | TO | | RYd | | P.M. 5.00 | A.M. 4.00 | |
| | | | | | | | Q.N. CARRIE AVE. YD..... | | | RFWT Yd | | | | |
| 8.20 | 6.20 | | | | | | Easton Ave. Junction..... | | | | | | | |
| | | | | | | | R. I. JUNCTION..... | | | | | 4.32 | 1.40 | |
| 8.30 | 6.30 | | | 63 | 89 | 23013 | StLB&T Crossing..... | | | UX | | | | |
| 8.35 | 6.35 | | | | | | CK...LACKLAND..... | 12.8 | | Yd | | 4.22 | 1.22 | |
| 8.40 | 6.40 | | | 41 | 90 | 23015 | MARYLAND HEIGHTS..... | 15.7 | | Yd | | 4.10 | 1.10 | |
| 8.48 | 6.48 | | | | | | VIGUS..... | 18.0 | | Yd | | 4.00 | 1.04 | |
| 8.53 | 6.53 | | | | 16 | 23024 | HINE..... | 23.5 | | | | 3.50 | 12.55 | |
| 9.00 | 7.00 | | | 66 | 25 | 23027 | CF.....CHESTERFIELD..... | 26.8 | | TO | | 3.45 | 12.50 | |
| 9.03 | 7.03 | | | | 15 | 23032 | MONARCH..... | 31.9 | | | | 3.32 | 12.36 | |
| 9.11 | 7.11 | | | 47 | 2 | 23033 | CENTAUR..... | 33.4 | | | | 3.28 | 12.32 | |
| 9.13 | 7.13 | | | 59 | | 23039 | TAVERN ROCK..... | 39.0 | | | | 3.18 | 12.22 | |
| 9.30 | 7.30 | | | | 18 | 23040 | ST. ALBANS..... | 39.9 | | | | 3.16 | 12.20 | |
| 9.42 | 7.42 | | | 53 | 4 | 23046 | LABADIE..... | 46.0 | | | | 3.04 | 12.08 | |
| 9.58 | 7.58 | | | 49 | 18 | 23051 | VILLA RIDGE..... | 51.2 | | | | 2.54 | 11.58 | |
| 10.12 | 8.12 | | | 60 | 95 | 23060 | UN.....UNION..... | 59.5 | | W | | 2.37 | 11.43 | |
| 10.26 | 8.26 | | | 48 | | 23065 | JEFFRIESBURG..... | 64.9 | | | | 2.26 | 11.32 | |
| 10.32 | 8.32 | | | | 15 | 23072 | BEAUFORT..... | 71.6 | | | | 2.15 | 11.22 | |
| 10.58 | 8.58 | | | 75 | 17 | 23074 | LESLIE..... | 74.0 | | | | 2.10 | 11.16 | |
| 11.05 | 9.05 | | | 42 | 39 | 23081 | RA.....GERALD..... | 80.7 | | TO | | 1.51 | 10.58 | |
| 11.19 | 9.19 | | | 52 | 17 | 23085 | RB.....ROSEBUD..... | 84.7 | | TO | | 1.44 | 10.49 | |
| 11.26 | 9.26 | | | 42 | 39 | 23092 | OW.....OWENSVILLE..... | 91.5 | | Yd | | 1.32 | 10.37 | |
| 11.34 | 9.34 | | | | 15 | 23096 | CANAAN..... | 95.5 | | | | 1.25 | 10.31 | |
| 11.42 | 9.42 | | P.M. 1.45 | 75 | 50 | 23100 | ND.....BLAND..... | 100.1 | | TO | | 1.18 | 10.24 | |
| 11.54 | 9.54 | f 1.55 | | 83 | 64 | 23105 | X.....BELLE..... | 105.2 | | WYYd | | 1.10 | 10.16 | |
| 12.01 | 10.01 | f 2.02 | | 59 | | 23111 | SUMMERFIELD..... | 110.8 | | | | 12.55 | 9.58 | |
| 12.10 | 10.10 | s 2.08 | | | | 23114 | GASCONDY..... | 114.3 | | | | 12.42 | 9.46 | |
| 12.24 | 10.24 | s 2.20 | | 31 | 24 | 23118 | FR.....FREEBURG..... | 118.2 | | TO | | 12.31 | 9.35 | |
| 12.43 | 10.43 | s 2.38 | | 70 | 25 | 23125 | KN.....ARGYLE..... | 125.1 | | TO | | 12.18 | 9.23 | |
| 12.58 | 10.58 | s 2.50 | | 41 | 20 | 23134 | MA.....META..... | 134.6 | | TO | | 11.54 | 8.53 | |
| 1.03 | 11.03 | s 2.53 | | | 5 | 23143 | HOECKER..... | 142.8 | | | | 11.43 | 8.39 | |
| 1.13 | 11.13 | s 3.01 | | 80 | 10 | 23145 | HENLEY..... | 144.7 | | | | 11.39 | 8.34 | |
| 1.23 | 11.23 | f 3.09 | | 44 | 16 | 23149 | G.....EUGENE..... | 149.5 | | TO | | 11.30 | 8.25 | |
| 1.38 | 11.38 | s 3.20 | | 44 | | 23153 | ETTERVILLE..... | 153.6 | | | | 11.23 | 8.17 | |
| | | | | | Yard | 23160 | DO.....ELDON..... | 159.9 | | RFWT Yd | | 11.10 | 8.05 | |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED

SIDING FOR FIRST CLASS TRAINS—Eldon, Mo. Track known as Old Caboose Track.

Trains or engines must stop before entering limits of Highway on Industrial track at MP 28-30 serving Hellwig Bros. at Bon Homme, and must be preceded by Flagman to warn Highway traffic before movement is made onto crossing.

Westward

Main Line

Eastward

| SECOND CLASS | | FIRST CLASS | | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | SUBDIVISION 35 STATIONS | | M. P. from St. Louis | Signs | FIRST CLASS | | SECOND CLASS | |
|------------------------|-----------|-------------|------|---------------------|--------------------------|-----------------|--|-------|----------------------|------------------|-------------|-----------|--------------|--|
| 73 | 71 | 23 | | | | | 24 | 72 | | | 74 | | | |
| Freight | Freight | Passenger | | | | | Time Table No. 1 | | | Passenger | Freight | Freight | | |
| Daily | Daily | Daily | | | Yard | | September 27, 1953 | | | Daily | Daily | Daily | | |
| A.M. 11-50 A.M. 24- | A.M. 2-00 | P.M. 3-30 | | | | | | | | A.M.-73 11-40 | A.M. 10-50 | P.M. 7-45 | | |
| 12-05 P.M. | 2-15 | s | 3-40 | 43 | 17 | 23166 | DO..... ELDON.....*TO | 159.9 | RFWT | | | | | |
| 12-20 | 2-30 | s | 3-56 | 72 | 134 | 23177 | MoPac Crossing..... UX | 160.1 | Yd | | | | | |
| 12-36 | 2-46 | s | 4-10 | 52 | 26 | 23186 | BARNETT..... | 165.9 | | s 11-30 | 10-38 | 7-32 | | |
| 12-51 | 3-01 | s | 4-22 | 51 | | 23194 | V..... VERSAILLES..... TO | 177.0 | | s 11-15 | 10-20 | 7-15 | | |
| 12-58 | 3-08 | s | 4-29 | 52 | 24 | 23199 | SR..... STOVER..... TO | 185.9 | | s 11-00 | 10-01 | 7-00 | | |
| 1-07 | 3-17 | s | 4-38 | 50 | 16 | 23205 | CREST..... | 194.3 | | 10-47 | 9-47 | 6-47 | | |
| 1-15 | 3-25 | f | 4-46 | | 8 | 23211 | NA..... COLE CAMP..... TO | 198.8 | | f 10-40 | 9-37 | 6-37 | | |
| 1-22 | 3-37 | s | 4-59 | 88 | 100 | 23216 | FA..... IONIA..... TO | 205.4 | | s 10-27 | 9-27 | 6-27 | | |
| 1-31 | 3-46 | f | 5-07 | 41 | 64 | 23221 | BRANDON..... | 210.9 | | f 10-19 | 9-16 | 6-16 | | |
| 1-37 | 3-52 | s | 5-12 | | 122 | 23223 | W..... WINDSOR..... TO | 216.3 | WYYd | s 10-12 | 9-06 | 6-06 | | |
| 1-43 | 3-58 | s | 5-17 | 50 | 16 | 23227 | BOWEN..... | 220.7 | Yd | f 9-59 | 8-56 | 5-56 | | |
| 1-48 | 4-05 | f | 5-21 | | 16 | 23230 | NEW CASTLE..... | 223.4 | Yd | s 9-55 | 8-51 | 5-51 | | |
| 1-56 | 4-13 | s | 5-30 | 67 | 23 | 23235 | N..... LEETON..... TO | 227.0 | | s 9-51 | 8-45 | 5-45 | | |
| 2-03 | 4-20 | f | 5-37 | | 4 | 23240 | POST OAK..... | 229.6 | | f 9-47 | 8-40 | 5-40 | | |
| 2-10 | 4-29 | f | 5-45 | 51 | 8 | 23245 | CA..... CHILHOWEE..... TO | 235.4 | | s 9-39 | 8-30 | 5-30 | | |
| 2-20 | 4-40 | f | 5-56 | 51 | 12 | 23253 | DENTON..... | 240.3 | | f 9-31 | 8-22 | 5-22 | | |
| | | s | 6-11 | 66 | 35 | 23263 | MEDFORD..... | 245.4 | | f 9-24 | 8-15 | 5-15 | | |
| | | f | 6-20 | 64 | 26 | 23268 | HADSELL..... | 253.0 | | f 9-15 | 8-05 | 5-05 | | |
| | | s | 6-25 | 51 | 10 | 23272 | MoPac Crossing..... | 262.5 | | | | | | |
| | | s | 6-32 | 51 | | 23277 | SA..... PLEASANT HILL..... TO | 262.9 | WYd | s 9-03 | 7-45 | 4-45 | | |
| | | s | 6-40 | 91 | 35 | 23281 | GREENWOOD..... | 268.7 | | f 8-53 | 7-26 | 4-26 | | |
| | | s | 6-50 | | | 23287 | SOUTH LEE..... | 272.0 | | 8-49 | 7-21 | 4-21 | | |
| | | f | 7-15 | | | 60054 | VALE..... | 277.5 | | 8-41 | 7-09 | 4-09 | | |
| | | | | | | 60055 | WN..... RAYTOWN..... TO | 282.7 | | s 8-34 | 7-00 | 4-00 | | |
| | | | | | | 60055 | LEEDS JUNCTION..... | 288.3 | R | 8-24 | 6-45 | 3-45 | | |
| | | | | | | 60055 | US..... KANSAS CITY, MO. } See T. I. (S) and 16d. TO | 295.5 | R | 8-00 | | | | |
| | | | | | | 60055 | KANSAS CITY, KAN. } 138.1* | 298.0 | RFWT | - A.M. - | 6-00 | 3-00 | | |
| 4-00 P.M. | 7-00 A.M. | | | | Yard | | | | Yd | | A.M. | P.M. | | |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED

- No. 23 New Castle receive when conductor notified by agent at Windsor.
- No. 24 New Castle discharge revenue passengers.
- Nos. 23 and 24 when flagged at Marvin (MP 172).
- Nos. 23 and 24 when flagged at Wingate (MP 257 pole 18).

