

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	St. Louis, Mo.
A. S. STEINER, Oculist and Aurist	
M. F. HARMANN, Local Surgeon	
W. PARKER	Overland University City Independence Union
J. O'CONNELL	
W. R. HEWITT	
H. V. WOODS	
H. M. DENNY	
A. E. CORDONIER, Local Surgeon	Troy, Kan.
E. YODER	
GEO. M. EDMONDS	Horton Holton
R. H. MOSER	
B. M. MARSHALL, Dist. & Hosp. Surgeon-Examiner	Topeka
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	
P. M. POWELL, Asst. Division Surgeon and Examiner	Valencia-Willard Alma Dwight White City
CLYDE S. SMITH	
E. B. McKNIGHT, Examiner	
GEO. E. BRETHOUR	
J. E. BOWERS	Herlington
A. D. DANIELSON, Div. Surgeon and Examiner	
J. O. GILLILAND, Asst. Div. Surgeon and Examiner	
F. S. DOZIER, Asst. Division Surgeon	Salina
D. A. ANDERSON	
A. E. RUEB	
C. A. SCHMIDT	
C. A. BUNGE	Gerald, Mo. Bland Belle Owensville Eugene Eldon
R. H. SCHOENHALS, Ass't. Local Surgeon	
R. M. KELLER	
GEO. H. SHIRLEY	
E. O. SHELTON, Surgeon and Examiner	Versailles
A. J. GUNN	
JACK GUNN	
H. M. WALL	Windsor Raytown Holden Abilene Canton
D. M. EUBANK	
K. RAWLINS	
L. G. HEINS	
W. R. JONES	
CLINTON R. LYTTLE	McPherson
GUY E. FINKLE	
M. NUNEMAKER, Local Surgeon and Examiner	Hutchinson- Arlington Turon
G. H. GRIEVE	
V. W. FILLEY, Division Surgeon and Examiner	Pratt
F. G. FREEMAN, Ass't Div. Surgeon and Examiner	
W. D. PITTMAN, Oculist, Aurist and Examiner	
M. H. WALDORF, Jr.	Greenburg
J. R. BRADLEY	
V. B. DOWLEY	Dodge City Bucklin Mineola Fowler Meade Plains
H. P. FINK	
D. L. RICHARDSON	
J. C. ROBB	
R. M. DAUGHERTY	
H. W. DAVIS	
A. L. HILBIG, Division Surgeon and Examiner	Liberal
ROBERT F. BYRNE, Ass't Div. Surgeon and Examiner	
L. G. BLACKMER	Tyrone-Hooker Hooker
E. P. CAWLEY, Ass't Local Surgeon	
R. B. HAYES	Guyman
E. L. BUFORD, Ass't Local Surgeon	
W. N. OXLEY	Texhoma Stratford
HUSTON PEARSON	
VICTOR MOORE, Surgeon and Examiner	Dalhart
J. A. BLASCHKE, Local Surgeon	
J. C. GLENN, Local Surgeon	
M. M. THOMPSON	Logan Tucumcari
W. M. THAXTON	
R. D. GIST, Surgeon and Examiner	Amarillo
A. E. WINSETT, Surgeon and Examiner	
R. KEYS, Surgeon and Examiner	
W. H. WHEIR, Surgeon and Examiner	
AUGUST J. STREIT, Oculist, Aurist and Examiner	
G. R. CHASE	
W. J. CAMPBELL	Gruver Sunray-Dumas
J. C. JONES	
O. J. RICHARDSON	

See page 15 for hospitals

Chicago, Rock Island & Pacific Railroad



TIME TABLE

MISSOURI-KANSAS DIVISION SECOND DISTRICT

No. 2

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

SUNDAY, APRIL 25, 1954

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 Employes

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS		Capacity of Sliding	Capacity of Other Tracks	Station Numbers	SUBDIVISION 34 STATIONS		M. P. from St. Louis	Signs	FIRST CLASS		SECOND CLASS	
71	73		23										24	
Freight	Freight		Passenger								Passenger	Freight	Freight	
Daily	Daily		Daily								Daily	Daily	Daily	
P.M. 8.00	A.M. 6.00											P.M. 5.00	A.M. 4.00	
8.20	6.20						US...ST. LOUIS.....	TO						
						75000	Q.N. CARRIE AVE. YD.....							
							Easton Ave. Junction.....							
							R. I. JUNCTION.....							
							StL&A Crossing.....	UX						
8.30	6.30			63	89	23013	CK...LACKLAND.....	TO	12.8	Yd				
8.35	6.35					23015	MARYLAND HEIGHTS.....		15.7	Yd				
8.40	6.40			41		23018	VIGUS.....	P	18.0	Yd				
8.48	6.48				16	23024	WINE.....		23.5					
8.53	6.53			66	25	23027	CF...CHESTERFIELD.....	TO	26.8					
9.03	7.03			47	2	23033	CENTAUR.....	P	33.4					
9.11	7.11			59		23039	TAVERN ROCK.....		39.0					
9.13	7.13				18	23040	ST. ALBANS.....		39.9					
9.30	7.30			53	4	23046	LABADIE.....	P	46.0					
9.42	7.42			49	18	23051	VILLA RIDGE.....	P	51.2					
9.58	7.58			50	95	23060	UN...UNION.....	TO	59.5	W				
10.12	8.12			48		23065	JEFFRIESBURG.....	P	64.9					
10.26	8.26				15	23072	BEAUFORT.....	P	71.6					
10.32	8.32			78	3	23074	LESLIE.....	P	74.0					
10.58	8.58			42	39	23081	RA...GERALD.....	TO	80.7					
11.05	9.05			52	17	23085	RB...ROSEBUD.....	TO	84.7					
11.19	9.19			42	39	23092	OW...OWENSVILLE.....	TO	91.5	Yd				
11.26	9.26				15	23096	CANAAN.....		95.5					
11.34	9.34			75	50	23100	ND...BLAND.....	TO	100.1					
11.42	9.42		P.M. 1.45	83	64	23105	X...BELE.....	TO	105.2	WYd	P.M. 1.25			
11.54	9.54		f 1.55	69		23111	SUMMERFIELD.....	P	110.8		f 1.15			
12.01	10.01		f 2.02			23114	GASCONDY.....		114.3		f 1.07			
12.10	10.10		s 2.08	31	24	23118	FR...FREEBURG.....	TO	118.2		s 1.02			
12.24	10.24		s 2.20	70	25	23125	KN...ARGYLE.....	TO	125.1		s 12.52			
12.43	10.43		s 2.38	41	20	23134	MA...META.....	TO	134.6		s 12.36			
12.58	10.58		2.50		5	23143	HOECKER.....		142.8		12.25			
1.03	11.03		s 2.53	80	10	23145	HENLEY.....	P	144.7		s 12.22			
1.13	11.13		s 3.01	44	16	23149	G...EUGENE.....	TO	149.5		s 12.14			
1.23	11.23		f 3.09	44		23153	ETTERVILLE.....	P	153.6		s 12.06			
1.38	11.38		s 3.20		Yard	23160	DO...ELDON.....	TO	159.9	RFWT Yd	11.55 A.M.			

