

Local Surgeons & Examiners

L. G. HEINS .....  
 \*E. B. McKNIGHT .....  
 \*A. E. WINSETT .....  
 \*D. LOVING .....  
 \*W. H. WHEIR .....  
 R. H. SCHOENHALS .....  
 C. A. BUNGE .....  
 J. E. RANDLE .....  
 W. R. JONES .....  
 R. KINGSLAND .....  
 \*V. MOORE .....  
 \*J. H. CUNNINGHAM .....  
 \*R. A. GUTEKUNST .....  
 E. YODER .....  
 R. J. OHMAN .....  
 \*E. O. SHELTON .....  
 C. E. OLSON .....  
 C. A. SCHMIDT .....  
 M. H. WALDORF .....  
 J. R. BRADLEY .....  
 J. C. JONES .....  
 E. L. BUFORD .....  
 \*A. D. DANIELSON .....  
 \*J. O. GILLILAND .....  
 \*F. S. DOZIER .....  
 K. RAWLINS .....  
 R. H. MOSER .....  
 L. G. BLACKMER .....  
 F. P. CAWLEY .....  
 G. M. EDMONDS .....  
 \*M. E. NUNEMAKER .....  
 \*J. H. ARMSTRONG .....  
 \*T. S. BOURKE .....  
 \*J. J. LALLY .....  
 \*J. G. EVANS .....  
 \*H. L. REGIER .....  
 E. P. SERERES .....  
 \*A. L. HILBIG .....  
 \*T. E. WADE .....  
 \*MEDICAL ARTS CLINIC .....  
 M. M. THOMPSON .....  
 G. E. FINKLE .....  
 WEIR PIERSON .....  
 R. M. DAUGHERTY .....  
 D. L. RICHARDSON .....  
 G. R. MASER .....  
 W. W. ORRISON .....  
 \*V. W. FILLEY .....  
 \*F. G. FREEMAN .....  
 D. M. EUBANK .....  
 DEAN SAUER .....  
 \*M. F. HARMANN .....  
 \*W. PARKER .....  
 D. A. ANDERSON .....  
 A. E. RUEB .....  
 O. L. SMITH .....  
 F. A. ELSTON .....  
 J. L. WHEELER .....  
 \*B. M. MARSHALL .....  
 \*C. A. NEWMAN .....  
 \*P. M. POWELL .....  
 A. E. CORDONIER .....  
 W. M. THAXTON .....  
 H. M. DENNY .....  
 A. J. GUNN .....  
 JACK GUNN .....  
 W. J. SMITH .....  
 \* Examiner

Abilene  
 Alma  
 Amarillo  
 Amarillo  
 Amarillo  
 Belle  
 Bland  
 Bucklin  
 Canton  
 Clayton  
 Dalhart  
 Dalhart  
 Dalhart  
 Denton  
 Dodge City  
 Eldon  
 Fowler  
 Gerald  
 Greensburg  
 Greensburg  
 Gruver  
 Guyman  
 Herington  
 Herington  
 Herington  
 Holden  
 Holton  
 Hooker  
 Hooker  
 Horton  
 Hutchinson  
 Hutchinson  
 Kansas City  
 Kansas City  
 Kansas City  
 Kansas City  
 Kansas City  
 Kansas City  
 Liberal  
 Liberal  
 Liberal  
 Logan  
 McPherson  
 McPherson  
 Meade  
 Mineola  
 Mission  
 Plains  
 Pratt  
 Pratt  
 Raytown  
 St. Louis  
 St. Louis  
 St. Louis  
 Salina  
 Salina  
 St. Marys  
 Sunray  
 Texhoma  
 Topeka  
 Topeka  
 Topeka  
 Troy  
 Tucumcari  
 Union  
 Versailles  
 Versailles  
 Windsor

Oculists & Aurists

A. J. STREIT .....  
 W. O. MURPHY .....  
 J. A. BILLINGSLEY .....  
 J. E. BRESSETTE .....  
 C. E. HASSIG .....  
 W. D. PITMAN .....  
 A. S. STEINER .....  
 H. W. POWERS .....  
 H. L. KIRKPATRICK .....