Westward

Main Line

Eastward

SUBDIVISION 36 STATIONS

Time Table No. 1
September 27, 1953

| FIRST CLASS | | | | | Capacity of Sliding | Capacity of Other Tracks | Station Numbers | Signs | M. P. from St. Joseph | FIRST CLASS | | | | | |
|-------------|--------------|------------------|--------------|------------|---------------------|--------------------------|-------------------------|--------|-----------------------|------------------|-----------|--------------|-----------|--------------|------------|
| 43 | 3 | 507 | 509 | 39 | | | | | | 508 | 40 | 510 | 44 | 4 | |
| Passenger | Golden State | Twin Star Rocket | Texas Rocket | Passenger | | | | | | Twin Star Rocket | Passenger | Texas Rocket | Passenger | Golden State | |
| Daily | Daily | Daily | Daily | Daily | | | | | | Daily | Daily | Daily | Daily | Daily | |
| P.M. 11.30 | P.M. 11.00 | P.M. 9.45 | A.M. 8.50 | A.M. 8.00 | ..... | ..... | KANSAS CITY, MO...US | 60054 | RFW TY | ..... | A.M. 8.40 | P.M. 6.15 | P.M. 7.50 | P.M. 10.35 | A.M. 1.25 |
| 11.37 P.M. | 11.05 P.M. | 9.50 P.M. | 8.55 A.M. | 8.06 A.M. | ..... | ..... | KANSAS CITY, KANS. | 60055 | ..... | ..... | 8.28 A.M. | 6.04 P.M. | 7.38 P.M. | 10.15 P.M. | 1.11 A.M. |
| 12.52 A.M. | 12.11 A.M. | 10.53 A.M. | 10.06 A.M. | 9.16 A.M. | ..... | ..... | ST. JOSEPH LINE JCT... | ..... | ..... | 89.3 | 7.20 P.M. | 4.45 P.M. | 6.22 P.M. | 8.53 P.M. | 12.01 P.M. |
| 12.54 A.M. | 12.14 A.M. | 10.55 A.M. | 10.08 A.M. | 9.18 A.M. | 175 E | Yard | ...TOPEKA YARD...B... | TO 588 | RFW YYd | 90.5 | 7.19 P.M. | 4.43 P.M. | 6.21 P.M. | 8.51 P.M. | 11.59 P.M. |
| 1.08 P.M. | 12.27 P.M. | 11.06 P.M. | 10.20 P.M. | 9.31 P.M. | 147 | 18 | ...VALENCIA..... | P 600 | ..... | 101.5 | 7.09 P.M. | 4.30 P.M. | 6.11 P.M. | 8.37 P.M. | 11.47 P.M. |
| 1.15 P.M. | 12.32 P.M. | | | 9.35 P.M. | ..... | 17 | ...WILLARD..... | P 604 | ..... | 105.3 | | | | 8.32 P.M. | |
| 1.25 P.M. | 12.37 P.M. | 11.14 P.M. | 10.28 P.M. | 9.40 P.M. | 126E 96W | 71 | ...MAPLE HILL...RH.. | TO 609 | ..... | 110.4 | 7.02 P.M. | 4.21 P.M. | 6.04 P.M. | 8.25 P.M. | 11.38 P.M. |
|  |  |  |  |  | ..... | 13 | ...VERA..... | P 613 | ..... | 114.2 | | | | | |
| 1.37 P.M. | 12.44 P.M. | 11.21 P.M. | 10.34 P.M. | 9.48 P.M. | ..... | 37 | ...PAXICO.....CA... | TO 617 | ..... | 118.2 | 6.55 P.M. | 4.13 P.M. | 5.57 P.M. | 8.12 P.M. | 11.31 P.M. |
| 2.00 P.M. | 12.49 P.M. | 11.25 P.M. | 10.38 P.M. | 9.53 P.M. | 122W 70 E | Yard | ...McFARLAND...FA... | TO 621 | RFW YYd | 122.0 | 6.51 P.M. | 4.09 P.M. | 5.53 P.M. | 8.05 P.M. | 11.27 P.M. |
| 2.25 P.M. | | | | | 46 E | 42 | ...ALMA.....U... | TO 625 | ..... | 126.3 | 6.47 P.M. | 4.04 P.M. | 5.49 P.M. | 7.40 P.M. | 11.23 P.M. |
| 2.35 P.M. | 12.54 P.M. | 11.30 P.M. | 10.42 P.M. | 9.57 P.M. | 93 E 130W | 14 | ...VOLLAND...FN... | P 632 | ..... | 133.8 | 6.40 P.M. | 3.56 P.M. | 5.42 P.M. | 7.28 P.M. | 11.15 P.M. |
| 2.48 P.M. | 1.03 P.M. | 11.37 P.M. | 10.49 P.M. | 10.06 P.M. | ..... | 101 | ...ALTA VISTA...VA... | TO 640 | ..... | 141.8 | 6.32 P.M. | 3.47 P.M. | 5.34 P.M. | 7.17 P.M. | 11.07 P.M. |
| 3.04 P.M. | 1.15 P.M. | 11.45 P.M. | 10.58 P.M. | 10.16 P.M. | 93 E 93W | ..... | ...JONES..... | P 643 | ..... | 144.7 | 6.29 P.M. | 3.44 P.M. | 5.31 P.M. | 7.11 P.M. | 11.04 P.M. |
| 3.10 P.M. | 1.19 P.M. | 11.48 P.M. | 11.01 P.M. | 10.19 P.M. | ..... | 31 | ...DWIGHT...DW... | TO 646 | ..... | 147.7 | 6.26 P.M. | 3.41 P.M. | 5.28 P.M. | 7.08 P.M. | 11.02 P.M. |
| 3.20 P.M. | 1.22 P.M. | 11.51 P.M. | 11.04 P.M. | 10.22 P.M. | ..... | 48 | ...MKT Crossing...WY... | TO | ..... | 156.2 | | | | | |
| 3.39 P.M. | 1.33 P.M. | 11.59 P.M. | 11.12 P.M. | 10.31 P.M. | 130E 120W | ..... | ...WHITE CITY...WT... | ..... | 655 | 156.7 | 6.18 P.M. | 3.32 P.M. | 5.20 P.M. | 6.55 P.M. | 10.54 P.M. |
| 3.49 P.M. | 1.40 P.M. | 12.06 P.M. | 11.18 P.M. | 10.38 P.M. | ..... | 22 | ...LATIMER..... | P 662 | ..... | 163.8 | 6.11 P.M. | 3.24 P.M. | 5.14 P.M. | 6.45 P.M. | 10.47 P.M. |
| 4.10 A.M. | 1.55 A.M. | 12.25 A.M. | 11.35 A.M. | 10.55 A.M. | ..... | Yard | ...McPac Crossing..... | ..... | ..... | 171.3 | | | | | |
|  |  |  |  |  | ..... | 48 | ...HERINGTON...RI... | TO 670 | RFTW YYd | 171.4 | 6.03 A.M. | 3.15 P.M. | 5.05 P.M. | 6.35 P.M. | 10.39 P.M. |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

Nos. 39 and 40 receive and discharge Lawrence to and from Davenport or beyond, Hutchinson and regular stop points west of Hutchinson, except California points.

No. 44 Lawrence discharge from points on Clay Center Line, Herlington or beyond, except from California and No. 43 Lawrence to receive for points on Clay Center Line regular stop points in Kansas and all points beyond Tucumcari, except California.

Nos. 509 and 510 receive and discharge Lawrence, for and from south of Herlington, Des Moines or beyond.

Passenger trains handling conventional type equipment will not exceed 70 MPH, except No. 509 and 510 only, when handling conventional type passenger equipment are authorized to operate at passenger train speeds, not exceeding 79 MPH.

Nos. 507 and 508 receive and discharge Kansas City, Kansas to and from any point where scheduled to stop.

Nos. 507 and 508 Lawrence receive and discharge revenue passengers to or from Des Moines or beyond and to or from Wichita or beyond.

Westward

Freight Trains (Information Only)

Eastward

| 291 | 95 | 73 | 91 | 93 | 74 | 96 | 98 | 92 | 94 |
|------------|------------|-----------|------------|-----------|----------------------------|-----------|-----------|------------|------------|
| Freight | Freight | Freight | Freight | Freight | Freight | Freight | Freight | Freight | Freight |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| P.M. 10.00 | P.M. 8.30 | P.M. 6.30 | P.M. 12.15 | A.M. 1.50 | A.M. 11.30 | P.M. 7.30 | P.M. 9.30 | P.M. 11.00 | A.M. 4.00 |
| 11.45 P.M. | 10.20 P.M. | 8.30 P.M. | 1.50 P.M. | 1.40 P.M. | 8.45 A.M. | 5.00 P.M. | 7.00 P.M. | 8.30 P.M. | 1.45 A.M. |
| 12.45 A.M. | 11.15 P.M. | 9.30 P.M. | 3.00 P.M. | 2.30 P.M. | 7.45 A.M. | 3.30 P.M. | 5.30 P.M. | 7.30 P.M. | 12.45 P.M. |
| 2.45 A.M. | 1.15 A.M. | | 5.00 P.M. | 4.35 P.M. | | 2.00 P.M. | 4.00 P.M. | 6.15 P.M. | 11.30 P.M. |
| | | | | | ARMOURDALE YARD..... | | | | |
| | | | | | TOPEKA YARD..... | | | | |
| | | | | | McFARLAND..... | | | | |
| | | | | | HERINGTON..... | | | | |

Westward

Main Line

Eastward

| SECOND CLASS | | FIRST CLASS | | | Station Numbers | Capacity of Siding | Capacity of Other Tracks | SUBDIVISION 39 STATIONS | M. P. from St. Joseph | Distance from Herington | Sign | FIRST CLASS | | | SECOND CLASS | | |
|--------------|-----------|-------------|-----------|--------------|-----------------|--------------------|--------------------------|-------------------------|-----------------------|-------------------------|-------|-------------|-----------|--------------|--------------|-----------|------------|
| 91 | 291 | 39 | 43 | 3 | | | | | | | | 40 | 44 | 4 | 92 | 94 | |
| Freight | Freight | Passenger | Passenger | Golden State | | | | | | | | Passenger | Passenger | Golden State | Freight | Freight | |
| Daily | Daily | Daily | Daily | Daily | | | | | | | | Daily | Daily | Daily | Daily | Daily | |
| P.M. 5:40 | A.M. 3:30 | A.M. 11:05 | A.M. 4:30 | A.M. 2:00 | 670 | ..... | Yard | RI... | ..... | 171.4 | ..... | RYdFWTY | P.M. 3:05 | P.M. 6:15 | P.M. 10:35 | P.M. 5:15 | P.M. 10:15 |
| 6:00 | 3:40 | 11:11 | 4:37 | 2:06 | 675 | 102 | ..... | ..... | ..... | 175.8 | 4.4 | ..... | 2:49 | 6:00 | 10:23 | 4:00 | 8:46 |
| 6:10 | 3:50 | 11:15 | 4:44 | 2:11 | 678 | 125 | 16 | MA.. | ..... | 177.5 | 6.1 | ..... | 2:44 | 5:54 | 10:19 | 3:53 | 8:40 |
| 6:18 | 4:00 | 11:22 | 4:52 | 2:17 | 684 | 92 | 46 | HA.. | ..... | 179.5 | 8.1 | ..... | 2:38 | 5:46 | 10:13 | 3:43 | 8:30 |
| 6:28 | 4:10 | 11:29 | 4:59 | 2:23 | 690 | 92 | 37 | DK.. | ..... | 185.7 | 14.3 | ..... | 2:32 | 5:38 | 10:07 | 3:33 | 8:20 |
| 6:36 | 4:20 | 11:37 | 5:07 | 2:30 | 697 | 88 | 6 | ..... | ..... | 191.8 | 20.4 | ..... | 2:25 | 5:31 | 10:01 | 3:23 | 8:10 |
| 6:44 | 4:30 | 11:45 | 5:14 | 2:36 | 703 | 96 | 25 | CN.. | ..... | 198.4 | 27.0 | ..... | 2:19 | 5:24 | 9:55 | 3:12 | 8:00 |
| 6:51 | 4:40 | 11:51 | 5:21 | 2:41 | 709 | 115 | 40 | GA.. | ..... | 204.8 | 33.4 | W | 2:13 | 5:18 | 9:49 | 2:57 | 7:50 |
| 6:59 | 4:50 | 11:58 | 5:33 | 2:48 | 716 | 125 | 288 | MC.. | ..... | 210.7 | 39.3 | ..... | 2:07 | 5:11 | 9:42 | 2:45 | 7:40 |
| 7:08 | 5:02 | 12:06 | 5:41 | 2:55 | 723 | 92 | 27 | ..... | ..... | 214.7 | 43.3 | ..... | 1:59 | 4:56 | 9:36 | 2:29 | 7:28 |
| 7:20 | 5:12 | 12:11 | 5:49 | 3:00 | 728 | 102 | 34 | QN.. | ..... | 216.7 | 45.3 | YdW | 1:54 | 4:50 | 9:31 | 2:20 | 7:20 |
| 7:28 | 5:23 | 12:18 | 5:57 | 3:06 | 734 | 92 | 52 | ..... | ..... | 219.3 | 47.3 | ..... | 1:46 | 4:40 | 9:24 | 2:11 | 7:08 |
| 7:38 | 5:33 | 12:24 | 6:04 | 3:12 | 741 | 81 | 71 | ..... | ..... | 224.3 | 52.3 | ..... | 1:39 | 4:31 | 9:18 | 2:03 | 6:56 |
| 7:43 | 5:39 | 12:27 | 6:07 | 3:15 | 743 | 101 | Yard | ..... | ..... | 229.4 | 57.4 | W | 1:36 | 4:28 | 9:15 | 1:59 | 6:51 |
| 7:48 | 5:44 | 12:35 | 6:31 | 3:20 | 744 | 87 | Yard | SU.. | ..... | 236.1 | 64.1 | ..... | 1:33 | 4:25 | 9:12 | 1:56 | 6:46 |
| 7:54 | 5:49 | 12:40 | 6:36 | 3:24 | 746 | 183 | Yard | ..... | ..... | 242.4 | 70.4 | Yd | 1:25 | 4:03 | 9:05 | 1:51 | 6:41 |
| 8:00 | 5:54 | 12:43 | 6:40 | 3:27 | 749 | 262 | 17 | ..... | ..... | 243.6 | 71.6 | ..... | 1:22 | 3:59 | 9:02 | 1:46 | 6:36 |
| 8:08 | 6:03 | 12:48 | 6:47 | 3:33 | 754 | 92 | 26 | GR.. | ..... | 244.4 | 72.4 | Yd | 1:17 | 3:54 | 8:57 | 1:39 | 6:28 |
| 8:17 | 6:13 | 12:54 | 6:55 | 3:40 | 761 | 90 | 30 | RT.. | ..... | 244.9 | 72.9 | ..... | 1:10 | 3:46 | 8:51 | 1:30 | 6:19 |
| 8:43 | 6:25 | 1:02 | 7:05 | 3:48 | 770 | 92 | 23 | NO.. | ..... | 246.0 | 74.0 | ..... | 1:02 | 3:36 | 8:43 | 1:20 | 6:09 |
| 8:52 | 6:35 | 1:11 | 7:13 | 3:55 | 776 | 102 | 27 | KO.. | ..... | 246.6 | 74.6 | ..... | 12:56 | 3:27 | 8:37 | 1:11 | 6:00 |
| 9:02 | 6:46 | 1:19 | 7:22 | 4:03 | 784 | 98 | 31 | RS.. | ..... | 247.5 | 75.5 | YdY | 12:49 | 3:17 | 8:29 | 12:49 | 5:49 |
| 9:10 | 6:56 | 1:27 | 7:29 | 4:10 | 791 | 102 | 22 | ..... | ..... | 250.5 | 78.5 | ..... | 12:42 | 3:08 | 8:23 | 12:29 | 5:39 |
| 9:25 | 7:15 | 1:35 | 7:55 | 4:23 | 797 | Yard | ..... | N.... | ..... | 255.8 | 83.8 | ..... | 12:35 | 3:00 | 8:15 | 12:20 | 5:30 |
| | | | | | | | | | | 262.4 | 90.4 | ..... |  |  |  |  |  |
| | | | | | | | | | | 262.4 | 90.4 | ..... |  |  |  |  |  |
| | | | | | | | | | | 271.1 | 99.1 | ..... |  |  |  |  |  |
| | | | | | | | | | | 277.5 | 105.5 | W | | | | | |
| | | | | | | | | | | 277.8 | 105.8 | ..... |  |  |  |  |  |
| | | | | | | | | | | 285.4 | 113.4 | ..... |  |  |  |  |  |
| | | | | | | | | | | 285.7 | 113.7 | ..... |  |  |  |  |  |
| | | | | | | | | | | 292.1 | 120.1 | ..... |  |  |  |  |  |
| | | | | | | | | | | 298.0 | 126.0 | RYdF WT | | | | | |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.