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

Trains or engines must stop before entering limits of Highway on Industrial track at MP 28-30 serving Hollwig 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						SUBDIVISION 35 STATIONS				FIRST CLASS		SECOND CLASS	
73	71	23						Time Table No. 2				24	72	74	
Freight	Freight	Passenger		Capacity of Seatings	Capacity of Other Trains	Station Numbers		April 25, 1954		M. P. from St. Louis	Signs	Passenger	Freight	Freight	
Daily	Daily	Daily			Yard							Daily	Daily	Daily	Daily
A.M. 11:50	A.M. 2:00	P.M. 3:30										A.M.-73	A.M.	P.M.	
A.M.-24												11:40	10:50	7:45	
12:05	2:15	s	3:40	49	17	23166	DO.....	ELDON.....	*TO	159.9	RFWT	s			
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.....	P	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	60	16	23205	.....	CREST.....	P	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	72	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	WYd	s	10:12	9:06	6:06
1:43	3:58	s	5:17	60	16	23227	.....	BOWEN.....	P	220.7	Yd	f	9:59	8:56	5:56
1:48	4:05	f	5:21		16	23230	.....	NEW CASTLE.....	P	223.4	Yd	g	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
							.....	MEDFORD.....	P	245.4		f	9:24	8:15	5:15
							.....	HADSELL.....	P	253.0		f	9:15	8:05	5:05
							.....	MoPac Crossing.....		262.5					
2:34	4:56	s	6:11	66	35	23263	SA.....	PLEASANT HILL.....	TO	262.9	WYd	s	9:03	7:45	4:45
2:42	5:06	f	6:20	64	26	23268	.....	GREENWOOD.....		268.7		f	8:53	7:26	4:26
2:47	5:11		6:25	51	10	23272	.....	SOUTH LEE.....	P	272.0			8:49	7:21	4:21
2:55	5:21		6:32	51		23277	.....	VALE.....	P	277.5			8:41	7:09	4:09
3:05	5:32	s	6:40	91	35	23281	WN.....	RAYTOWN.....	TO	282.7		s	8:34	7:00	4:00
3:14	5:42		6:50			23287	.....	LEEDS JUNCTION.....	P	288.3	R		8:24	6:45	3:45
		s	7:15			60054	US.....	KANSAS CITY, MO.	TO	295.5	R		8:00		
4:00	7:00		P.M.		Yard	60055	.....	KANSAS CITY, KAN.	*TO	298.0	RFWT		A.M.	6:00	3:00
P.M.	A.M.							138.1			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

FIRST CLASS					Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 36 STATIONS			Station Numbers	Signs	M. P. from St. Joseph	FIRST CLASS				
43	3	507	509	39			STATIONS						508	40	510	44	4
Passenger	Golden State	Twin Star Rocket	Texas Rocket	Passenger	KANSAS CITY, MO.. US			Twin Star Rocket	Passenger	Texas Rocket	Passenger	Golden State					
Daily	Daily	Daily	Daily	Daily	KANSAS CITY, KANS.			Daily	Daily	Daily	Daily	Daily					
P.M. 11.55	P.M. 11.25	P.M. 9.45	A.M. 8.50	A.M. 8.00	KANSAS CITY, MO.. US			A.M. 8.40	P.M. 7.15	P.M. 7.45	P.M. 10.35	A.M. 12.01					
12.01	11.30	9.50	8.55	8.06	KANSAS CITY, KANS.			8.28	6.57	7.36	10.15	11.48					
1.21	12.36	10.53	10.06	9.16	ST. JOSEPH LINE JCT.			7.20	5.37	6.22	8.53	10.40					
1.23	12.39	10.55	10.08	9.18	TOPEKA YARD...B...			7.19	5.35	6.21	8.51	10.39					
f 1.37	12.52	11.06	10.20	9.30	VALENCIA.....			f 7.09	5.22	6.11	f 8.37	10.28					
f 1.43	12.57			9.34	WILLARD.....			f 8.32									
s 1.53	1.02	11.14	10.28	9.39	MAPLE HILL...RH..			s 7.02	5.13	6.04	s 8.25	10.20					
					VERA.....												
s 2.13	1.09	11.21	10.34	9.47	PAXICO.....CA..			s 6.55	5.05	5.57	s 8.12	10.13					
s 2.25	1.14	11.25	10.38	9.51	McFARLAND...FA..			s 6.51	5.01	5.53	s 8.05	10.09					
s 2.40					ALMA.....U...			s 7.40			s 7.55						
s 2.50	1.19	11.30	10.42	9.55	VOLLAND.....			s 6.47	4.56	5.49	s 7.40	10.05					
f 3.02	1.28	11.37	10.49	10.03	ALTA VISTA...VA..			f 6.40	4.48	5.42	f 7.26	9.58					
s 3.17	1.40	11.45	10.58	10.13	JONES.....			s 6.32	4.39	5.34	s 7.12	9.50					
3.22	1.44	11.48	11.01	10.16	DWIGHT...DW..			3.22	1.44	11.48	11.01	10.16					
s 3.32	1.47	11.51	11.04	10.19	MKT Crossing			s 3.32	1.47	11.51	11.04	10.19					
					WHITE CITY...WT..												
s 3.43	1.58	11.59	11.12	10.27	LATIMER.....			s 3.43	1.58	11.59	11.12	10.27					
f 3.58	2.05	12.06	11.18	10.34	McPac Crossing			f 3.58	2.05	12.06	11.18	10.34					
s 4.20	s 2.20	s 12.25	s 11.35	s 10.50	HERINGTON...RI..			s 4.20	s 2.20	s 12.25	s 11.35	s 10.50					

WHEN ONE OF TWO MAIN TRACKS IS USED AS SINGLE TRACK, OR WHEN OPERATING UNDER RULE 356, 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, Herington 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 Herington, 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 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

Westward					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. 11.50	A.M. 11.30	P.M. 7.30	P.M. 9.30	P.M. 11.00	A.M. 4.00
11.45	10.20	8.30	1.50	1.40	8.45	5.00	7.00	8.30	1.45
12.45	11.15	9.30	3.00	2.30	7.45	3.30	5.30	7.30	12.45
2.45	1.15		5.00	4.35		2.00	4.00	6.15	11.30
A.M.	A.M.		P.M.	P.M.		P.M.	P.M.	P.M.	P.M.
ARMOURDALE YARD.....					TOPEKA YARD.....				
McFARLAND.....					HERINGTON.....				