Amarillo  
 Kansas City  
 Kansas City  
 Kansas City  
 Pratt  
 St. Louis  
 Topeka  
 Topeka

See page 15 for hospitals

# Chicago, Rock Island & Pacific Railroad



# TIME TABLE

## MISSOURI-KANSAS DIVISION SECOND DISTRICT

# No. 8

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

## SUNDAY, APRIL 26, 1959

J. F. ORLOMOSKI,  
 Superintendent

O. W. LIMESTALL,  
 General Manager

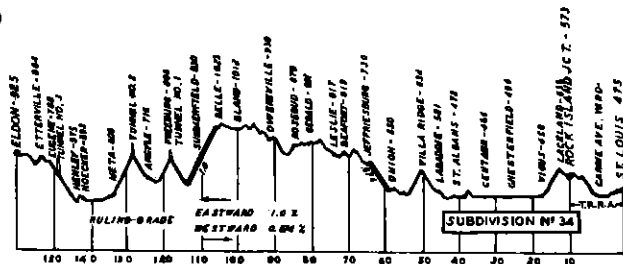
B. F. WELLS,  
 Ass't. General Manager

This Time Table for the exclusive use  
 and guidance of Employees

WESTWARD			MAIN LINE				EASTWARD		
SECOND CLASS			SUBDIVISION 34				SECOND CLASS		
	71						72		
	Freight		Capacity of Siding	Capacity of Other Tracks	Station Numbers		Freight		
	Daily						Daily		
	P.M.						P.M.		
	3.00				US... ST. LOUIS	TO		3.00	
			Yard	75000	CARRIE AVE. YD.		RFWT Yd		
					Easton Ave. Junction.				
	3.20				R. I. JUNCTION			1.35	
					St. B & T Crossing	UX			
	3.30	63	89	23013	CK... LACKLAND	TO	12.8 Yd	1.20	
	3.40	41		23018	VIGUS	P	18.0 Yd	1.01	
	3.55	66	25	23027	CF... CHESTERFIELD	TO	26.8	12.46	
	4.08	125	2	23033	CENTAUR	P	33.4	12.35	
	4.20		18	23040	ST. ALBANS		39.9	12.21	
	4.35	59	4	23046	LABADIE	P	48.0	12.07	
	4.47	49	18	23051	VILLA RIDGE	P	51.2	11.56	
	5.03	50	95	23060	UN... UNION	TO	59.5 W	11.37	
	5.17		3	23065	JEFFRIESBURG	P	64.9	11.26	
	5.31		15	23072	BEAUFORT	P	71.6	11.15	
	5.36	75	3	23074	LESLIE	P	74.0	11.10	
	5.50	42	39	23081	RA... GERALD	TO	80.7	10.51	
	5.57	52	17	23085	RB... ROSEBUD	TO	84.7	10.44	
	6.13	42	39	23082	OW... OWENSVILLE	TO	91.5 Yd	10.32	
	6.31	75	50	23100	ND... BLAND	TO	100.1	10.18	
	6.40	79	64	23105	X... BELLE	TO	105.2 W	10.10	
	6.51	59		23111	SUMMERFIELD	P	110.8	9.55	
	7.07	31	24	23118	FR... FREEBURG	TO	118.2	9.31	
	7.21	70	25	23125	KN... ARGYLE	TO	125.1	9.18	
	7.42	41	20	23134	MA... META	TO	134.8	8.54	
	7.58		5	23143	HOEKER		142.8	8.43	
	8.02	105	10	23145	HENLEY	P	144.7	8.39	
	8.12	44	16	23149	G... EUGENE	TO	149.5	8.30	
	8.22	44		23153	ETTERVILLE	P	153.8	8.21	
	8.40 P.M.		Yard	23160	DO... ELDON	TO	159.9 RFWT Yd	8.10 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 Hellwig Bros. at Bon Homme, and must be preceded by Flagman to warn Highway traffic before movement is made onto crossing.