SIDING FOR FIRST CLASS TRAINS—PRATT.

West Lead from crossover switch at Old Freight House.

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 MPH.

No. 3 McPherson receive Pullman passengers for Tucumcari or beyond, revenue coach passengers for California points. Discharge Pullman passengers from Kansas City or beyond and coach passengers from Englewood and Chicago.

No. 39 discharge revenue passengers from Topeka and east and receive revenue passengers Tucumcari and beyond.

No. 4 discharge Pullman passengers from El Paso and west. Receive for Englewood and Chicago. Discharge Coach passengers from California points.

No. 40 receive revenue passengers Topeka and beyond and discharge revenue passengers from Tucumcari and beyond.

No. 44 stop Natrona, Medora, Groveland for passengers or head end traffic.

No. 44 stop at flag stations for passengers only.

Westward

Main Line

Eastward

SUBDIVISION 40 STATIONS

Time Table No. 1
September 27, 1953

| SECOND CLASS | | FIRST CLASS | | | Station Numbers | Capacity of Sidings | Capacity of Other Tracks | M. P. From St. Joseph | Distance from Pratt | Signs | FIRST CLASS | | | SECOND CLASS | | |
|--------------|---------------|--------------|----------------|--------------|-----------------|---------------------|--------------------------|-----------------------|---------------------|-------|-------------|--------------|---------------|--------------|----------------|--------------|
| 91 | 291 | 39 | 43 | 3 | | | | | | | 40 | 44 | 4 | 92 | 94 | |
| Freight | Freight | Passenger | Passenger | Golden State | | | | | | | Passenger | Passenger | Golden State | Freight | Freight | |
| Daily | Daily | Daily | Daily | Daily | | | | | | | Daily | Daily | Daily | Daily | Daily | |
| P.M. 10:30 | A.M. 7:45 | P.M. 1:45 | A.M. 8:05 | A.M. 4:28 | 797 | ..... | Yard | N.... | 298.0 | ..... | RYdF WT | P.M. 12:30 | P.M. 2:50 | P.M. 8:10 | A.M. 11:50 | P.M. 5:00 |
| 10:45 | 7:55 | 1:52 | 8:12 | 4:36 | 802 | 102 | ..... | ..... | 302.6 | 4.6 | ..... | 12:09 | 2:37 | 8:00 | 11:16 | 4:08 |
| 10:53 | 8:02 | 1:56 | 8:18 | 4:40 | 806 | 71 | 41 | CU.. | 307.1 | 9.1 | ..... | 12:04 | 2:32 | 7:56 | 11:09 | 4:01 |
| 11:03 | 8:11 | 2:03 | 8:26 | 4:47 | 813 | 92 | 35 | WF.. | 314.2 | 16.2 | ..... | 11:56 | 2:24 | 7:50 | 10:58 | 3:52 |
| 11:10 | 8:18 | 2:07 | 8:32 | 4:51 | 817 | 125 | 27 | HD.. | 318.6 | 20.6 | ..... | 11:51 | 2:18 | 7:46 | 10:52 | 3:45 |
| 11:18 | 8:26 | 2:12 | 8:39 | 4:56 | 823 | 92 | 22 | ..... | 324.0 | 26.0 | ..... | 11:46 | 2:12 | 7:41 | 10:45 | 3:38 |
| 11:28 | 8:34 | 2:17 | 8:48 | 5:00 | 827 | 92 | 91 | GB.. | 328.6 | 30.6 | W | 11:41 | 2:02 | 7:37 | 10:38 | 3:31 |
| 11:36 | 8:42 | 2:22 | 8:55 | 5:05 | 832 | 71 | 34 | ..... | 334.1 | 36.1 | ..... | 11:35 | 1:54 | 7:31 | 10:31 | 3:24 |
| 11:43 | 8:50 | 2:27 | 9:03 | 5:10 | 837 | 92 | 35 | MU.. | 338.9 | 40.9 | ..... | 11:30 | 1:49 | 7:27 | 10:24 | 3:17 |
| 11:55 | 9:02 | 2:35 | 9:15 | 5:18 | 846 | 125n 70s | 142 | BU.. | 347.9 | 49.9 | YdFWY | 11:21 | 1:39 | 7:19 | 10:11 | 3:06 |
| 12:05 | 9:11 | 2:42 | 9:25 | 5:24 | 854 | 92 | 27 | KG.. | 355.0 | 57.0 | ..... | 11:13 | 1:29 | 7:13 | 10:01 | 2:58 |
| 12:22 | 9:35 43-92 | 2:49 94 | 9:35 92-291 | 5:31 | 861 | 92 | 37 | BM.. | 362.8 | 64.8 | ..... | 11:05 | 1:21 | 7:07 | 43-291 9:35 | 39 2:49 |
| 12:35 | 9:50 | 2:56 | 9:45 | 5:37 | 869 | 92 | 67 | MI.. | 370.0 | 72.0 | W | 10:58 | 1:12 | 7:01 | 9:20 | 2:32 |
| 12:43 | 9:59 | 3:02 | 9:52 | 5:42 | 875 | 71 | ..... | ..... | 376.0 | 78.0 | ..... | 10:52 | 1:05 | 6:56 | 9:12 | 2:24 |
| 12:49 | 10:06 | 3:07 | 10:00 | 5:46 | 879 | 92 | 77 | F... | 380.8 | 82.8 | ..... | 10:47 | 1:00 | 6:52 | 9:05 | 2:16 |
| 1:02 | 10:36 40 | 3:16 | 10:15 | 5:54 | 890 | 92 | 89 | M... | 381.0 | 93.0 | W | 10:36 291 | 12:47 | 6:44 | 8:49 | 1:59 |
| 1:10 | 10:50 | 3:23 | 10:28 40 | 5:59 | 896 | 123 | 10 | ..... | 396.5 | 96.5 | ..... | 10:28 43 | 12:37 | 6:39 | 8:40 | 1:50 |
| 1:23 | 11:02 | 3:32 | 10:40 | 6:07 | 905 | 92 | 95 | Q... | 406.4 | 108.4 | W | 10:19 | 12:27 | 6:31 | 8:27 | 1:37 |
| 1:33 | 11:11 | 3:39 | 10:49 | 6:13 | 912 | 92 | 47 | KML.. | 413.5 | 115.5 | ..... | 10:12 | 12:19 | 6:25 | 8:16 | 1:27 |
| 1:45 | 11:23 | 3:48 | 11:00 | 6:22 | 925 | 92 | 17 | ..... | 422.8 | 124.8 | ..... | 10:03 | 12:09 | 6:15 | 8:00 | 1:14 |
| 2:45 A.M. | 11:50 A.M. | 3:55 P.M. | 11:20 A.M. | 6:35 A.M. | 933 | ..... | Yard | RA.. | 430.6 | 132.6 | RYdF WY | 9:55 A.M. | 12:01 P.M. | 6:08 P.M. | 7:50 A.M. | 1:00 P.M. |

AUTOMATIC BLOCK SIGNALS
MP 298.0 to MP 430.6
Rules 350-356

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.

SIDING FOR FIRST CLASS TRAINS—PRATT:
West Lead from crossover switch at Old Freight House.

SIDING FOR FIRST CLASS TRAINS—LIBERAL:
Siding extending from switch at MP 430-10 to switch at MP 434-16.

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL
NOT EXCEED 70 MPH.

No. 43 receive or discharge passengers.

Westward

Main Line

Eastward

| SECOND CLASS | | FIRST CLASS | | | | | | SUBDIVISION 41 STATIONS | | | FIRST CLASS | | | SECOND CLASS | |
|--------------------------|----------------------|----------------------|-----------------------|----------------------|--------------------------|---------------------|-----------------|-------------------------|-----------------------|----------|----------------------|--------------------------|--------------------------|----------------------|---------------------------|
| 291 | 91 | 39 | 43 | 3 | | | | Time Table No. 1 | | | 40 | 44 | 4 | 92 | 94 |
| Freight | Freight | Passenger | Passenger | Golden State | | | | September 27, 1953 | | | Passenger | Passenger | Golden State | Freight | Freight |
| Daily | Daily | Daily | Daily | Daily | Capacity of Other Tracks | Capacity of Sidings | Station Numbers | M. P. from St. Joseph | Distance from Liberal | Signs | Daily | Daily | Daily | Daily | Daily |
| P.M. 12.25 ⁹⁴ | A.M. 3.15 | P.M. 4.05 | A.M. 11.33 | A.M. 6.40 | Yard | 933 | RA.. | 434.2 | 5.8 | RYdF WY | A.M. 9.50 | A.M. 11.50 ⁴³ | P.M. 6.03 | A.M. 7.20 | P.M. 12.25 ²⁹¹ |
| 12.40 | 3.25 | 4.11 | 11.40 | 6.47 | 71 | 939 | ..... | 440.0 | 5.8 | ..... | 9.35 | 11.40 | 5.57 | 7.00 | 12.01 ^{P.M.} |
| 12.50 | 3.32 | 4.15 | 11.50 ⁴⁴ | 6.51 ⁹² | 37 | 125 | 943 | RO.. | 9.8 | ..... | 9.31 | 11.32 | 5.54 | 6.51 ⁹² | 11.50 ^{A.M. 43} |
| 1.05 | 3.47 | 4.25 | 12.04 ^{P.M.} | 7.01 | 79 | 92 | 953 | KR.. | 18.9 | ..... | 9.21 | 11.19 | 5.45 | 6.26 | 11.32 |
| 1.20 | 4.04 | 4.34 | 12.14 | 7.10 | 25 | 119 | 963 | ..... | 20.1 | W | 9.11 | 11.05 | 5.37 | 6.11 | 11.18 |
| 1.35 | 4.18 | 4.43 | 12.32 | 7.20 | 140 | 111 | 972 | GO.. | 30.4 | ..... | 9.01 | 10.52 | 5.29 | 5.57 | 11.05 |
| 1.44 | 4.27 | 4.50 | 12.40 | 7.26 | 51 | 978 | ..... | 473.6 | 39.4 | ..... | 8.54 | 10.40 | 5.22 | 5.47 | 10.57 |
| 1.51 | 4.34 | 4.54 | 12.50 | 7.30 | 27 | 92 | 983 | FM.. | 45.7 | ..... | 8.50 | 10.34 | 5.18 | 5.40 | 10.51 |
| 2.06 | 4.51 | 5.10 ⁴ | 1.05 | 7.39 | 146 | 71 | 993 | HM.. | 49.9 | ..... | 8.40 | 10.21 | 5.10 ³⁹ | 5.25 | 10.38 |
| 2.21 | 5.11 ⁹² | 5.20 | 1.15 | 7.48 | 22 | 92 | 1003 | ..... | 60.1 | WY | 8.30 | 10.08 | 5.02 | 5.11 ⁹¹ | 10.25 |
| 2.35 | 5.25 | 5.30 | 1.30 | 7.57 | 88 | 92 | 1013 | DF.. | 70.1 | ..... | 8.20 | 9.58 | 4.53 | 4.59 | 10.13 |
| 2.45 | 5.33 | 5.36 | 1.38 | 8.02 | 71 | 1020 | ..... | 80.0 | W | ..... | 8.20 | 9.58 | 4.53 | 4.59 | 10.13 |
| 2.55 | 5.41 | 5.42 | 1.46 | 8.07 ⁴⁰ | 45 | 92 | 1025 | ..... | 85.8 | ..... | 8.13 | 9.48 | 4.47 | 4.51 | 10.05 |
| 3.03 | 5.48 | 5.47 | 1.52 | 8.11 | 3 | 75 | 1030 | ..... | 91.8 | ..... | 8.07 | 9.41 | 4.42 | 4.42 | 9.57 |
| 3.12 | 5.55 | 5.52 | 1.59 | 8.16 | 19 | 125 | 1035 | ..... | 96.7 | ..... | 7.57 | 9.34 | 4.38 | 4.35 | 9.50 |
| 3.18 | 6.01 | 5.56 | 2.06 | 8.20 | 92 | 1039 | ..... | 101.9 | ..... | ..... | 7.51 | 9.27 | 4.34 | 4.28 | 9.43 |
| 4.15 ^{P.M. 4} | 6.25 ^{A.M.} | 6.05 ^{P.M.} | 2.35 ^{P.M.} | 8.29 ^{A.M.} | Yard | 1044 | WR.. | 105.8 | ..... | ..... | 7.46 | 9.22 | 4.30 | 4.23 | 9.38 |
| | | | | | | | | 111.2 | 111.2 | RYd FWTY | 7.40 ^{A.M.} | 9.15 ^{A.M.} | 4.24 ^{P.M. 291} | 4.15 ^{A.M.} | 9.30 ^{A.M.} |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.