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS			Station Number	Capacity of Staging	Capacity of Other Tracks	Yard	RI...	SUBDIVISION 39 STATIONS	M. P. from St. Joseph	Distance from Herkington	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.	A. M.	A. M.	A. M.	A. M.										P. M.	P. M.	P. M.	P. M.	P. M.
5:35	3:30	11:00	4:40	2:25	670	....	Yard	RI...	.....HERKINGTON.....	171.4	.....	RYDFWY	s 3:55	s 6:15	s 9:17		P. M.	P. M.
5:42	3:40	11:05	4:47	2:31	675	102	.....	.....	.....RISHEL.....	175.8	4.4	.....	3:31	6:00	9:02		4:00	8:41
									.....AT&SF Crossing.....	177.5	6.1	.....					
5:54	3:50	11:09	4:54	2:35	678	125	16	MA..	.....RAMONA.....	179.5	8.1	.....	3:26	f 5:54	8:58		3:53	8:35
6:03	4:00	11:15	5:04	2:42	684	92	46	HA..	.....TAMPA.....	185.7	14.3	.....	3:19	f 5:46	8:52		3:43	8:25
6:12	4:10	11:22	5:11	2:48	690	92	37	DK..	.....DURHAM.....	191.8	20.4	.....	3:12	f 5:38	8:46		3:33	8:15
6:22	4:20	11:29	5:19	2:55	697	88	.....	.....	.....WALDECK.....	198.4	27.0	.....	3:05	5:31	8:40		3:23	8:04
6:31	4:30	11:37	5:26	3:01	703	96	25	CN..	.....CANTON.....	204.0	33.4	W	2:59	f 5:24	8:34		3:14	7:52
6:39	4:40	11:43	5:34	3:06	709	115	40	GA..	.....GALVA.....	210.7	39.3	.....	2:53	f 5:18	8:28		3:05	7:40
									.....AT&SF Crossing.....	214.7	43.3	.....					
6:47	4:50	f 11:50	s 5:48	g 3:13	716	125	288	MC..	.....McPHERSON.....	216.7	45.3	YdW	f 2:45	s 5:11	g 8:22		2:57	7:28
									.....MoPac Crossing.....	219.3	47.3	.....					
6:55	5:02	11:58	f 5:56	3:20	723	92	27	.....	.....GROVELAND.....	224.3	52.3	.....	2:37	g 4:56	8:16		2:46	7:16
7:07	5:12	12:03	s 6:04	3:25	728	102	34	QN..	.....INMAN.....	229.4	57.4	W	2:32	f 4:50	8:11		2:39	7:07
									.....SL-SF Crossing.....	236.1	64.1	.....					
7:16	5:23	12:10	f 6:12	3:31	734	92	52	.....	.....MEDORA.....	236.1	64.1	.....	2:25	g 4:40	8:04		2:25	6:55
7:26	5:33	12:16	6:19	3:37	741	81	71	.....	.....SLADE.....	242.4	70.4	Yd	2:16	4:31	7:58		1:53	6:47
									.....AT&SF Crossing.....	243.5	71.5	.....					
7:30	5:39	12:18	6:22	3:39	743	101	Yard	.....	.....EAST HUTCHINSON.....	244.4	72.4	Yd	2:13	4:28	7:56		1:50	6:44
									.....MoPac Crossing.....	244.9	72.9	.....					
7:35	5:44	s 12:25	s 6:51	s 3:45	744	87	Yard	SU..	.....HUTCHINSON.....	245.4	73.4	YdFW	s 2:10	s 4:25	s 7:54		1:47	6:42
									.....MoPac Crossing.....	246.0	74.0	.....					
									.....AT&SF Crossing.....	246.6	74.6	.....					
7:48	5:49	12:28	6:55	3:47	746	183	Yard	.....	.....MORTON.....	247.5	75.5	YdY	1:59	4:03	7:48		1:42	6:38
7:58	5:54	12:31	6:59	3:50	749	262	17	.....	.....WHITESIDE.....	250.5	78.5	.....	1:56	3:59	7:45		1:35	6:33
8:10	6:03	12:36	s 7:07	3:55	754	92	26	GR..	.....PARTRIDGE.....	255.8	83.8	.....	1:51	f 3:54	7:40		1:27	6:25
8:20	6:13	12:42	s 7:17	4:02	761	90	30	RT..	.....ARLINGTON.....	262.4	90.4	.....	1:44	f 3:46	7:34		1:18	6:17
8:32	6:25	12:50	s 7:28	4:10	770	92	23	NO..	.....LANGDON.....	271.1	99.1	.....	1:35	f 3:36	7:27		1:07	6:07
8:42	6:35	12:57	s 7:37	4:16	776	102	27	KO..	.....TURON.....	277.5	105.5	W	1:28	f 3:27	7:21		12:57	5:58
									.....MoPac Crossing.....	277.8	105.8	.....					
8:52	6:46	1:05	s 7:47	4:24	784	98	31	RS..	.....PRESTON.....	285.4	113.4	.....	1:20	f 3:17	7:14		12:40	5:49
									.....MoPac Crossing.....	285.7	113.7	.....					
9:02	6:56	1:12	f 7:55	4:30	791	102	22	.....	.....NATRONA.....	292.1	120.1	.....	1:12	g 3:08	7:08		12:29	5:39
9:25	7:15	s 1:25	s 8:15	s 4:42	797	Yard		N....	.....PRATT.....	298.0	126.0	RYdF WT	P. M.	3:00	P. M.		12:20	5:30

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 east of Main Street crossing.
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