**WESTWARD**

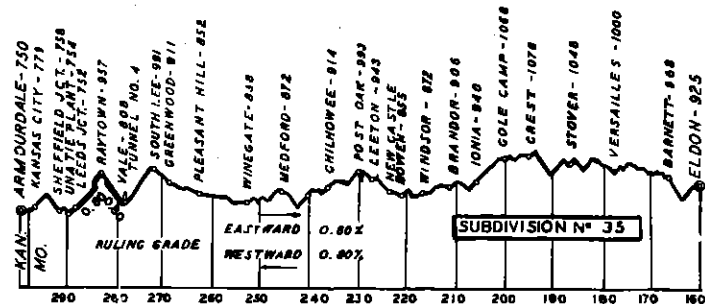
**MAIN LINE**

**EASTWARD**

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 35		M. P. from St. Louis	Signs	SECOND CLASS		
71						STATIONS				72		
Freight						Time Table No. 8				Freight		
Daily						April 26, 1959				Daily		
P.M.	9.00		Yard	23180	DO. . . . .	ELDON . . . . .	*TO	159.9	RFWT Yd	A.M.	7.50	
						0.2						
						MoPac Crossing		UX	160.1			
9.13		43	17	23166		BARNETT . . . . .	P	165.9			7.38	
9.30		72	134	23177	V. . . . .	VERSAILLES . . . . .	TO	177.0			7.20	
9.46		52	26	23186	SR. . . . .	STOVER . . . . .	TO	185.9			7.01	
10.01		51		23194		CREST . . . . .	P	194.3			6.47	
10.08		52	24	23199	NA. . . . .	COLE CAMP . . . . .	TO	198.8			6.37	
10.17		50	16	23205	FA. . . . .	IONIA . . . . .	TO	205.4			6.27	
10.25			8	23211		BRANDON . . . . .		210.9			6.16	
10.38		72	100	23216	W. . . . .	WINDSOR . . . . .	TO	216.3	WY		6.06	
10.48			6	23221		BOWEN . . . . .	P	220.7			5.56	
10.54			164	23223		NEW CASTLE . . . . .	P	223.4			5.51	
11.00		50	16	23227	N. . . . .	LEETON . . . . .	TO	227.0			5.45	
11.06			16	23230		POST OAK . . . . .		228.6			5.40	
11.15		67	23	23235	CA. . . . .	CHILHOWEE . . . . .	TO	235.4			5.30	
11.32		51	8	23245		MEDFORD . . . . .	P	245.4			5.15	
11.43		51		23253		HADSELL . . . . .	P	253.0			5.05	
						MoPac Crossing		262.5				
11.59 P.M.		66	67	23263	SA. . . . .	PLEASANT HILL . . . . .	TO	262.9	W		4.45	
12.09 A.M.			26	23268		GREENWOOD . . . . .		268.7			4.26	
12.15		51	10	23272		SOUTH LEE . . . . .	P	272.0			4.21	
12.25		51		23277		VALE . . . . .	P	277.5			4.09	
12.36		91	35	23281	WN. . . . .	RAYTOWN . . . . .	TO	282.7			4.00	
12.46				23287		LEEDS JUNCTION . . . . .	P	288.3	RYd		3.45	
				60054	US. . . . .	KANSAS CITY, MO. )	TO	295.5	R			
3.00 A.M.			Yard	60055		KANSAS CITY, KAN. )	*	298.0	RFWT Yd		3.00 A.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 Time Table No. 8 April 26, 1959	Station Numbers	Signs	M.P. from St. Joseph	FIRST CLASS		
3	507	39	4	508							40		
Golden State	Rocket	P sgr.	Golden State	Rocket	P sgr.	Golden State	Rocket	P sgr.					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
P.M. 10.15	P.M. 10.10	A.M. 8.35	...	...	...	KANSAS CITY, MO. . . US	60054	RFW TY	...	A.M. 2.15	A.M. 9.00	P.M. 8.10	
10.20	10.15	8.40	...	...	...	KANSAS CITY, KANS. . .	60055	RFW TYd	...	2.02	8.45	7.42	
11.35	11.19	9.56	...	...	...	..... S. J. JCT. ....	...	...	89.3	12.55	7.32	6.25	
11.37	11.20	9.59	175E	Yard	...	... TOPEKA YARD . B	588	RFW YYd	90.5	12.54	7.31	6.24	
11.49	11.31	10.11	147	18	...	... VALENCIA . . . . .	600	...	101.5	12.44	7.21	6.12	
			...	17	...	... WILLARD . . . . .	604	...	105.3				
11.59 P.M.	11.38	10.19	126E 96W	71	...	... MAPLE HILL . . RH	609	...	110.4	12.36	7.14	6.02	
			...	13	...	... VERA . . . . .	613	...	114.2				
12.06 A.M.	11.44	10.26	...	37	...	... PAXICO . . . . CA	617	...	118.2	12.29	7.08	5.54	
12.10	11.48	10.30	190W 112E	97	...	... McFARLAND . . FA	621	R YYd	122.0	12.25	7.05	5.50	
12.14	11.52	10.34	46E	42	...	... ALMA . . . . . U	625	...	126.3	12.21	7.00	5.46	
12.21	11.59 P.M.	10.42	125E 130W	14	...	... VOLLAND . . . . .	632	...	133.8	12.14	6.53	5.39	
12.31	12.06 A.M.	10.50	...	101	...	... ALTA VISTA . . VA	640	...	141.8	12.06 A.M.	6.46	5.31	
12.34	12.09	10.53	93E 93W	...	...	... JONES . . . . .	643	...	144.7	12.03 P.M.	6.43	5.28	
12.37	12.12	10.56	...	31	...	... DWIGHT . . . . DW	646	...	147.7	11.59	6.40	5.25	
12.45	12.19	11.04	130E 120W	48	...	... WHITE CITY . . WT	655	...	156.7	11.52	6.33	5.17	
12.51	12.25	11.10	...	22	...	... LATIMER . . . . .	662	...	163.8	11.46	6.27	5.10	
			...	...	...	... MoPac Crossing . . .	...	...	171.3				
1.05 A.M.	12.40 A.M.	11.20 A.M.	...	Yard	...	... HERINGTON . . RI	670	RFTW YYd	171.4	11.38 P.M.	6.20 A.M.	5.00 P.M.	