SIDING FOR FIRST CLASS TRAINS—LIBERAL:

Siding extending from switch at MP 430-10 to switch at MP 434-16.

SIDING FOR FIRST CLASS TRAINS—DALHART:

Short No. 1 Track.

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 M. P. H.

No. 43 receive or discharge passengers.

Nos. 39 and 40 receive and discharge from and to points west of Tucumcari and Kansas City and east.

Westward

Main Line

Eastward

| SECOND CLASS | | | | | FIRST CLASS | | | | | | | SUBDIVISION 42 STATIONS | | | | | | | FIRST CLASS | | | SECOND CLASS | | |
|--------------|--------------------|-----------|-----------|--------------|--------------------------|---------------------|-----------------|-------|--------------------|-------|-------|-------------------------|-----------------------|-----------------------|-------|-------------|--------------------|--------------|-------------|--|---------|--------------------|-----------|------------|
| 291 | 91 | 39 | 43 | 3 | | | | | Time Table No. 1 | | | | | | | 40 | 44 | 4 | | | 94 | 92 | | |
| Freight | Freight | Passenger | Passenger | Golden State | | | | | September 27, 1953 | | | | | | | Passenger | Passenger | Golden State | | | Freight | Freight | | |
| Daily | Daily | Daily | Daily | Daily | Capacity of Other Tracks | Capacity of Sidings | Station Numbers | | | | | | M. P. from St. Joseph | Distance from Dalhart | Signs | Daily | Daily | Daily | | | Daily | Daily | | |
| P.M. 5.15 | A.M. 7.45 40-94 | P.M. 6.15 | P.M. 3.05 | A.M. 8.33 | Yd | ..... | 1044 | WR.. | | | | | | 545.4 | ..... | RYdP WTY | A.M. -91 s 7.35 | A.M. 8.55 | P.M. 4.20 | | | A.M. -91 s 7.45 | A.M. 2.45 | |
| 5.30 | 7.54 | 6.22 | 3.14 | 8.40 | ..... | ..... | 92 | 1049 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 94 | 3 | 4.12 | | | 40 | 7.23 | 2.08 |
| 5.40 | 8.02 | 6.27 | 3.25 | 8.45 | 24 | 92 | 1064 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 91 | 8.22 | 4.08 | | | 40 | 7.18 | 2.01 |
| 5.50 | 8.15 | 6.33 | 3.33 | 8.51 | ..... | 71 | 1069 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 91 | 8.15 | 4.03 | | | 40 | 7.12 | 1.53 |
| 6.00 | 8.32 | 6.39 | 3.41 | 8.57 | 17 | 125 | 1065 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 91 | 8.08 | 3.58 | | | 40 | 7.06 | 1.45 |
| 6.06 | 8.43 | 6.43 | 3.54 | 9.01 | ..... | 71 | 1069 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 91 | 8.03 | 3.54 | | | 40 | 7.02 | 1.38 |
| 6.20 | 8.53 | 6.52 | 4.06 | 9.09 | 26 | 108 | 1077 | RM | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 91 | 7.55 | 3.47 | | | 40 | 6.54 | 1.27 |
| 6.30 | 9.01 | 6.58 | 4.16 | 9.15 | 9 | 61 | 1083 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 91 | 7.49 | 3.42 | | | 40 | 6.48 | 1.18 |
| 6.40 | 9.22 | 7.05 | 4.34 | 9.22 | 46 | 119 | 1089 | UN | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 91 | 7.42 | 3.36 | | | 40 | 6.41 | 1.08 |
| 6.55 | 9.37 | 7.13 | 4.44 | 9.30 | 12 | 92 | 1096 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 91 | 7.33 | 3.29 | | | 40 | 6.33 | 12.55 |
| 7.05 | 9.50 | 7.19 | 4.54 | 9.36 | 14 | 92 | 1103 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 91 | 7.26 | 3.23 | | | 40 | 6.27 | 12.45 |
| 7.15 | 10.00 | 7.25 | 5.02 | 9.42 | ..... | 62 | 1109 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 91 | 7.20 | 3.18 | | | 40 | 6.22 | 12.35 |
| 7.24 | 10.10 | 7.31 | 5.19 | 9.48 | 40 | 107 | 1114 | OA.. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 91 | 7.14 | 3.13 | | | 40 | 6.16 | 12.25 |
| 7.40 | 10.20 | 7.40 | 5.30 | 9.56 | ..... | 92 | 1120 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 91 | 7.06 | 3.07 | | | 40 | 6.10 | 12.15 |
| 7.48 | 10.30 | 7.45 | 5.38 | 10.01 | 26 | 69 | 1124 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 91 | 7.01 | 3.03 | | | 40 | 6.05 | 12.09 |
| 7.58 | 10.45 | 7.51 | 5.45 | 10.07 | ..... | 108 | 1129 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 91 | 6.55 | 2.57 | | | 40 | 5.59 | 12.01 |
| 10.15 P.M. | 12.15 P.M. | 8.05 P.M. | 6.00 P.M. | 10.16 A.M. | Yd | ..... | 1137 | XN.. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 91 | 6.45 | 2.49 | | | 40 | 5.50 A.M. | 11.45 P.M. |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.

No. 43 receive or discharge passengers.

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 M.P.H.

SIDING FOR FIRST CLASS TRAINS—DALHART:
Short No. 1 Track.

Westward

Main Line

Eastward

| SECOND CLASS | | | FIRST CLASS | | Capacity of Other Tracks | Capacity of Sidings | Station Numbers | SUBDIVISION 4 STATIONS Time Table No. 1 September 27, 1953 | M. P. from Memphis | Distance from Amarillo | Signs | FIRST CLASS | | SECOND CLASS | | |
|---------------------|--------------|---------|-------------|-------|--------------------------|---------------------|----------------------------|--|--------------------|------------------------|--------|-------------|------------|--------------|-------|-------|
| | 991 | Freight | | 111 | | | | | | | | Passenger | Freight | 112 | | 994 | Freight |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| A. M. 8:30 | P. M. 4:25 | | | | Yard | 27762 | VN.....AMARILLO.....TO | 761.6 | | | RYdFWY | A. M. 9:15 | A. M. 9:50 | | | |
| 8:56 ¹¹² | f 4:39 | | | | 71 | 27768 |SONCY..... | 768.0 | 6.1 | | | f 8:56 | 9:36 | | | |
| 9:05 | s 4:49 | | | | 36 | 27775 |BUSHLAND..... | 774.8 | 13.2 | | W | f 8:47 | 9:26 | | | |
| 9:16 ⁹⁹⁴ | s 5:00 | | | | 47 | 30 27783 | WO.....WILDRADO.....TO | 782.9 | 21.3 | | | f 8:37 | 9:16 | | | |
| 9:26 | 5:10 | | | | 32 | 27789 |EVERETT..... | 790.4 | 28.8 | | | 8:28 | 8:27 | | | |
| 9:34 | s 5:25 | | | | 82 | 58 27796 | GA.....VEGA.....TO | 795.9 | 34.3 | | W | s 8:20 | 8:19 | | | |
| 9:45 | 5:36 | | | | 19 | 27804 |LANDERGIN..... | 803.6 | 42.0 | | | 8:09 | 8:08 | | | |
| 9:54 | s 5:48 | | | | 58 | 52 27810 | DR.....ADRIAN.....TO | 809.7 | 48.1 | | | s 8:01 | 7:59 | | | |
| 10:00 | 5:55 | | | | 19 | 27813 |GRUHLKEY..... | 813.7 | 52.1 | | | 7:54 | 7:52 | | | |
| 10:18 | f 6:09 | | | | 7 | 48 27821 |BOISE..... | 822.4 | 60.8 | | W | f 7:40 | 7:40 | | | |
| 10:38 | s 6:25 | | | | 13 | 51 27833 | GN.....GLENRIO, TEX.....TO | 833.2 | 71.6 | | | f 7:28 | 7:10 | | | |
| 10:45 | s 6:34 | | | | 15 | 27838 |ENDEE, N. MEX..... | 837.8 | 76.2 | | | f 7:20 | 7:02 | | | |
| 10:58 | s 6:47 | | | | | 27846 |BARD..... | 846.2 | 84.6 | | | f 7:09 | 6:49 | | | |
| 11:08 | s 6:59 | | | | 22 | 51 27851 | SJ.....SAN JON.....TO | 851.1 | 89.5 | | | s 7:01 | 6:41 | | | |
| 11:30 A. M. | f 7:16 | | | | 51 | 27866 |LESBIA..... | 866.0 | 104.4 | | | f 6:43 | 6:18 | | | |
| 12:30 P. M. | s 7:30 P. M. | | | | Yard | 1137 | XN.....TUCUMCARI.....TO | 875.0 | 113.4 | | RYdFWY | 6:30 A. M. | 6:00 A. M. | | | |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.

First class trains approach Amarillo passenger station at restricted speed.

SIDING FOR FIRST CLASS TRAINS—AMARILLO:
Siding extending from switch near Buchanan Street to switch west of Passenger station.

Westward

Liberal-Amarillo Line

Eastward

| SECOND CLASS | | | | Capacity of Other Tracks | Capacity of Slings | Station Numbers | SUBDIVISION 7 | | M. P. from Amarillo | Signs | SECOND CLASS | | | | |
|--------------|--|--|--|--------------------------|--------------------|-----------------|-------------------------------------|---------------------|---------------------|-------|--------------|---------------|--|--|--|
| 997 | | | | | | | STATIONS | | | | 998 | | | | |
| Freight | | | | Yard | ..... | 933 | Time Table No. 1 |  | ..... | ..... | Freight | | | | |
| Daily | | | | | | | September 27, 1953 | | | | Daily | | | | |
| A.M. | | | | | | | | | | P.M. | | | | | |
| 1.00 | | | | | | | RA..... | LIBERAL, KANS..... | *TO | 153.2 | RYdFWY | 4-45 | | | |
| | | | | | | | 12.2 BM&E Crossing..... | | UX | | | | | | |
| 1.30 | | | | 44 | 51 | 87140 | BAKER, OKLA..... | | | 140.3 | | 4.11 | | | |
| 1.50 | | | | 33 | 51 | 87132 | ADAMS..... | | | 131.8 | | 3.53 | | | |
| 2.25 | | | | 46 | 51 | 87118 | HS..... | HARDESTY, OKLA..... | TO | 118.3 | | 3.20 | | | |
| 2.50 | | | | 86 | 63 | 87108 | HN..... | HITCHLAND, TEX..... | TO | 107.9 | W | 2.50 | | | |
| 3.15 | | | | 20 | 51 | 87100 | BERNSTEIN..... | | | 100.1 | | 2.25 | | | |
| 3.40 | | | | 148 | 51 | 87091 | GU..... | GRÜVER..... | TO | 90.7 | YdW | 2.00 | | | |
| 4.05 | | | | | 49 | 87082 | CATOR..... | | | 81.8 | | 1.15 | | | |
| 4.35 | | | | 86 | 51 | 87075 | MB..... | MORSE..... | TO | 75.4 | RYdW | 1.00 | | | |
| 4.37 | | | | | | | ROCK ISLAND JCT..... | | | 74.4 | Yd | 12.34 | | | |
| 4.39 | | | | | | 87074 | MORSE JCT..... | | | 73.8 | YdY | 12.30 | | | |
| | | | | | | | WYE SWITCH..... | | | 73.2 | Y | | | | |
| 4.55 | | | | 30 | 51 | 87067 | PRINGLE..... | | | 67.3 | Yd | P.M. 12.15 | | | |
| 5.25 | | | | 65 | 51 | 87057 | FN..... | STINNETT..... | TO | 57.5 | YdWY | A.M. 11.50 | | | |
| 5.45 | | | | 18 | 16 | 87049 | OIL CITY..... | | | 49.0 | Yd | 11.25 | | | |
| 6.00 | | | | | 44 | 87046 | ANTELOPE..... | | | 45.9 | Yd | 11.05 | | | |
| 6.50 | | | | 174 | 40 | 87043 | RD..... | SANFORD..... | TO | 43.8 | YdFWY | 10.55 | | | |
| 7.15 | | | | 165 | 86 | 87037 | FH..... | FRITCH..... | TO | 37.3 | Yd | 10.05 | | | |
| 7.25 | | | | 12 | | 87032 | DEAL..... | | | 33.5 | | 9.50 | | | |
| 7.40 | | | | 9 | 69 | 87029 | WILHELM..... | | | 28.9 | | 9.40 | | | |
| 8.05 | | | | | 51 | 87019 | MASTERTON..... | | | 19.1 | | 9.20 | | | |
| 8.25 | | | | 17 | | 87013 | ST. FRANCIS..... | | | 13.2 | Y | 9.05 | | | |
| 8.50 | | | | | 48 | 87005 | MAYER..... | | | 6.8 | | 8.50 | | | |
| 9.50 | | | | | | | P&SF Crossing..... | | | 1.9 | | | | | |
| 10.00 | | | | Yard | | 27762 | VN..... | AMARILLO..... | TO | | RYdFWY | 8.00 | | | |
| A.M. | | | | | | | 153.2 | | | | | A.M. | | | |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.

BETWEEN FRITCH AND STINNETT, WATCH CAREFULLY FOR DIRT AND ROCK SLIDES.

Nos. 997 and 998 stop at all stations where necessary to handle mail express and baggage.