SECOND CLASS					FIRST CLASS					SUBDIVISION 40 STATIONS			FIRST CLASS			SECOND CLASS		
91	291	39	43	3	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Yard	N....	M.P. from St. Joseph	Distance from Pratt	Signs	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. 1:35	A. M. 8:30	A. M. 4:47	797												
10:45	7:55	1:42	8:38	4:54	802	102						RYdF WT	P. M. s 1:00	P. M. s 2:50	P. M. s 6:57	A. M. 11:50	P. M. 5:00	
10:53	8:01	1:46	8:45	4:58	806	71	41	CU..			4.6		12:38	2:37	6:49	10:55	4:07	
11:03	8:10	1:53	8:54	5:05	813	92	35	WF..			9.1		12:33	2:32	6:45	10:47	3:59	
11:10	8:16	1:57	9:01	5:09	817	125	27	HD..			16.2		12:25	2:24	6:39	10:37	3:49	
11:18	8:23	2:02	9:08	5:14	823	92	22				20.6		12:20	2:18	6:35	10:30	3:42	
11:28	8:30	2:07	9:18	5:19	827	92	91	GB..			26.0		12:15	2:12	6:30	10:23	3:34	
11:36	8:38	2:12	9:25	5:24	832	71	34				30.6	W	12:10	2:07	6:26	10:16	3:27	
11:43	8:45	2:17	9:33	5:29	837	92	35	MU..			36.1		P. M. 12:04	1:57	6:21	10:09	3:19	
11:55 P. M.	8:57	2:25	9:48 92	5:37	846	125N 70S	142	BU..			40.9		A. M. 11:59	1:52	6:17	10:02	3:11	
12:05 A. M.	9:06	2:32	10:08	5:43	854	92	27	KG..			49.9	YdFWY	11:51	1:41	6:10	9:48 43	2:59	
12:22	9:21 92	2:39 94	10:20	5:50	861	92	37	BM..			57.0		11:43	1:30	6:04	9:31	2:49	
12:35	9:30	2:46	10:30	5:56	869	92	67	MI..			64.8		11:35	1:21	5:58	9:21 291	2:39 39	
12:43	9:38	2:52	10:37	6:01	876	71					72.0	W	11:28	1:12	5:52	9:01	2:25	
12:49	9:45	2:57	10:47	6:05	879	92	77	F...			78.0		11:22	1:05	5:47	8:52	2:16	
1:02	9:58	3:06	11:06 40	6:13	890	92	89	M...			82.8		11:17	1:00	5:43	8:44	2:08	
1:10	10:08	3:12	11:16	6:18	896	123	10				93.0	W	11:06 43	12:47	5:35	8:31	1:53	
1:23	10:21	3:21	11:31	6:27	905	92	95	Q...			98.5		10:58	12:37	5:30	8:22	1:44	
1:33	10:42 40	3:28	11:45 A. M.	6:33	912	92	47	KM..			108.4	W	10:49	12:27	5:22	8:08	1:32	
1:45	10:56	3:37	12:09 P. M. -44	6:42	925	92	17				115.5		10:42 291	12:19	5:16	7:56	1:23	
2:45 A. M.	11:05 A. M.	3:45 P. M.	12:20 P. M.	6:54 A. M.	933	....		Yard RA..			124.8		10:33	12:09 43	5:07	7:41	1:10
											132.6	RYdF WY	10:25 A. M.	12:01 P. M.	5:00 P. M.	7:30 A. M.	1:00 P. M.	

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 east of Main Street crossing.

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			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 41 STATIONS			M. P. from St. Joseph	Distance from Liberal	Signs	FIRST CLASS			SECOND CLASS	
291	91	39	43	3				Time Table No. 2						40	44	4	92	94
Freight	Freight	Passenger	Passenger	Golden State				April 25, 1954						Passenger	Passenger	Golden State	Freight	Freight
Daily	Daily	Daily	Daily	Daily	Yard	...	RA..	LIBERAL, KANS. *TO	434.2	.....	RYdP WY	Daily	Daily	Daily	Daily	Daily	
P. M. 12.15	A. M. 3.15	P. M. 3.55	P. M. 12.35	A. M. 6.59	71	939	....	..STONE, OKLA. ....P	440.0	5.8	.....	A. M. 10.20	A. M. 11.50	P. M. 4.55	A. M. 6.59	P. M. 12.15
12.27	3.25	4.02	12.42	7.06	71	939	....	..TYRONE .....TO	444.0	9.8	.....	10.04	11.37	4.49	6.44	11.51
12.34	3.32	4.07	12.49	7.10	37	125	943	RO..	444.0	9.8	.....	10.00	11.32	4.46	6.39	11.45	
					79	92	953	KR..	453.1	18.9	.....						
12.48	3.47	4.17	1.05	7.20	79	92	953	KR..	453.3	20.1	W	9.50	11.19	4.38	6.25	11.32		
1.02	4.04	4.30	1.17	7.29	25	119	963	....	454.3	30.4	.....	9.40	11.05	4.30	6.11	11.18
1.17	4.18	4.39	1.37	7.39	140	111	972	GO..	464.6	30.4	.....	9.40	11.05	4.30	6.11	11.18	
1.25	4.27	4.46	1.45	7.45	51	978	....	..GUYMON .....*TO	473.6	39.4	.....	9.30	10.52	4.22	5.57	11.05
1.32	4.34	4.50	1.55	7.49	27	92	983	FM..	479.9	45.7	.....	9.22	10.40	4.17	5.47	10.57	
					71	125	993	HM..	484.1	49.9	W	9.18	10.34	4.13	5.40	10.51		
1.47	4.51	5.00	2.15	7.58	146	71	993	HM..	494.3	60.1	WY	9.08	10.21	4.05	5.25	10.38		
2.01	5.11	5.10	2.26	8.07	23	92	1003	....	494.3	60.1	WY	9.08	10.21	4.05	5.25	10.38	
2.15	5.25	5.20	2.42	8.16	88	92	1013	DF..	504.3	70.1	.....	8.58	10.08	3.57	5.11	10.25	
					71	1020	....	..STRATFORD...*TO	514.2	80.0	W	8.48	9.58	3.49	4.59	10.13
2.23	5.33	5.26	2.50	8.21	71	1020	....	..PASS Crossing.....	514.7	.....	.....					
2.31	5.41	5.32	2.58	8.26	45	92	1025	....	520.0	85.8	.....	8.41	9.48	3.43	4.51	10.05
2.38	5.48	5.37	3.05	8.30	3	75	1030	....	526.0	91.8	.....	8.35	9.41	3.38	4.42	9.57
2.46	5.55	5.42	3.13	8.35	19	125	1035	....	530.9	96.7	.....	8.30	9.34	3.34	4.35	9.50
2.52	6.01	5.46	3.26	8.39	92	1039	....	536.1	101.9	.....	8.22	9.27	3.30	4.28	9.43	
3.17	6.25	6.00	3.45	8.48	92	1039	....	540.0	106.8	.....	8.16	9.22	3.26	4.23	9.38	
P. M. 4	A. M.	P. M.	P. M.	A. M.	Yard	1044	WR..	..DALHART...*TO	545.4	111.2	RYd FWTY	8.10	9.15	3.21	4.15	9.30		