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.

Lawrence - No. 39 and 40 - Stop to receive or discharge to or from Des Moines or Davenport or beyond. Stop to receive or discharge to or from Herington or beyond, both South and West except California points.  
No. 39 and 40 - Receive or discharge revenue passengers where train scheduled to stop and to discharge mail when advised by mail clerks on train.

Nos. 507 and 508, Lawrence, receive and discharge revenue passengers to or from Des Moines or beyond and to or from Wichita or beyond, Kansas City, Kans. receive and discharge to and from stations where scheduled to stop.

**WESTWARD**

**FREIGHT TRAINS (Information Only)**

**EASTWARD**

295	291	95	73	91	93	74	96	98	92	
Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
A.M. 1.00	P.M. 4.00	P.M. 11.00	P.M. 7.00	A.M. 7.00	A.M. 11.50	...	A.M. 11.30	P.M. 2.00	P.M. 9.30	A.M. 5.30
3.00	5.45	12.40	9.00	8.40	1.40	...	8.45	P.M. 12.30	7.00	2.30
4.00	6.45	1.35	10.00	9.30	2.30	...	7.45	11.00	5.30	1.30
5.30 A.M.	8.00 P.M.	3.20 A.M.	P.M.	11.00 A.M.	4.35 P.M.	...	A.M.	9.30 A.M.	4.00 P.M.	12.15 A.M.