Westward

St. Joseph Line

Eastward

| SECOND CLASS | | | | | | | SUBDIVISION 36A | | | | | | SECOND CLASS | | | |
|---------------------|-------------|----------------|------|---------------------|--------------------------|-----------------|-------------------------------------|--|--|-----------------------|---------|---------------------|--------------|-------|-----|--|
| 995 | | 217 | | | | | STATIONS | | | | | | 996 | | 218 | |
| Freight | UnPae Local | Daily | | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | Time Table No. 1 | | | M. P. from St. Joseph | Signs | Freight | UnPae Local | Daily | | |
| Daily Except Sunday | Daily | Daily | | | | | September 27, 1953 | | | | | Daily Except Sunday | Daily | Daily | | |
| P.M. 7:00 | P.M. 6:35 | P.M. 7:10 6:40 | | | Yard | 498 | SY.....ST. JOSEPH YD.....TO | | | | RFWY Yd | A.M. 6:45 | P.M. 11:00 | | | |
| | | | | | | |CB&Q Crossing.....UX | | | | | | | | | |
| | | | | | | 498 | UN.....ST. JOSEPH, MO., U. D.....TO | | | | R | | | | | |
| | | | | | | |CB&Q Crossing.....UX | | | | | | | | | |
| | | | | | | |UTRR Crossing.....UX | | | | | | | | | |
| 7:10 | 6:40 | 96 | 74 | 499 | | |ELWOOD, KAN..... | | | 1.1 | Yd | 6:20 | 10:37 | | | |
| 7:20 | 6:50 | 25 | 118 | 503 | | | WA.....WATHENA.....TO | | | 5.0 | Yd | 6:10 | 10:30 | | | |
| 7:30 | 7:00 | | 12 | 507 | | |BLAIR..... | | | 8.8 | | 5:55 | 10:20 | | | |
| 7:45 | 7:10 P.M. | 16 | 27 | 512 | | | RO.....TROY (T. T. Rule 15a).....TO | | | 13.5 | WRYd | 5:42 | 10:10 P.M. | | | |
| 7:58 | | | 29 | 518 | | |BENDENA..... | | | 19.2 | | 5:22 | | | | |
| 8:10 | | | 25 | 523 | | | DN.....DENTON.....TO | | | 24.1 | | 5:10 | | | | |
| 8:20 | | | 29 | 528 | | |PURCELL..... | | | 29.1 | | 4:57 | | | | |
| 8:31 | | | 8 | 532 | | |PIERCE JCT..... | | | 33.6 | | 4:45 | | | | |
| 9:00 | | | 250 | 539 | | | HN.....HORTON.....TO | | | 40.8 | FWTYd | 4:25 | | | | |
| 9:21 | | 50 | 18 | 547 | | |WHITING..... | | | 49.0 | | 3:40 | | | | |
| 10:00 | | | 48 | 558 | | | H.....HOLTON.....TO | | | 60.1 | W | 3:10 | | | | |
| 10:23 | | 55 | 32 | 567 | | | MA.....MAYETTA.....TO | | | 69.4 | | 2:30 | | | | |
| 10:40 | | | 32 | 574 | | | HO.....HOYT.....TO | | | 75.8 | | 2:15 | | | | |
| 10:55 | | | 18 | 580 | | |ELMONT..... | | | 82.0 | | 1:55 | | | | |
| | | | | | | |UP Crossing..... | | | 89.2 | | | | | | |
| 11:20 P.M. | | | Yard | 588 | | |ST. JOSEPH LINE JCT..... | | | 89.3 | Yd | 1:35 A.M. | | | | |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. FORM Y ORDERS AUTHORIZED

Westward

Salina Branch

Eastward

| SECOND CLASS | | | | | | | SUBDIVISION 36B | | | | | | SECOND CLASS | | | |
|--------------|---------------------|---------------------|--------------------------|-----------------|---------------------------|--|-----------------|-----------------------|--------|------------|---------------------|------------------|--------------|------------------|--|--|
| 565 | | | | | | | STATIONS | | | | | | 566 | | | |
| Mixed | Daily Except Sunday | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | Time Table No. 1 | | | M. P. from St. Joseph | Signs | Mixed | Daily Except Sunday | Daily | | Daily | | |
| A.M. 4:00 | A.M. 4:35 4:52 | | Yard | 670 | September 27, 1953 | | | | | A.M. 11:50 | A.M. 11:50 | A.M. 11:20 10:55 | | A.M. 10:35 10:15 | | |
| | | | | 19005 | RI.....HERINGTON.....*TO | | | 171.4 | RFWYYd | | | | | | | |
| | | | | 19009 |SHADY BROOK..... | | | 176.2 | | | | | | | | |
| s 4:35 | f 4:52 | | 32 | 19015 | WO.....WOODBINE.....TO | | | 180.3 | | | | s 11:20 | | f 10:55 | | |
| | | | 17 | 19022 |PEARL..... | | | 186.7 | | | | f 10:55 | | | | |
| | | | | 19027 |AT&S Crossing.....UX | | | 192.8 | | | | s 10:35 | | s 10:15 | | |
| s 5:23 | s 5:47 | 30 | 60 | 19049 | Z.....ENTERPRISE.....TO | | | 193.1 | | | | s 10:35 | | s 10:15 | | |
| | | 24 | 45 | | BE.....ABILENE..... | | | 198.4 | RW | | | s 10:35 | | s 10:15 | | |
| | | | | |UP Crossing..... | | | 220.3 | | | | s 10:35 | | s 10:15 | | |
| 7:15 A.M. | | | 132 | | SA.....SALINA..... | | | 220.8 | EWYd | | | 8:15 A.M. | | | | |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 565 IS SUPERIOR TO No. 566. TIME TABLE RULE No. 14 IN EFFECT.

Westward

Dodge City Branch

Eastward

| SECOND CLASS | | | | Capacity of Other Tracks | Capacity of Sidings | Station Numbers | SUBDIVISION 40A STATIONS | | | M. P. from St. Joseph | Distance from Bucklin | Signs | SECOND CLASS | | | |
|---------------------|--------------|-----|--------------|--------------------------|---------------------|----------------------|--------------------------|-------|-------|-----------------------|-----------------------|--------------|--------------|--|--|--|
| 561 | | | | | | | Time Table No. 1 | | | | | | 564 | | | |
| Freight | | | | | | | | | | Freight | | | | | | |
| Daily Except Sunday | | | | | | | | | | Daily Except Sunday | | | | | | |
| A.M. | 6.30 | 142 | 125-n 70S | 846 | BU..... | BUCKLIN..... | *TO | 347.9 | ..... | RYdFWY | P.M. | 2.30 | | | | |
| | 6.55 | 48 | ..... | 21009 | HF..... | FORD..... | TO | 356.4 | 8.5 | ..... |  | 2.00 | | | | |
| | 7.30 | 20 | ..... | 21018 | ..... | WILROADS..... | | 365.7 | 17.8 | ..... |  | 1.30 | | | | |
| | 7.50 | 24 | ..... | 21026 | ..... | SOUTH DODGE..... | | 373.4 | 25.5 | ..... |  | 1.10 | | | | |
| | 8.00 A.M. | 92 | ..... | 21027 | RH..... | DODGE CITY } 26.5 | TO | 374.4 | 26.5 | RYdWY | | 1.00 P.M. | | | | |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS WESTWARD, EXCEPT No. 561 IS SUPERIOR TO No. 564. TIME TABLE RULE 14 IN EFFECT. No. 564 MAY LEAVE DODGE CITY WITHOUT CLEARANCE.

All trains and engines must stop for Highway 283 known as South Second Avenue, Dodge City, MP 370.0 and move over crossing only on a signal from member of crew on ground at crossing.

Westward

Dalhart-Morse Line

Eastward

| | | | | Capacity of Other Tracks | Capacity of Sidings | Station Numbers | SUBDIVISION 41A STATIONS | | | M. P. from Morse Jct. | Signs | | | | | |
|--|--|------|-------|--------------------------|---------------------|-----------------|--------------------------|--------------------|------|-----------------------|-------|--|--|--|--|--|
| | | | | | | | Time Table No. 1 | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | 87074 | ..... | MORSE JCT..... | 0.0 | YdY | | | | | | |
| | | | | | | | | WYE SWITCH..... | 0.5 | P | | | | | | |
| | | 34 | 51 | 88010 | ..... |  | ..... | CAPPS..... | 9.6 | ..... |  |  |  |  |  |  |
| | | 44 | 51 | 88020 | SF..... | | TO | SUNRAY..... | 20.0 | YdW | | | | | | |
| | | 162 | ..... | 88023 | ..... |  | P | SHEERIN JCT..... | 23.1 | YdY | | | | | | |
| | | 54 | ..... | 88027 | ..... |  | P | BRYDEN..... | 27.2 | ..... |  |  |  |  |  |  |
| | | 180 | ..... | 88030 | BR..... | | TO | ETTER..... | 29.6 | YdY | | | | | | |
| | | | | | | | UX | P&SF Crossing..... | 29.9 | ..... |  |  |  |  |  |  |
| | | 54 | ..... | 88041 | ..... |  | P | EXUM..... | 40.9 | ..... |  |  |  |  |  |  |
| | | 22 | ..... | 88046 | ..... |  | P | WILCO..... | 46.3 | ..... |  |  |  |  |  |  |
| | | 54 | ..... | 88051 | ..... |  | P | DALMOR SIDING..... | 50.9 | ..... |  |  |  |  |  |  |
| | | Yard | ..... | 1044 | WR..... | | *TO | DALHART..... | 60.8 | RYdFWTY | | | | | | |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. FORM Y ORDERS AUTHORIZED.