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			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 42 STATIONS				M. P. from St. Joseph	Distance from Dalhart	Signs	FIRST CLASS			SECOND CLASS	
291	91	39	43	3				Time Table No. 2							40	44	4	94	92
Freight	Freight	Passenger	Passenger	Golden State				April 25, 1954							Passenger	Passenger	Golden State	Freight	Freight
Daily	Daily	Daily	Daily	Daily	Yd	...	1044	WR..	.... DALHART... *TO	545.4	....	RYdF WTY	Daily	Daily	Daily	....	Daily	Daily
P. M. 4.15	A. M. 8.00	P. M. 6.10	P. M. 3.55	A. M. 8.52	....	....	1044	WR..	.... DALHART... *TO	545.4	....	RYdF WTY	A. M. -91 s 8.00	-A. M. -3 s 8.52	P. M. s 3.17	....	A. M. 7.45	A. M. 2.45
4.30	8.08	6.17	4.02	8.59	....	....	92	1049	.... FWAD Crossing... 0.1	545.5	0.1	....						
4.40	8.22	6.22	4.08	9.04	24	92	1054	....	.... WAGNER.....P 4.9	550.4	5.0	....	7.48	8.28	3.09		7.23	2.08
4.50	8.30	6.27	4.15	9.10	....	71	1059	....	.... REHM.....P 4.7	555.1	9.7	....	7.43	8.22	3.05		7.14	2.01
5.00	8.38	6.33	4.22	9.16	17	125	1065	....	.... KING.....P 5.7	560.8	15.4	....	7.37	8.15	3.00		7.06	1.53
5.06	8.43	6.37	4.27	9.20	....	71	1069	....	.... MIDDLEWATER...P 5.2	566.6	21.2	W	7.31	8.08	2.55		6.58	1.45
5.20	8.55	6.45	4.37	9.28	25	108	1077	RM..	.... LANE.....P 3.9	570.5	25.1	....	7.27	8.03	2.51		6.51	1.38
5.30	9.03	6.51	4.45	9.34	3	61	1083	....	.... ROMERO.....TO 7.9	578.4	33.0	....	7.19	7.55	2.44		6.40	1.27
5.40	9.12	6.57	4.55	9.41	46	119	1089	UN..	.... EXIT, TEX.....P 6.0	584.4	39.0	....	7.13	7.49	2.39		6.31	1.18
5.55	9.24	7.05	5.05	9.49	20	92	1096	....	.... MARAVISA, N. M. TO 4.4	590.8	45.4	W	7.06	7.42	2.33		6.21	1.08
6.05	9.32	7.11	5.12	9.55	14	92	1103	....	.... OBAR.....P 8.1	598.9	63.5	....	6.58	7.33	2.26		6.09	12.55
6.15	9.40	7.17	5.19	10.01	....	63	1109	....	.... SAND SPRINGS...P 0.6	604.5	69.1	....	6.52	7.26	2.20		5.59	12.45
6.25	10.07	7.23	5.27	10.07	40	107	1114	OA..	.... CANODE.....P 5.5	610.0	64.6	....	6.47	7.20	2.15		5.49	12.35
6.35	10.22	7.31	5.36	10.15	....	92	1120	....	.... LOGAN.....TO 5.3	615.3	69.9	W	6.41	7.14	2.10		5.39	12.25
6.45	10.32	7.36	5.41	10.20	26	69	1124	....	.... MATER.....P 6.0	621.3	75.9	....	6.35	7.06	2.04		5.29	12.15
6.55	10.42	7.42	5.48	10.26	....	108	1129	....	.... HUDSON.....P 4.5	625.8	80.4	....	6.30	7.01	2.00		5.23	12.09
10.15	12.15	7.55	6.00	10.35	Yd	....	1137	XN..	.... ADBERG.....P 5.7	631.5	86.1	....	6.24	6.55	1.54		5.15	12.01
P. M.	P. M.	P. M.	P. M.	A. M.	....	....	1137	XN..	.... TUCUMCARI...TO 7.0	638.5	93.1	RYdF WTY	A. M. 6.15	A. M. 6.45	P. M. 1.46		5.00	11.45
																		

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

No. 43 receive or discharge passengers.

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

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

Westward

Main Line

Eastward

SECOND CLASS			FIRST CLASS			SUBDIVISION 4 STATIONS			FIRST CLASS			SECOND CLASS		
		991			111			STATIONS			112			994
		Freight			Passenger	Capacity of Other Tracks	Capacity of Sidings	Station Numbers	M. P. from Memphis	Distance from Amarillo	Signs	Passenger		Freight
		Daily			Daily	Yard						Daily		Daily
		A. M. 8.30			P. M. 4.25			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		9.26 991
		9.16		s 5.00		47	30	WO..... WILDORADO..... TO	782.9	21.3		f 8.37		9.16
		9.26 994		s 5.10		32	27789	..... EVERETT.....	790.4	28.8		8.28		8.40
		9.34		s 5.25		82	58	GA..... VEGA..... TO	795.9	34.3	W	s 8.20		8.30
		9.45		s 5.36		19		..... LANDERGIN.....	803.6	42.0		8.09		8.20
		9.54		s 5.48		58	52	DR..... ADRIAN..... TO	809.7	48.1		s 8.01		8.10
		10.00		s 5.55		19		..... GRUHLKEY.....	813.7	52.1		7.54 994		8.01 112
		10.18		f 6.09		7	48	..... BOISE.....	822.4	60.8	W	f 7.40		7.40
		10.38		s 6.25		13	51	GN..... GLENRIO, TEX..... TO	833.2	71.6		f 7.28		7.10
		10.45		s 6.34		15		..... ENDEE, N. MEX.....	837.8	76.2		f 7.20		7.02
		10.58		s 6.47				..... BARD.....	846.2	84.6		f 7.09		6.49
		11.08		s 6.59		22	61	SJ..... SAN JON..... TO	851.1	89.5		s 7.01		6.41
		11.30		f 7.16				..... LESBIA.....	866.0	104.4		f 6.43		6.18
		12.30 A. M. P. M.		s 7.30 P. M.		Yard	1137	XN..... TUCUMCARI..... TO	875.0	113.4	RYdFWTY	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				SUBDIVISION 7				SECOND CLASS			
997				STATIONS				998			
Freight	Capacity of Other Tracks	Capacity of Sidings	Station Numbers	Time Table No. 2				Freight			
Daily				April 25, 1954				Daily			
A.M.	Yard		933	RA.....LIBERAL, KANS.....	M. P. from Amarillo	Signs	P.M.				
1.00				.....^{12.9}	153.2	RYdFWY	4.45			
				.....^{0.0}						
1.30	44	51	87140	.....BAKER, OKLA.....	140.3		4.11			
1.50	33	51	87132	.....^{8.5}						
2.25	46	51	87118	.....ADAMS.....	131.8		3.53			
				.....^{13.5}						
2.50	86	63	87108	HS.....HARDESTY, OKLA.....	118.3		3.20				
				.....^{10.4}						
3.15	20	51	87100	HN.....HITCHLAND, TEX.....	107.9	W	2.50				
3.40	148	51	87091	.....^{7.8}						
				.....BERNSTEIN.....	100.1		2.25			
4.05		49	87082	.....^{9.4}						
				GU.....GRUVER.....	90.7	YdW	2.00				
4.35	86	51	87075	.....^{8.9}						
				.....CATOR.....	81.8		1.15			
4.37				.....^{6.4}						
4.39			87074	MB.....MORSE.....	75.4	BYdW	1.00				
				.....^{1.0}						
4.55	30	51	87067	.....ROCK ISLAND JCT.....	74.4	Yd	12.34			
5.25	65	51	87057	.....^{0.5}						
				.....MORSE JCT.....	73.8	YdY	12.30			
5.45	18	16	87049	.....^{0.4}						
6.00		44	87046	.....WYE SWITCH.....	73.2	Y				
6.50	174	40	87043	.....^{6.2}						
7.15	165	86	87037	.....PRINGLE.....	67.3		P.M. 12.15			
7.25	12		87032	.....^{9.8}			A.M. 11.50			
7.40		59	87029	FN.....STINNETT.....	57.5	YdWY					
7.40		59	87029	.....^{8.5}						
8.05		51	87019	.....OIL CITY.....	49.0	Yd	11.25			
8.25	17		87013	.....^{3.1}						
8.50		48	87005	.....ANTELOPE.....	45.9	Yd	11.05			
9.38				RD.....SANFORD.....	43.8	YdFWY	10.55				
10.00	Yard		27762	.....^{2.1}						
A.M.				FH.....FRITCH.....	37.3	Yd	10.05				
				.....^{6.5}						
				.....DEAL.....	33.5		9.50			
				.....^{3.8}						
				.....WILHELM.....	28.9		9.40			
				.....^{4.6}						
				.....MASTERSON.....	19.1		9.20			
				.....^{9.8}						
				.....ST. FRANCIS.....	13.2	Y	9.05			
				.....^{5.9}						
				.....MAYER.....	6.8		8.50			
				.....^{5.4}						
				.....P&S Crossing.....	1.9					
				.....^{4.3}						
				VN.....AMARILLO.....		RYdFWY	8.00				
				.....^{1.9}			A.M.			
				.....^{153.2}						

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

Dodge City Branch

Eastward

SECOND CLASS					Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 40A STATIONS Time Table No. 2 April 25, 1954			M. P. from St. Joseph	Distance from Bucklin	Signs	SECOND CLASS				
561								564										
Freight					Freight					Daily Except Sunday								
Daily Except Sunday					Daily Except Sunday					P.M.								
				A.M. 6-30	142	125-N 708	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.....	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

SECOND CLASS					Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 41A STATIONS Time Table No. 2 April 25, 1954			M. P. from Morse Jct.	Signs	SECOND CLASS				
561								564									
Freight					Freight					Daily Except Sunday							
Daily Except Sunday					Daily Except Sunday					P.M.							
							87074	.....MORSE JCT.....		0.0		YdY					
								.....WYE SWITCH.....	P	0.5							
					34	51	88010	.....CAPPS.....		9.6							
					44	51	88020	SF.....SUNRAY.....	TO	20.0		YdW					
					162		88023	.....SHEERIN JCT.....	P	23.1		YdY					
					54		88027	.....BRYDEN.....	P	27.2							
					180		88030	BR.....ETTER.....	TO	29.6		YdY					
								.....P&SF Crossing.....	UX	29.9							
					54		88041	.....EXUM.....	P	40.9							
					22		88046	.....WILCO.....		46.3							
					54		88051	.....DALMOR SIDING.....	P	50.9							
					Yard		1044	WR.....DALHART.....	*TO	60.8		RYdFWTY					