SPEED RESTRICTIONS

| LOCATION | LOCATION | Passenger Trains | Freight Trains |
|---|-----------------------------|---------------------------|-------------------|
| ALL SUBDIVISIONS | | | |
| Authorized speed through switch leads of turnouts as follows: | | | |
| No. 15..... | 25 | | |
| Others..... | 15 | | |
| Location No. 15 Turnouts: | | | |
| Sub Division 36 MP 133-32, Crossover. | | | |
| Sub Division 36 MP 144-31, Crossover. | | | |
| Sub Division 39 MP 217-1, East end siding McPherson. | | | |
| MP 218-37, West end siding McPherson. | | | |
| MP 245-35, West end siding Hutchinson. | | | |
| Sub Division 41 MP 543-25, East end No. 1 track Dalhart. | | | |
| MAXIMUM ENGINE SPEED | | | |
| 345 to 377, inclusive..... | 25 | | |
| 500 to 528, inclusive..... | 30 | | |
| 529 to 599; 700 to 707, inclusive..... | 40 | | |
| 716 to 749; 752 to 835; 1000 to 1016, inclusive..... | 50 | | |
| 1301, 1303, 1305, 1307 and 1309..... | 55 | | |
| 145 to 160; 425 to 429; 450 to 474, inclusive..... | 65 | | |
| 38 to 127; 402 to 411; 430 to 441, inclusive, 675-B, 677-B..... | 70 | | |
| 1200 series 1300, 1302, 1304, 1306, 1308, 1310 and 1311..... | 70 | | |
| 400 and 401; 485 to 499; 621 to 623, inclusive..... | 79 | | |
| 601 to 606; 625 to 656, inclusive; 675-A, 676-A and B, 677-A, 750, 751..... | 90 | | |
| 9002 and 9003..... | 65 | | |
| 9006, 9012, 9014..... | 40 | | |
| Other motor cars..... | 60 | | |
| Road freight or passenger diesels, other than road switchers, backing up..... | 40 | | |
| When this being done except in switching movements or when shoving cars a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve. | | | |
| Trains and engines making movement against current of traffic on two main tracks over facing point switches..... | 30 | | |
| Engines running forward light or with only one car..... | Freight Train Speed | | |
| Diesel switch engines, Series 345 to 350 must not be operated on main tracks in ABS territory, or to foreign line connections or through interlocking plants unless coupled with one or more cars. | | | |
| When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher. | | | |
| Motor cars without cars approaching interlocking signals and within interlocking limits..... | 10 | | |
| Train handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer..... | 25 | | |
| Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized. | | | |
| LOCATION | Passenger Trains | Freight Trains | |
| These instructions will not apply to wrecking derricks with boom trailing when trained behind engine in wreck train service. In such case speed restrictions will be as follows: | | | |
| SUBDIVISIONS 34, 35-41A..... | | 25 | |
| SUBDIVISIONS 36, 39, 40, 41-42..... | | 40 | |
| SUBDIVISIONS 36A, 36B-40A..... | | 20 | |
| SUBDIVISIONS 4 and 7..... | | 30 | |
| Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made. | | | |
| Air rail loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car. | | | |
| Where speeds on any Subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN. | | | |
| SUBDIVISION 4 (except as shown below) | | | |
| MP 780-34 to MP 761-07..... | 59 | 50 | |
| MP 815-08 to 818-16..... | 45 | 35 | |
| MP 842-01 to 842-17..... | 50 | 40 | |
| SUBDIVISION 7 (except as shown below) | | | |
| MP 1-31 P&SF Crossing..... | 35 | 35 | |
| MP 37-10 to MP 43-28..... | 20 | 20 | |
| MP 43-28 to MP 46-13..... | 15 | 15 | |
| Bridge 465..... | 5 | 5 | |
| MP 44-00 to MP 49-00 Engines other than road switchers backing up..... | 10 | 10 | |
| MP 46-24 to MP 49-00..... | 15 | 15 | |
| MP 49-00 to MP 57-17..... | 20 | 20 | |
| Bridge 706..... | 20 | 20 | |
| Bridge 834..... | 5 | 5 | |
| MP 127-30 Grade Crossing..... | 5 | 5 | |
| MP 139-31 BM&E Crossing..... | 15 | 15 | |
| MP 152-10 Grade Crossing..... | 10 | 10 | |
| SUBDIVISION 34 (except as shown below) | | | |
| MP 10-16 St. L. B. & T. Co. Crossing Eastward..... | 50 | 40 | |
| Westward..... | 10 | 10 | |
| MP 13-0 to MP 106-28 (except as shown below)..... | 15 | 15 | |
| MP 17-22 to MP 17-29..... | 40 | 35 | |
| MP 19-14 to MP 19-33..... | 30 | 25 | |
| MP 41-0 to MP 41-16..... | 15 | 15 | |
| MP 53-0 to MP 55-4..... | 25 | 20 | |
| MP 59-0 to MP 59-25..... | 25 | 20 | |
| MP 85-38 to MP 85-34..... | 25 | 30 | |
| MP 106-28 to MP 121-30 (except as shown below)..... | 35 | 30 | |
| Bridge 1146..... | 20 | 20 | |
| MP 121-30 to MP 128-34 (except as shown below)..... | 40 | 35 | |
| MP 128-21 Tunnel #2..... | 20 | 30 | |
| MP 128-34 to MP 140-6..... | 35 | 30 | |
| MP 140-6 to MP 150-28 (except as shown below)..... | 40 | 35 | |
| Bridge 1433..... | 20 | 20 | |
| MP 149-0 Tunnel #3..... | 20 | 20 | |
| MP 150-28 to MP 151-6..... | 25 | 25 | |
| SUBDIVISION 35 (except as shown below) | | | |
| MP 169-28 to MP 160-24..... | 50 | 40 | |
| MP 162-0 to MP 164-25..... | 15 | 15 | |
| MP 172-18 to MP 175-0..... | 40 | 35 | |
| MP 177-0 to MP 177-18..... | 40 | 35 | |
| MP 189-7 to MP 201-28..... | 40 | 35 | |
| MP 216-8 to MP 216-32..... | 40 | 35 | |
| MP 262-20 Mo. Pac. Crossing..... | 20 | 20 | |
| MP 279-18 to MP 279-30..... | 10 | 15 | |
| Sheffield—connection between K. C. Terminal and SL-SF..... | 10 | 10 | |
| SUBDIVISION 36 (except as shown below) | | | |
| Through Topeka Interlocking..... | 79 | 50 | |
| MP 89-0 to MP 90-24..... | 10 | 10 | |
| MP 90-24 to MP 93-5..... | 60 | | |
| MP 94-37 to MP 95-9 Westward Track..... | 70 | | |
| MP 96-29 to MP 100-29 (except as shown below)..... | 70 | | |
| MP 97-0 to MP 97-7..... | 50 | 40 | |
| MP 100-19 to MP 100-29..... | 60 | | |
| MP 103-10 to MP 104-3..... | 70 | | |
| MP 110-25 to MP 110-38..... | 65 | | |
| MP 115-30 to MP 115-39..... | 60 | | |
| MP 119-24 to MP 119-30..... | 65 | | |
| MP 121-17 to MP 123-30..... | 70 | 45 | |
| MP 125-30 to MP 125-37..... | 60 | | |
| MP 130-05 to MP 130-12 Westward Track..... | 60 | | |
| MP 131-24 to MP 131-28 Westward Track..... | 60 | | |
| MP 136-25 to MP 137-05 Westward Track..... | 70 | | |
| MP 136-25 to MP 142-18 Eastward Track..... | 55 | 45 | |
| MP 137-35 to MP 143-16 Westward Track..... | 50 | 40 | |
| MP 142-18 to MP 143-16 Eastward Track..... | 70 | | |
| MP 152-15 to MP 152-24..... | 70 | | |
| MP 169-24 to MP 171-20 (except as shown below)..... | 40 | 40 | |
| MP 171-12 Mo. Pac. Crossing—all tracks..... | 15 | 15 | |
| SUBDIVISION 39 (except as shown below) | | | |
| MP 171-20 to MP 171-30..... | 79 | 50 | |
| MP 171-30 to MP 176-33..... | 40 | 40 | |
| MP 176-33 to MP 214-12 (except as shown below)..... | 65 | | |
| MP 177-20 AT&SF Crossing..... | 70 | | |
| MP 191-12 to MP 191-24..... | 60 | | |
| MP 201-5 to MP 201-25..... | 60 | | |
| MP 214-12 to MP 219-22 (except as shown below)..... | 60 | 40 | |
| MP 219-12 Mo. Pac. Crossing..... | 50 | 20 | |
| MP 236-4 SLSF Crossing..... | 20 | 20 | |
| MP 243-22 to MP 247-12..... | 60 | 45 | |
| MP 277-32 Mo. Pac. Crossing..... | 30 | 30 | |
| MP 285-28 Mo. Pac. Crossing..... | 60 | 45 | |

SPEED RESTRICTIONS—Continued

| LOCATION | Passenger Trains | Freight Trains | LOCATION | Passenger Trains | Freight Trains |
|--|------------------|----------------|---|------------------|----------------|
| SUBDIVISION 40 (except as shown below) | 79 | 60 | SUBDIVISION 36B (except as shown below) | 30 | 25 |
| MP 328-25 Main St. Crossing Greensburg | 50 | ..... | Trains handling steam derrick 95020 must have two or more empty cars immediately ahead and behind derrick over bridges. | ..... | 5 |
| MP 393-12 to MP 395-10 | 65 | ..... | Abilene—connection to AT&SF Ry. | 10 | 10 |
| MP 418-00 to MP 420-00 | 60 | 45 | MP 192-24—AT&SF Crossing | 10 | 10 |
| Cudahy Spur | ..... | 15 | Between Abilene and West Abilene | Restricted Speed | |
| SUBDIVISION 41 (except as shown below) | 79 | 50 | Between East Salina and Salina | Restricted Speed | |
| MP 453-04 BM&E Crossing | 60 | ..... |  |  |  |
| MP 473-10 to MP 474-03 | 40 | 40 | | | |
| MP 614-24 P&SF Crossing | 60 | ..... |  |  |  |
| SUBDIVISION 42 (except as shown below) | 79 | 60 | SUBDIVISION 40-A (except as shown below) | 25 | 25 |
| MP 546-20 FWD Crossing | 20 | 20 | MP 373-00 to MP 374-12 | 6 | 6 |
| Bridge 6165 | 40 | 30 | | | |
| SUBDIVISION 36A (except as shown below) | 40 | 40 | | | |
| MP 0-4 CB&Q Crossing | 10 | 10 | | | |
| MP 7-0 to St. Joseph line Jct. | 30 | 30 | | | |
| Missouri River Bridge at St. Joseph | 6 | 6 | | | |
| MP 89-2 UP R. R. Crossing | 15 | 15 | | | |
| Bridge 594—trains handling derricks and pile drivers | 15 | 15 | | | |

SPECIAL INSTRUCTIONS

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below, unless otherwise instructed by officer at location of highwater. When towed or operated under own power through water of lesser depth than that shown below, a speed of 3 MPH must not be exceeded.

| | Maximum Height of Water Above Rail |
|-------------------------------|------------------------------------|
| Diesel Engines and Motor Cars | 3 Inches |
| RDC Cars 9002-9003 | 5 Inches |
| Light Weight passenger Cars | 7 Inches |
| Conventional passenger Cars | 12 Inches |

2. Carrie Avenue Yd. is the Initial station for Westward trains originating there.

2a. Kansas City, Mo. Subdivision 35, is the initial station for Eastward trains originating there.

2b. Kansas City, Kan. (Armourdale Yard) Subdivision 35, is the initial station for Eastward trains originating there.

2c. St. Joseph Line Jct. is the initial station for Westward trains on Subdivision 36.

3. Westward freight trains, Sub.-Div. 34 will obtain Clearance at Lackland Instead of Carrie Ave. Yd.

3a. Eastward trains before leaving Lackland and Westward trains before leaving Easton Ave. Jct., must obtain clearance authorizing movement between Lackland and Rock Island Jct. When no operator on duty at Lackland or Easton Ave. Jct., verbal authority must be secured from TRRA train dispatcher.

3b. Eastward freight trains, Sub.-Div. 35 will obtain clearance at Kansas City, Kan. (Armourdale Yd.).

3c. Westward first-class trains, Sub.-Div. 36, will obtain clearance at U. P. station, Topeka. Eastward first-class trains, Sub.-Div. 36, will obtain U. P. clearance at U. P. station Topeka. Other eastward trains will obtain U. P. clearance at Topeka Yard.

Trains cleared at U. P. station need not obtain Rock Island Clearance at Topeka Yd.

3d. Eastward trains, Sub.-Div. 36A will obtain clearance at Topeka Yd.

Westward trains will not be required to obtain clearance at St. Joseph Line Jct., and will be governed by interlocking signals between St. Joseph Line Jct. and Topeka Yd.

When no operator on duty St. Joseph Yard office, trains will receive clearance at St. Joseph Union Depot.

3e. Eastward trains, Sub.-Div. 36B will obtain U. P. Clearance at Union Station Salina and Rock Island Clearance at Rock Island depot Abilene, and Westward trains will obtain U. P. Clearance at Abilene.

4. Restricted use of Train Register Books as follows:

St. Louis U. D.—Passenger trains only.
Leeds Junction—For first-class trains in both directions and westward second class trains.

Kansas City, Mo. U. D.—Passenger trains only.
Kansas City, Kansas, yard office—Trains originating and terminating.
Topeka, Telegraph Office, Union Pacific passenger station—Passenger trains only.

McFarland—For trains originating and terminating.

Amarillo Passenger station—First-class trains.

Amarillo Yard office—All except first-class trains.

St. Joseph U. D.—Passenger trains only.

4a. Trains 3, 4, 507, 508, 509 and 510 will register by Form 1339 at Herington.

4b. First Class trains will register by Ticket Form 1339 at Dalhart Tower.

4c. Conductors Eastward U. P. trains, Troy will furnish enginemen train register check Form CT-107-B.

5. Bulletin Boards and General Order Books are located at:

| | |
|------------------------------------|-----------------------------|
| St. Louis—Union Station. | Herington—Yard Office. |
| St. Louis—TRRA engine house. | Herington—Engine House. |
| Carrie Ave.—Yard Office. | McPherson—Depot. |
| Eldon, Mo.—Yard Office. | Hutchinson—Depot. |
| Eldon, Mo.—Engineer's Room. | Hutchinson—Diesel House. |
| St. Joseph—U. D. Telegraph Office. | Pratt—Yard Office. |
| St. Joseph—Yard Office. | Pratt—Engine House. |
| Kansas City, Mo.—Union Depot | Bucklin—Depot. |
| Telegraph Office. | Liberal—Telegraph Office. |
| Kansas City, Kan.—Yard Office | Dalhart—Engine House. |
| and Engine House. | Dalhart—Yard Office. |
| Topeka Yard—Yard Office. | Tucumcari—Telegraph Office. |
| Topeka Yard—Engine House. | Amarillo—Yard Office. |
| McFarland—Yard Office. | Amarillo—Passenger Station. |

5a. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.

6. Standard clocks are located at:

| | |
|----------------------------------|-----------------------------|
| St. Louis—Union station. | Pratt—Passenger depot. |
| Carrie Avenue—Yard Office. | Bucklin—Depot. |
| Belle—Telegraph office. | Liberal—Passenger depot. |
| Eldon, Mo.—Yard office. | Dalhart—Passenger depot. |
| Eldon, Mo.—Engineers Washroom. | Dalhart—Interlocking Tower. |
| Kansas City, Mo.—Union Depot. | Tucumcari—Telegraph office. |
| Kansas City, Kansas—Yard office. | Amarillo—Passenger depot. |
| Kansas City, Kan.—Engine house. | Amarillo—Yard office. |
| Topeka—Passenger depot. | Morse—Depot. |
| Topeka—Interlocking Tower. | St. Joseph—Union Depot. |
| McFarland—Telegraph office. | St. Joseph—Union Term. Co. |
| Herington—Yard office. | Yard office. |
| Hutchinson—Passenger depot. | Horton—Depot. |

7. Trains approaching train order signal displaying stop indication will sound four blasts of whistle and must not exceed 60 MPH passing stations at which train order or clearances are to be received.

8. f—Flag stop to receive or discharge traffic.
g—Conditional stop for revenue passengers only.
s—Regular stop.

SPECIAL INSTRUCTIONS—Continued

11. Dwarf automatic block color light signals are in service Tucumcari.

Signals are numbered as follows:

| | | | | | |
|--------------------|------|------|-------|-------|-------|
| Westward | 6379 | 6381 | 16273 | | |
| Eastward | 6380 | 6382 | 16268 | 16270 | 16272 |

11a. Signals 6380 and 6381 do not govern any section of Subdivision 4 or stock track. These signals do not govern crossover switch leading from Subdivision 42, main track, to passenger station track. Trains must approach this switch at restricted speed so that their movement will not be endangered should switch be set for station track. Subdivision 42 trains will not be required to stop at intersection of Subdivision 4 when signals are in proceed indication.

11b. Subdivision 40, Bridge No. 4184 is equipped with fire protection appliance which controls eastward signal No. 4198 and westward signal No. 4169. If signal No. 4169 or No. 4198 is found displaying stop indication, bridge must be inspected before passing over it.

11c. Subdivision 42, Bridge No. 6165 is equipped with fire protection appliance which controls eastward signal No. 6194 and westward Absolute Signal Logan. If westward Absolute Signal Logan, or Signal No. 6194 is found displaying a Stop indication, bridge must be inspected before passing over it.

11d. Railroad crossings at grade are protected by interlocking signals, except as follows:

| Sub-divn. | MP | Crossing | Remarks | Operated by | Normal Position Gates AGAINST | Light Arrangement for | |
|-----------|-----------|-----------|---------|-------------|-------------------------------|-----------------------|---------|
| | | | | | | Stop | Proceed |
| 34 | 10.4 | StLB&TCo. | Gate | Trainmen | StLB&TCo. | Red | Yellow |
| 35 | 160.1 | MoPac. | Gate | Trainmen | MoPac. | Red | Yellow |
| 39 | McPherson | AT&SF. | Gate | Trainmen | CRI&P. | Red | Yellow |
| 39 | 246.0 | MoPac. | Gate | Trainmen | MoPac. | Red | Yellow |
| 39 | 246.6 | AT&SF. | Gate | Trainmen | AT&SF. | Red | Yellow |
| 39 | 285.7 | MoPac. | Gate | Trainmen | MoPac. | Red | Yellow |
| 41 | 453.1 | BM&E. | Gate | Trainmen | BM&E. | Red | Yellow |
| 7 | 140.3 | BM&E. | Gate | Trainmen | BM&E. | Red | Yellow |
| 36a | 0.3 | CB&Q. | Gate | Gate | CB&Q. | Red | Yellow |
| 36a | 0.4 | CB&Q. | Gate | Tender | CB&Q. | Red | Yellow |
| 36a | 0.5 | UTRR. | Gate | Trainmen | CRI&P. | Red | Green |
| 36b | 192.8 | AT&SF. | Gate | Trainmen | P&SF. | Red | Yellow |
| 36b | 220.3 | UP. | Gate | Trainmen | P&SF. | Red | Yellow |
| 41a | 29.9 | P&SF. | Gate | Trainmen | P&SF. | Red | Yellow |

11e. Railroad crossings at grade are protected by automatic interlocking as shown below:

| Sub-Divn. | MP | Crossing | Sub-Divn. | MP | Crossing |
|-----------|-------|---------------|-----------|-------|---------------|
| 35 | 262.5 | Missouri Pac. | 39 | 236.1 | SL-SF |
| 39 | 177.5 | AT&SF | 39 | 244.9 | Missouri Pac. |
| 39 | 214.7 | AT&SF | 39 | 277.8 | Missouri Pac. |
| 39 | 219.3 | Missouri Pac. | 41 | 514.7 | P&SF |

11f. Following whistle signals designate route desired:

| | | | |
|-------------------------------------|---|--------------------------------------|-----------------|
| At Topeka | | At White City | |
| North Topeka | 2 long. | Main Track | 2 long. |
| West Main | 3 long. | Siding | 2 long 1 short. |
| East Main | 3 long 1 short. | Other Tracks | 1 short 1 long |
| East Yard Lead | 2 long 1 short. | | 1 short. |
| City | 3 short 1 long. | | |
| Engine House (North Side) | 1 short 1 long | At St. Joseph, Missouri River | |
| | 1 short. | Bridge and Interlocking: | |
| Engine House (South Side) | 1 long 1 short | East End of Missouri River Bridge: | |
| | 1 long. | CRI&P Route | 1 long 1 short |
| Dalhart | Main track—One long. | Union Pacific Route. 1 long 1 short. | |
| | Ice House track—One long, one short. | | |
| Amarillo | Main track—One long. | | |
| | Cannot take—One short, one long, one short. | | |
| | Yard to main track—One long, one short, one long. | | |
| | Main track to Packing House—One long, one short. | | |
| | Yard to Packing House—Two short, one long. | | |

14. Following rule in effect on subdivisions where so specified in foot notes of Time Table.

Freight trains and mixed trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned, as follows:

"C. & E. after (time) protect against Extra Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains and mixed trains may occupy the main track between STATION SIGNS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION SIGN, and thereafter proceed as the way is seen or known to be clear.

15. Schedule time and train order restrictions apply at crossover switch just east of water tank at Lackland, MP 12-23 Subdiv. 34 for westward trains.

15a. Union Pacific R. R. Jet. is located at MP 13.5 (Troy). The Jet. switch will be left lined for CRI&P main track. Telegraphers at Troy during hours on duty are authorized to handle switches for UP trains.

16. Between Union Station and Rock Island Jct. (St. Louis) trains will be governed by TRRA time table and rules.

16a. All train movements between Lackland and Rock Island Jct. will be under the supervision and authority of TRRA train dispatchers, and be governed by TRRA rules. This authority supersedes time table schedules.

16b. Between Leeds Junction and Kansas City Belt Junction Subdiv. 35, trains will be governed by SL-SF—KCT Time Table.

16c. Trains between Air Line Jct. and KCS Jct. will be governed by KCS rules and between KCS Jct. and Kansas City, Mo. Union Station will be governed by Kansas City Terminal Ry. Co. rules.

16d. Between Kansas City Belt Jct. and Kansas Avenue Subdiv. 35, between Kansas City, Mo. and Terminal Jct. Subdiv. 36 on tracks of the KCTRY used, trains be governed by Kansas City Terminal Ry. rules and be provided with Union Station time table.

16e. Between State Line and UPRR connection at Kaw Bridge, between Terminal Jct. or CRI&P Jct. and Topeka Jct. Subdiv. 36 and between West Abilene and East Salina Subdiv. 36B, trains will be governed by time tables and rules of UPRR.

16f. Trains between CRI&P Jct. and West Abilene, and between East Salina and A. B. Jct. Subdiv. 36B, will be governed by time table and rules of the AT&SF Ry.

16g. AT&SF trains use Subdivision 40-A main track between Dodge City and AT&SF Junction Switch, MP 373.7. All trains and engines approaching Junction or using any part of this Joint Track will move at restricted speed.

17. Subdivision 7 between Sanford and Canadian River has a maximum grade of 3.6% and between Canadian River and Oil City 2.5%. Eastward trains must stop at Sanford and westward trains at Oil City and make standing air brake test as provided in form MP 141 air brake rules pages 13 to 37 inclusive. Trains must not leave Sanford or Oil City to descend to Canadian River unless 85% of all air brakes are operative, retainers turned in accordance with Rule 51 and 104 of MP 141, locomotive supplied with sand and sufficient number of hand brakes applied to insure safety. Cars must not be shoved down these descending grades unless a sufficient number of hand brakes have been set to control the movement of every car. After descending maximum grades—stop—turn down retainers—carefully inspect wheels and brake rigging.

Should trains stall in ascending grades to Sanford or Oil City they are prohibited from backing down to make a run for the hill.

Westward trains leave rear portion of train between switches, Antelope, when possible and line west switch for siding while doubling to Sanford but whenever rear of train does not clear east end of Antelope siding, set derail on west end Antelope siding in derailling position—in addition to lining west switch for siding. Normal position of Antelope derail is open and locked when not in use as provided above.

18. Topeka Interlocking extends from Topeka Jct. and St. Joseph Line Jct. over Kaw River Bridge to west end of plant on two main tracks.

18a. For eastward trains at St. Joseph Line Jct. the top light on the home interlocking signal governs route to Kansas City. Lower light governs route to St. Joseph Line.

18b. Switches leading to Curtis St. track and Material Yd. track, North Topeka, are hand-thrown switches and must not be used without first securing permission from towerman.

27. Draw bridges located at:
St. Joseph—Missouri River.

28. All employes are hereby notified that it is dangerous to stand erect upon cars, especially cars of extraordinary height, while passing over, through or under the following named bridges or viaducts:

| Subdivision | Mile Post | Kind of Structure |
|-------------|--------------------|------------------------|
| 34 | Broadway | Viaduct |
| 34 | Florissant Ave. | Viaduct |
| 34 | Kingshighway | Viaduct |
| 34 | Natural Bridge Rd. | Viaduct |
| 34 | Suburban Ry. | Viaduct |
| 34 | Klenian Ave. | Viaduct |
| 34 | St. Louis Ave. | Viaduct |
| 34 | Easton Ave. | Viaduct |
| 34 | 15.6 | Viaduct |
| 34 | 42.1 | Thru Truss |
| 34 | 45.8 | Thru Truss |
| 34 | 49.0 | Viaduct |
| 34 | 55.1 | Thru Truss |
| 34 | 74.0 | Coal Chute—Leslie |
| 34 | 118.0 | Tunnel No. 1 |
| 34 | 121.5 | Thru Truss |
| 34 | 128.6 | Tunnel No. 2 |
| 34 | 135.5 | Thru Truss |
| 34 | 137.0 | Thru Truss |
| 34 | 138.8 | Thru Truss |
| 34 | 143.3 | Thru Truss Osage River |
| 34 | 149.0 | Tunnel No. 3 |
| 35 | 165.8 | Viaduct |
| 35 | 182.5 | Viaduct |
| 35 | 184.5 | Viaduct |
| 35 | 216.3 | Coal Chute Apron |
| 35 | 216.6 | Viaduct MKT Ry. |
| 35 | 248.0 | Viaduct |
| 35 | 277.8 | Tunnel No. 4 |
| 35 | Bridge 71 | Thru Truss on SL-SF |

SPECIAL INSTRUCTIONS—Concluded.

| Subdivision | Mile Post | Kind of Structure |
|-------------|--------------------------|-----------------------------|
| 35 | 200 ft. E. of 9th Street | Signal Bridge No. 20 |
| 35 | 18th St. KC Mo. | Viaduct |
| 35 | Prospect Ave. | Viaduct |
| 35 | Vino St. | Viaduct |
| 35 | The Paseo | Viaduct |
| 35 | Forest Ave. | Viaduct |
| 35 | Harrison St. | Viaduct |
| 35 | McGee St. | Viaduct |
| 35 | Grand Ave. | Viaduct |
| 35 | Main St. | Viaduct |
| 35 | Broadway Ave. | Viaduct |
| 35 | Pennsylvania Ave. | Viaduct |
| 35 | 10th St. | Viaduct |
| 35 | U. P. Ry. Br. | Thru Truss Kansas River |
| 35 | Near Berger St. | Viaduct KCT |
| 35 | 10th St. K. C. Ks. | Viaduct |
| 36 | 89.2 | Thru Truss Kaw River |
| 36 | 116.5 | Thru Truss |
| 36A | 0.6 | Missouri River Bridge |
| 36A | 15.0 | Viaduct St. Joe & G. I. Ry. |
| 36A | 34.6 | Thru Truss |
| 36A | 46.6 | Thru Truss |
| 36A | 48.6 | Viaduct Mo. Pac. Ry. |
| 36A | 59.7 | Thru Truss |
| 36A | 86.6 | Thru Truss |
| 36B | 193.5 | Thru Truss Smoky Hill River |

28a. Subdivn. 39, Steel bridge MP 191.9, Steel bridge at MP 235.7, will not clear man on side of car or with feet hanging over side of flat car or out of door of box car.

28b. Chute on Ice machine on Rico Track, Dalhart, will not clear man on side or top of car on Extension No. 5 or No. 6 yard tracks.

28c. Concrete unloading pits at Riffe Brothers concrete elevators at Texhoma and Stratford will not clear man on side of car.

28d. At Amarillo derrick frames over Case track located at platform between Polk and Tyler Streets and over depressed track east of Buchanan Street, will not clear a man on top of a car or on side of a car.

31. Industrial or spur tracks are located at:

| Sub-div. | Mile Post | Name | Car Capacity |
|----------|-----------|------------------------------------|--------------|
| 34 | 24.2 | City of St. Louis Water Works..... | 50 |
| 34 | 28.6 | Helwig Bros..... | 4 |
| 34 | 41.8 | Otters Spur..... | 3 |
| 34 | 53 | Davis Spur..... | 2 |
| 34 | 83.2 | Johnson Spur..... | 6 |
| 34 | 97.3 | Ellis..... | 3 |
| 34 | 140.5 | Osage Gravel Loading Track..... | 30 |
| 35 | 273.9 | R. A. Long..... | 4 |
| 35 | 278.4 | Kansas Buff Brick Co..... | 27 |
| 35 | 286.8 | Reich and Sons..... | 8 |
| 36 | 94.6 | Security Benefit Ass'n Spur..... | 8 |
| 40 | 335.3 | Northern Natural Gas Co..... | 40 |
| 40 | 380.0 | Cudahy Spur..... | ..... |
| 40 | 401.3 | Collano Elevator..... | 20 |
| 40 | 402.1 | Hobart..... | 27 |
| 40 | 419.9 | Shamrock..... | 21 |
| 40a | 370.3 | Renco Spur..... | 6 |
| 41 | 442.6 | Fluor..... | 45 |
| 41 | 457.13 | Panoma Spur..... | 92 |
| 41 | 471.3 | Cabot Carbon Co..... | 60 |
| 41 | 471.9 | Gen'l Atlas Carbon Co..... | 39 |
| 41a | 19.0 | Phillips Spur..... | ..... |
| 41a | 23.0 | Sheerin Spur..... | ..... |
| 42 | 601.6 | Gravel Pit..... | ..... |
| 4 | 764.3 | Team Track..... | 10 |
| 7 | 42.1 | Combined Carbon..... | 30 |
| 7 | 43.1 | United Carbon Co..... | 21 |
| 7 | 43.2 | United Carbon Co..... | 35 |

34. "Precautions, unusual conditions". When snow plows are operated preceding or following other trains Absolute Block between open stations must be maintained between such trains in territory involved. If necessary Dispatchers must call Operators to establish communication. These requirements do not modify Rule 99.

Snow plows, while in road operation, will not exceed speed of 5 MPH when meeting or passing or being passed by a passenger train.

35. At stations where telephones are located, conductor should communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen, approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, conductors must call operator to office when delay has reached thirty minutes in excess of time expected, in case the expected train is not seen, or heard approaching.

35a. Emergency telephones, connected with train dispatcher circuit, are located at pole sets, or in booth at the following locations:

Subdivision 40, East end of Cimarron River Bridge 4184.

Subdivision 41, East end of Beaver River Bridge 4679.

The following letters and symbols indicate:—

F—Fuel Station.

P—Train Dispatchers Telephone.

R—Train Register Station.