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

SPEED RESTRICTIONS

LOCATION	
ALL SUBDIVISIONS	
Authorized speed through switch leads of turnouts as follows:	
No. 15.....	25
Others.....	15
Location No. 15 Turnouts:	
Subdivision 36 MP 133-32, Crossover.	
Subdivision 36 MP 144-31, Crossover.	
Subdivision 39 MP 217-1, East end siding McPherson.	
MP 218-37, West end siding McPherson.	
MP 245-35, West end siding Hutchinson.	
Subdivision 41 MP 543-25, East end No. 1 track Dalhart.	
MAXIMUM ENGINE SPEEDS	
345 to 377, inclusive.....	25
500 to 528, inclusive.....	30
529 to 599; 700 to 707, inclusive.....	40
716 to 749; 752 to 838; 1000 to 1016, inclusive.....	50
145 to 160; 425 to 429; 450 to 474, inclusive.....	65
38 to 127; 402, 404 to 411; 430 to 441, inclusive, 675B, 676B, 677B.....	70
1200 and 1300 Series.....	70
400 and 401; 485 to 499; 621 to 623, inclusive.....	79
403; 601 to 606; 625 to 656, inclusive; 675A, 676A, 677A, 750, 751 9002 and 9003.....	90
9012.....	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.	
Trains Handling Scale Test Car RI 95384.....	30
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.	
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.	
LOCATION	Passenger Trains
Passenger Trains	Freight Trains
SUBDIVISION 4 (except as shown below).....	
MP 760-34 to MP 761-07.....	59
MP 815-08 to 818-16.....	45
MP 842-01 to 842-17.....	50
MP 842-01 to 842-17.....	60
SUBDIVISION 7 (except as shown below).....	
MP 1-31 P&SF Crossing.....	35
MP 37-10 to MP 43-28.....	20
MP 43-28 to MP 46-13.....	20
MP 43-28 to MP 46-13.....	15
Bridge 465.....	15
MP 44-00 to MP 49-00 Engines other than road switchers backing up.....	5
MP 46-24 to MP 49-00.....	10
MP 49-00 to MP 57-17.....	10
MP 49-00 to MP 57-17.....	15
Bridge 706.....	20
Bridge 834.....	20
MP 127-30 Grade Crossing.....	20
MP 139-31 BM&E Crossing.....	5
MP 152-10 Grade Crossing.....	6
MP 152-10 Grade Crossing.....	15
MP 152-10 Grade Crossing.....	10
SUBDIVISION 34 (except as shown below).....	
MP 10-16 St. L. B. & T. Co. Crossing Eastward.....	50
MP 10-16 St. L. B. & T. Co. Crossing Westward.....	40
MP 10-16 St. L. B. & T. Co. Crossing Westward.....	10
MP 10-16 St. L. B. & T. Co. Crossing Westward.....	15
MP 10-16 St. L. B. & T. Co. Crossing Westward.....	15
MP 13-0 to MP 106-28 (except as shown below).....	40
MP 17-22 to MP 17-29.....	30
MP 19-14 to MP 19-33.....	30
MP 41-0 to MP 41-16.....	15
MP 53-0 to MP 55-4.....	25
MP 59-0 to MP 59-25.....	20
MP 59-0 to MP 59-25.....	20
MP 85-38 to MP 86-34.....	25
MP 106-28 to MP 121-30 (except as shown below).....	35
MP 106-28 to MP 121-30 (except as shown below).....	20
Bridge 1146.....	20
MP 121-30 to MP 128-34 (except as shown below).....	40
MP 128-21 Tunnel #2.....	20
MP 128-34 to MP 140-6.....	20
MP 128-34 to MP 140-6.....	35
MP 140-6 to MP 150-28 (except as shown below).....	40
MP 140-6 to MP 150-28 (except as shown below).....	20
Bridge 1433.....	20
MP 149-0 Tunnel #3.....	20
MP 150-28 to MP 151-6.....	25
MP 150-28 to MP 151-6.....	20
MP 150-28 to MP 151-6.....	25
SUBDIVISION 35 (except as shown below).....	
MP 159-28 to MP 160-24.....	50
MP 162-0 to MP 164-25.....	15
MP 162-0 to MP 164-25.....	40
MP 172-18 to MP 175-0.....	15
MP 172-18 to MP 175-0.....	35
MP 177-0 to MP 177-18.....	40
MP 189-7 to MP 201-28.....	40
MP 189-7 to MP 201-28.....	35
MP 216-8 to MP 216-32.....	40
MP 216-8 to MP 216-32.....	35
MP 262-20 Mo. Pac. Crossing.....	20
MP 262-20 Mo. Pac. Crossing.....	20
MP 279-18 to MP 279-30.....	15
MP 279-18 to MP 279-30.....	10
Sheffield—connection between K. C. Terminal and SL-SF.....	10
SUBDIVISION 36 (except as shown below).....	
Through Topeka Interlocking.....	79
Through Topeka Interlocking.....	10
MP 89-0 to MP 90-24.....	10
MP 89-0 to MP 90-24.....	10
MP 90-24 to MP 93-5.....	60
MP 94-37 to MP 95-8 Westward Track.....	70
MP 96-29 to MP 100-29 (except as shown below).....	70
MP 96-29 to MP 100-29 (except as shown below).....	50
MP 97-0 to MP 97-7.....	40
MP 100-19 to MP 100-29.....	60
MP 103-10 to MP 104-3.....	70
MP 103-10 to MP 104-3.....	65
MP 110-25 to MP 110-38.....	60
MP 115-30 to MP 115-39.....	65
MP 119-24 to MP 119-30.....	60
MP 119-24 to MP 119-30.....	65
MP 121-17 to MP 123-30.....	70
MP 125-30 to MP 125-37.....	60
MP 130-05 to MP 130-12 Westward Track.....	70
MP 131-24 to MP 131-28 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 137-05 Westward Track.....	55
MP 136-25 to MP 142-18 Eastward Track.....	45
MP 137-35 to MP 143-16 Westward Track.....	50
MP 142-18 to MP 143-16 Eastward Track.....	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
MP 171-12 Mo. Pac. Crossing—all tracks.....	15
MP 171-12 Mo. Pac. Crossing—all tracks.....	15
SUBDIVISION 39 (except as shown below).....	
MP 171-20 to MP 171-30.....	79
MP 171-20 to MP 171-30.....	40
MP 171-30 to MP 176-33.....	65
MP 176-33 to MP 214-12 (except as shown below).....	70
MP 177-20 AT&SF Crossing.....	70
MP 191-12 to MP 191-24.....	60
MP 201-6 to MP 201-25.....	60
MP 214-12 to MP 219-22 (except as shown below).....	50
MP 219-12 Mo. Pac. Crossing.....	40
MP 219-12 Mo. Pac. Crossing.....	20
MP 236-4 SLSF Crossing.....	60
MP 236-4 SLSF Crossing.....	45
MP 243-22 to MP 247-12.....	30
MP 243-22 to MP 247-12.....	30
MP 277-32 Mo. Pac. Crossing.....	60
MP 285-28 Mo. Pac. Crossing.....	45
MP 285-28 Mo. Pac. Crossing.....	60

SPEED RESTRICTIONS—Continued

LOCATION	Passenger Trains	Freight Trains	LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 40 (except as shown below)	79	50	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	
			Between East Salina and Salina	Restricted Speed	
SUBDIVISION 41 (except as shown below)	79	50			
MP 453-04 BM&E Crossing	60		SUBDIVISION 40-A (except as shown below)	25	25
MP 473-10 to MP 474-03	40	40	MP 373-00 to MP 374-12	6	6
MP 514-24 P&SF Crossing	60				
SUBDIVISION 42 (except as shown below)	79	50	SUBDIVISION 41-A (except as shown below)	30	30
MP 645-20 FWD Crossing	20	20	MP 29-31 P&SF Crossing	15	15
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	16	15			
Bridge 694—trains handling derricks and pile drivers	15	16			

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. Rule 83:

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 or terminating.
Topeka, Telegraph Office, Union Pacific passenger station—Passenger trains only.

McFarland—For trains originating or 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—Enginemen's Locker
and Engine House.	Room.
Topeka Yard—Yard Office.	Dalhart—Yard Office.
Topeka Yard—Engine House.	Tucumcari—Telegraph Office.
McFarland—Yard Office.	Amarillo—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 Station.
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	Re-marks	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
36	156.2	MKT	Gate	Trainmen	MKT	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	Trainmen	CB&Q	Red.	Yellow
36a	0.4	CB&Q	Gate	Gate	CB&Q	Red.	Yellow
36a	0.5	UTRR	Gate	Tender	CB&Q	Red.	Yellow
36b	192.8	AT&SF	Gate	Trainmen	CRI&P	Red.	Green
36b	220.3	UP	Gate	Trainmen	CRI&P	Red.	Green
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 St. Joseph, Missouri River
North Topeka 2 long.	Bridge and Interlocking:
West Main 3 long.	East End of Missouri River Bridge:
East Main 3 long 1 short.	CRI&P Route 1 long 1 short
East Yard Lead 2 long 1 short.	1 long.
City 3 short 1 long.	Union Pacific Route . 1 long 1 short.
Engine House (North Side) 1 short 1 long	
1 short.	
Engine House (South Side) 1 long 1 short	
1 long.	
Dalhart Main track—One long.	
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 station at Lackland, MP 12-23 Subdiv. 34 for westward trains.

15a. Union Pacific R. R. Jct. is located at MP 13.5 (Troy). The Jct. 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 derailing 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 employees 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	Mill Post	Kind of Structure
34	Broadway	Viaduct
34	Florissant Ave.	Viaduct
34	Kingshighway	Viaduct
34	Natural Bridge Rd.	Viaduct
34	Suburban Ry.	Viaduct
34	Kienian 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	65.1	Thru Truss
34	118.0	Tunnel No. 1
34	121.5	Thru Truss
34	128.6	Tunnel No. 2
34	136.5	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	184.6	Viaduct
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	Vine 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:

Subdiv.	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	283.4	Universal Trailer Co.....	6
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.

When temperature is 10 degrees or more below zero, maximum speed of Rocket trains and trains 3 and 4 will be 70 MPH. Conventional passenger trains and freight trains must not exceed a speed of 10 MPH less than the maximum authorized speed.

34a. Speedometers on road engines in main line service must be checked, by observing time between mile post twice on each trip. The location, speed, and any variation must be shown on work report.

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 35, MP 15 pole 0.
MP 22 pole 2.
MP 35 pole 0.
MP 38 pole 18.
MP 39 pole 29.
MP 42 pole 0.
MP 105 pole 4.
MP 113 pole 7.
MP 115 pole 25.
MP 121 pole 1.
MP 129 pole 3.
MP 140 pole 23.
MP 142 pole 22.

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.

Y—Wye.

UX—Railroad Crossing not protected by Interlocking.

TO—Train Order Station.

Yd—Station where yard limit signs are maintained.

⊛—Radio Installation.

OFFICIAL HOSPITAL

PLACE	NAME	TELEPHONE
St. Louis.....	Evangelical Deaconess—6140 Oakland Ave.....	Hiland 8510
St. Louis.....	Peoples (for Colored)—3449 Pine St.....	JEfferson 5468
Kansas City, Kansas.....	Providence Hospital—18th and Barnett.....	DRexel 3140
Topeka.....	St. Francis Hospital—1719 W. 6th St.....	5-3441
Pratt.....	Pratt County—3rd and Commodore.....	1080
Liberal.....	Epworth—524 No. Washington St.....	3861
Amarillo.....	St. Anthony—707 North Polk St.....	9866 and 6677
Tucumcari.....	Tucumcari General—South End 4th St.....	2
Horton.....	Horton Hospital—East Front St.....	25

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	63	57.1	79	45.6	94	38.2
34	106.0	64	56.2	80	45.0	95	37.9
36	100.0	65	55.3	81	44.4	100	36.0
38	94.7	66	54.5	82	43.9	105	34.3
40	90.0	67	53.7	83	43.4	110	32.7
42	85.7	68	52.9	84	42.9	115	31.3
45	80.0	69	52.1	85	42.4	120	30.0
48	75.0	70	51.4	86	41.9	125	28.8
50	72.0	71	50.7	87	41.4	130	27.7
52	69.2	72	50.0	88	40.9	135	26.7
54	66.6	73	49.3	89	40.4	140	25.7
56	64.2	74	48.6	90	40.0	145	24.8
58	62.0	75	48.0	91	39.6	180	20.0
60	60.0	76	47.4	92	39.1	240	15.0
61	59.0	77	46.7	93	38.7	360	10.0
62	58.0	78	46.1				

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.
	** 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.
	*-- 8:00 a.m.	5:00 p.m.
Bland.....	6:00 p.m.	3:00 a.m.
	*-- 6:00 p.m.	3:00 a.m.
Belle.....	7:00 a.m.	4:00 p.m.
	*-- 7:00 a.m.	4:00 p.m.
Freeburg.....	8:00 a.m.	5:00 p.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.
Eldon.....	Continuous	

	From	To
SUBDIVISION 35		
Versailles.....	** 7:30 a.m.	4:30 p.m.
	** 7:30 a.m.	4:30 p.m.
	*10:45 a.m.	2:45 p.m.
Stover.....	8:00 a.m.	5:00 p.m.
Cole Camp.....	8:00 a.m.	5:00 p.m.
Ionia.....	7:00 a.m.	4:00 p.m.
	8:30 a.m.	5:30 p.m.
Windsor.....	** 8:30 a.m.	5:30 p.m.
	*Same Hours	
Leeton.....	8:00 a.m.	5:00 p.m.
	6:00 p.m.	3:00 a.m.
Chilhowee.....	** 6:00 p.m.	3:00 a.m.
	*Same Hours	
Pleasant Hill.....	8:00 a.m.	5:00 p.m.
	*-- 8:00 a.m.	5:00 p.m.
Raytown.....	8:00 a.m.	5:00 p.m.

	From	To
SUBDIVISION 36		
Topeka Yd.....	Continuous	
Maple Hill.....	8:00 a.m.	5:00 p.m.
Parice.....	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.
White City.....	*-- 8:00 a.m.	11:59 p.m.

	From	To
SUBDIVISION 39		
Herington.....	Continuous	
Ramona.....	8:00 a.m.	5:00 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	

	From	To
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.
Mineola.....	*-- 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.....	*-- 8:00 a.m.	5:00 p.m.
Stratford.....	Continuous	
Dalhart.....	Continuous	

	From	To
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	

	From	To
SUBDIVISION 4		
Amarillo.....	*-- 7:00 a.m.	11:00 p.m.
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.
Glenn.....	7:30 a.m.	4:30 p.m.
Tucumcari.....	Continuous	

	From	To
SUBDIVISION 7		
Liberal.....	Continuous	
Hardesty.....	7:00 a.m.	4:00 p.m.
Hitchland.....	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.....	*-- 7:00 a.m.	11:00 p.m.

	From	To
SUBDIVISION 36-A		
Wathena.....	8:00 a.m.	5:00 p.m.
	** 8:00 a.m.	5:00 p.m.
Troy.....	* 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.....	** 7:00 a.m.	4:00 p.m.
Holton.....	8:00 a.m.	5:00 p.m.
Mayetta.....	8:00 a.m.	5:00 p.m.
Hoyt.....	7:30 a.m.	4:30 p.m.

	From	To
SUBDIVISION 36-B		
Woodbine.....	6:30 a.m.	3:30 p.m.
Enterprise.....	7:00 a.m.	4:00 p.m.
Abilene.....	** 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.

	From	To
SUBDIVISION 40-A		
Bucklin.....	Continuous	

	From	To
SUBDIVISION 41-A		
Dalhart.....	Continuous	
Etter.....	*-- 8:00 a.m.	5:00 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,

} Train Dispatchers,
Kansas City, Kan.

C. D. WILLIAMSON,
I. C. LEGER,
T. C. FARRELL,
G. G. MURPHY,
W. R. HEDRICK,
R. W. POPEJOY,
W. J. PASTA,
C. R. FERGUSON,

} Train Dispatchers,
Liberal, Kansas.