T—Turn Table.

W—Water Station. Diesel Engines.

Y—Wye.

UX—Railroad Crossing not protected by Interlocking.

TO—Train Order Station.

Yd—Station where yard limit signs are maintained.

*—Radio Installation.

Official Hospitals.

| Name | Place | Telephone |
|------------------------------|--|----------------|
| Evangelical Deaconess..... | St. Louis, 6140 Oakland Ave... | Hiland 8510 |
| Peoples (for Colored)..... | St. Louis, 3449 Pine St..... | JEfferson 5468 |
| St. Lukes Hospital..... | Kansas City, Mo., 44th & Mill Creek Blvd..... | VAIntine 7500 |
| Providence Hospital..... | Kansas City, Kans., 18th and Barnett..... | DRexel 3140 |
| University Kansas Hospital.. | Kansas City, Kans., 39th and (For Colored) Rainbow Blvd..... | VAIntine 4814 |
| Stormont Hospital..... | Topeka, 334 Greenwood Ave... | 2-7296 |
| Pratt County..... | Pratt, 3rd and Commodore... | 1080 |
| Epworth..... | Liberal, 524 No. Washington St. | 3861 |
| St. Anthony..... | Amarillo, 707 North Polk St... | 9866 and 6677 |
| Tucumcari General..... | Tucumcari, South End 4th St. | 2 |
| Horton Hospital..... | Horton, East Front St..... | 25 |

Emergency Hospitals.

| Name | Place | Telephone |
|-----------------------------|-------------------------------|----------------|
| Dickinson Co. Mem. Hosp.... | Abilene, Tenth & Campbell St. | 984 North East |

TABLE OF TRAIN SPEEDS

| Seconds per Mile | Miles per Hour | Seconds per Mile | Miles per Hour | Seconds per Mile | Miles per Hour |
|------------------|----------------|------------------|----------------|------------------|----------------|
| 33 | 110.0 | 72 | 50.0 | 105 | 34.3 |
| 34 | 106.0 | 73 | 49.3 | 110 | 32.7 |
| 36 | 100.0 | 74 | 48.6 | 115 | 31.3 |
| 38 | 94.7 | 75 | 48.0 | 120 | 30.0 |
| 40 | 90.0 | 76 | 47.4 | 125 | 28.8 |
| 42 | 85.7 | 77 | 46.7 | 130 | 27.7 |
| 45 | 80.0 | 78 | 46.1 | 135 | 26.7 |
| 48 | 75.0 | 79 | 45.6 | 140 | 25.7 |
| 50 | 72.0 | 80 | 45.0 | 145 | 24.8 |
| 52 | 69.2 | 81 | 44.4 | 150 | 24.0 |
| 54 | 66.6 | 82 | 43.9 | 155 | 23.2 |
| 56 | 64.2 | 83 | 43.4 | 160 | 22.5 |
| 58 | 62.0 | 84 | 42.9 | 170 | 21.2 |
| 60 | 60.0 | 85 | 42.4 | 180 | 20.0 |
| 61 | 59.0 | 86 | 41.9 | 190 | 18.9 |
| 62 | 58.0 | 87 | 41.4 | 200 | 18.0 |
| 63 | 57.1 | 88 | 40.9 | 210 | 17.1 |
| 64 | 56.2 | 89 | 40.4 | 220 | 16.4 |
| 65 | 55.3 | 90 | 40.0 | 230 | 15.6 |
| 66 | 54.5 | 91 | 39.6 | 240 | 15.0 |
| 67 | 53.7 | 92 | 39.1 | 250 | 14.4 |
| 68 | 52.9 | 93 | 38.7 | 260 | 13.8 |
| 69 | 52.1 | 94 | 38.2 | 270 | 13.3 |
| 70 | 51.4 | 95 | 37.9 | 280 | 12.8 |
| 71 | 50.7 | 100 | 36.0 | 290 | 12.4 |

TRAIN ORDER OFFICES

OFFICE HOURS

Week Days
Except Saturday

*Sundays and Holidays

**Saturdays

| | From | To |
|-----------------------|-----------------|------------|
| SUBDIVISION 34 | | |
| Lackland..... | Continuous | |
| Chesterfield..... | 6:30 a.m. | 3:30 p.m. |
| Union..... | 8:00 a.m. | 5:00 p.m. |
| Gerald..... | ** 8:00 a.m. | 5:00 p.m. |
| Rosebud..... | 8:00 a.m. | 5:00 p.m. |
| Owensville..... | 8:00 a.m. | 5:00 p.m. |
| Bland..... | *..** 8:00 a.m. | 5:00 p.m. |
| Belle..... | *..** 6:00 p.m. | 3:00 a.m. |
| Freeburg..... | *..** 6:00 p.m. | 3:00 a.m. |
| Argyle..... | *..** 7:00 a.m. | 4:00 p.m. |
| Meta..... | *..** 7:00 a.m. | 4:00 p.m. |
| Eugene..... | *..** 7:00 a.m. | 4:00 p.m. |
| Eidon..... | Continuous | |
| SUBDIVISION 35 | | |
| Versailles..... | 7:30 a.m. | 4:30 p.m. |
| Stover..... | ** 7:30 a.m. | 4:30 p.m. |
| Cole Camp..... | *10:45 a.m. | 2:45 p.m. |
| Ionia..... | 8:00 a.m. | 5:00 p.m. |
| Windsor..... | 8:00 a.m. | 5:00 p.m. |
| Leeton..... | 8:30 a.m. | 5:30 p.m. |
| Chilhowee..... | ** 8:30 a.m. | 5:30 p.m. |
| Pleasant Hill..... | *Same Hours | |
| Raytown..... | 8:00 a.m. | 5:00 p.m. |
| | 6:00 p.m. | 3:00 a.m. |
| | ** 6:00 p.m. | 3:00 a.m. |
| | *Same Hours | |
| | 8:00 a.m. | 5:00 p.m. |
| | *..** 8:00 a.m. | 5:00 p.m. |
| | 8:00 a.m. | 5:00 p.m. |
| SUBDIVISION 36 | | |
| Topeka Yd..... | Continuous | |
| Maple Hill..... | 8:00 a.m. | 5:00 p.m. |
| Paxico..... | 7:00 a.m. | 4:00 p.m. |
| McFarland..... | Continuous | |
| Alma..... | 8:00 a.m. | 5:00 p.m. |
| Alta Vista..... | 8:00 a.m. | 5:00 p.m. |
| Dwight..... | 8:00 a.m. | 5:00 p.m. |
| MKT Crossing..... | *..** 8:00 a.m. | 11:59 p.m. |
| SUBDIVISION 39 | | |
| Herington..... | Continuous | |
| Ramona..... | 8:30 a.m. | 5:30 p.m. |
| Tampa..... | 8:00 a.m. | 5:00 p.m. |
| Durham..... | 7:00 a.m. | 4:00 p.m. |
| Canton..... | 6:00 a.m. | 3:00 p.m. |
| Galva..... | 7:00 a.m. | 4:00 p.m. |
| McPherson..... | Continuous | |
| Inman..... | 8:00 a.m. | 5:00 p.m. |
| Hutchinson..... | Continuous | |
| Partridge..... | 6:30 a.m. | 3:30 p.m. |
| Arlington..... | 6:30 a.m. | 3:30 p.m. |
| Langdon..... | 7:00 a.m. | 4:00 p.m. |
| Turon..... | 7:00 a.m. | 4:00 p.m. |
| Preston..... | 7:00 a.m. | 4:00 p.m. |
| Pratt..... | Continuous | |
| SUBDIVISION 40 | | |
| Pratt..... | Continuous | |
| Cullison..... | 8:00 a.m. | 5:00 p.m. |
| Wellsford..... | 7:00 a.m. | 4:00 p.m. |
| Haviland..... | 8:00 a.m. | 5:00 p.m. |
| Greensburg..... | 8:00 a.m. | 5:00 p.m. |
| Mullinville..... | 8:00 a.m. | 5:00 p.m. |
| Bucklin..... | Continuous | |
| Kingsdown..... | 8:00 a.m. | 5:00 p.m. |
| Bloom..... | 8:00 a.m. | 5:00 p.m. |
| Mincola..... | *..** 7:00 a.m. | 4:00 p.m. |
| Fowler..... | 8:00 a.m. | 5:00 p.m. |
| Meade..... | Continuous | |
| Plains..... | 8:00 a.m. | 5:00 p.m. |
| Kismet..... | 8:00 a.m. | 5:00 p.m. |
| Liberal..... | Continuous | |

| | From | To |
|-------------------------|-----------------|-----------|
| SUBDIVISION 41 | | |
| Liberal..... | Continuous | |
| Tyrone..... | 8:30 a.m. | 5:30 p.m. |
| Hooker..... | *..** 8:00 a.m. | 5:00 p.m. |
| Guymon..... | Continuous | |
| Goodwell..... | 7:30 a.m. | 4:30 p.m. |
| Texhoma..... | *..** 8:30 a.m. | 5:30 p.m. |
| Stratford..... | Continuous | |
| Dalhart..... | Continuous | |
| SUBDIVISION 42 | | |
| Dalhart..... | Continuous | |
| Romero..... | 7:30 a.m. | 4:30 p.m. |
| Naravisa..... | Continuous | |
| Logan..... | *..** 7:00 a.m. | 4:00 p.m. |
| Tucumcari..... | Continuous | |
| SUBDIVISION 4 | | |
| Amarillo..... | Continuous | |
| Wildorado..... | 7:30 a.m. | 4:30 p.m. |
| Vega..... | 7:30 a.m. | 4:30 p.m. |
| Adrian..... | 7:30 a.m. | 4:30 p.m. |
| San Jon..... | 7:15 a.m. | 4:15 p.m. |
| Glennle..... | 7:30 a.m. | 4:30 p.m. |
| Tucumcari..... | Continuous | |
| SUBDIVISION 7 | | |
| Liberal..... | Continuous | |
| Hardesty..... | 7:00 a.m. | 4:00 p.m. |
| Hirchland..... | 7:00 a.m. | 4:00 p.m. |
| Gruver..... | 7:00 a.m. | 4:00 p.m. |
| Morse..... | 7:30 a.m. | 4:30 p.m. |
| Stinnett..... | 7:30 a.m. | 4:30 p.m. |
| Sanford..... | 7:00 a.m. | 4:00 p.m. |
| Fritch..... | 6:30 a.m. | 3:30 p.m. |
| Amarillo..... | Continuous | |
| SUBDIVISION 36-A | | |
| Wathena..... | 8:00 a.m. | 5:00 p.m. |
| Troy..... | ** 8:00 a.m. | 5:00 p.m. |
| | * 8:00 a.m. | 4:00 p.m. |
| | *..** 7:30 p.m. | 3:30 a.m. |
| Denton..... | 7:00 a.m. | 4:00 p.m. |
| Horton..... | 8:30 a.m. | 5:30 p.m. |
| | ** 8:30 a.m. | 5:30 p.m. |
| Holton..... | 8:00 a.m. | 5:00 p.m. |
| Mayetta..... | 8:00 a.m. | 5:00 p.m. |
| Hoyt..... | 7:45 a.m. | 4:30 p.m. |
| SUBDIVISION 36-B | | |
| Woodbine..... | 6:30 a.m. | 3:30 p.m. |
| Enterprise..... | 7:00 a.m. | 4:00 p.m. |
| Ablene..... | 7:15 a.m. | 4:15 p.m. |
| | ** 7:15 a.m. | 4:15 p.m. |
| Salina..... | 8:00 a.m. | 5:00 p.m. |
| | ** 8:00 a.m. | 5:00 p.m. |
| SUBDIVISION 40-A | | |
| Bucklin..... | Continuous | |
| SUBDIVISION 41-A | | |
| Dalhart..... | Continuous | |
| Etter..... | 8:30 a.m. | 5:30 p.m. |
| Sunray..... | 7:30 a.m. | 4:30 p.m. |

J. B. BUFFALO, Terminal Sup't., Kansas City, Kan.
F. B. GIBBS, Ass't. Sup't., Liberal, Kan.
R. C. BOELLING, Trainmaster, Kansas City, Kan.
S. A. WILLIAMS, Trainmaster, Kansas City, Kan.
W. L. HUNT, Trainmaster, Eldon, Mo.
C. B. MURRAY, Trainmaster, Herington, Kan.
F. NORVELL, Trainmaster, Dalhart, Tex.
W. B. O'BRIEN, Trainmaster, Amarillo, Tex.
J. W. GANN, Master Mechanic, Kansas City, Kan.
A. L. FRANCIS, Ass't. Master Mechanic, Dalhart, Tex.
R. S. GILCHRIST, Road Foreman Equipment, Eldon, Mo.
A. A. STURGES, Road Foreman Equipment, Herington, Kan.
E. J. GWIN, Road Foreman Equipment, Pratt, Kan.
J. L. WILSON, Chief Dispatcher, Kansas City, Kan.
C. T. ROWLEY, Chief Dispatcher, Liberal, Kan.
R. L. SHOWERS, Night Chief Dispatcher, Liberal, Kan.

P. H. JOHNSON,
A. G. DOUGLAS,
J. B. JOHNSON,
S. G. KEETON,
W. H. WEBSTER,
A. P. USSARY,
J. P. ESHOUSE,
R. W. CHURCH,
J. J. BUTTON,
H. L. REYBURN,
W. D. MINNICK,

Train Dispatchers,
Kansas City, Kan.

C. D. WILLIAMSON,
I. C. LEGER,
T. C. FARRELL,
G. G. MURPHY,
W. R. HEDRICK,
R. A. HERD,
S. W. DEWS,
V. R. BEESON,

Train Dispatchers,
Liberal, Kansas.