**WESTWARD**

**MAIN LINE**

**EASTWARD**

SECOND CLASS		FIRST CLASS		Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 39		M. P. from St. Joseph	Distance from Herington	Signs	FIRST CLASS		SECOND CLASS	
291	91	39	3				40	4				92	92		
Freight	Freight	Psgr.	Golden State				STATIONS					Psgr.	Golden State	Freight	
Daily	Daily	Daily	Daily				Time Table No. 8					Daily	Daily	Daily	
P.M.	A.M.	A.M.	A.M.				April 26, 1959					P.M.	P.M.	A.M.	
8.15	11.15	11.40	1.10	670	...	Yard	RI...	HERINGTON... *TO	171.4	...	RYdFW TY	4.35	11.32	12.05	
8.44	11.29	11.46	1.15	675	98	...	...	RISHEL	175.8	4.4	...	4.05	11.23	11.41	
8.50	11.35	11.49	1.18	678	120	16	...	AT&SF Crossing	177.5	6.1	...				
8.58	11.43	11.56	1.24	684	88	46	HA..	RAMONA	179.5	8.1	...	4.02	11.20	11.36	
9.06	11.51	12.02	1.29	690	86	37	DK..	TAMPA	185.7	14.3	...	3.56	11.14	11.29	
9.17	11.59	12.09	1.35	697	84	...	...	DURHAM	191.8	20.4	...	3.50	11.08	11.22	
9.24	12.07	12.16	1.41	703	91	15	...	WALDECK	198.4	27.0	...	3.43	11.02	11.14	
9.31	12.15	12.22	1.46	709	108	40	GA..	CANTON	204.8	33.4	...	3.36	10.56	11.07	
9.40	12.25	12.30	1.55	716	112	288	MC..	GALVA	210.7	39.3	...	3.30	10.51	10.59	
9.48	12.33	12.38	2.03	723	88	27	...	AT&SF Crossing	214.7	43.3	...				
9.54	12.39	12.43	2.08	728	98	34	QN	MCPHERSON *TO	216.7	45.3	YdW	3.23	10.45	10.53	
10.02	12.47	12.49	2.14	734	88	52	...	MoPac Crossing	219.3	47.3	...				
10.10	12.55	12.56	2.19	741	80	71	...	GROVELAND	224.3	52.3	...	3.15	10.38	10.44	
10.18	12.59	1.00	2.22	743	96	Yard	...	INMAN	229.4	57.4	W	3.12	10.33	10.38	
10.20	1.03	1.10	2.30	744	80	Yard	SU..	SL-SF Crossing	236.1	64.1	...				
10.23	1.08	1.16	2.33	746	68	Yard	...	MEDORA	236.1	64.1	...	3.05	10.26	10.31	
10.28	1.13	1.21	2.36	749	370	17	...	SLADE	242.4	70.4	Yd	2.58	10.20	10.24	
10.34	1.19	1.28	2.41	754	88	26	...	AT&SF Crossing	243.6	71.5	...				
10.41	1.26	1.36	2.47	761	85	30	RT..	EAST HUTCHINSON	244.4	72.4	Yd	2.56	10.18	10.22	
10.53	1.48	1.44	2.54	770	87	23	NO..	MoPac Crossing	244.9	72.9	...				
11.01	1.55	1.49	2.59	776	98	27	KO..	HUTCHINSON *TO	245.4	73.4	YdFW	2.53	10.16	10.20	
11.10	2.13	1.57	3.06	784	94	31	RS..	MoPac Crossing	246.0	74.0	...				
11.20	2.20	2.06	3.12	791	98	22	...	AT&SF Crossing	246.6	74.6	...				
12.01	2.45	2.20	3.25	797	...	Yard	N..	MORTON	247.8	75.5	YdY	2.51	10.10	10.09	
								WHITESIDE	250.8	78.5	...	2.48	10.07	10.07	
								PARTRIDGE	255.8	83.8	...	2.43	10.03	9.54	
								ARLINGTON	262.4	90.4	...	2.36	9.57	9.48	
								LANGDON *TO	271.1	99.1	...	2.28	9.50	9.38	
								TURON	277.5	105.5	W	2.21	9.44	9.30	
								MoPac Crossing	277.8	105.8	...				
								PRESTON	285.4	113.4	...	2.13	9.37	9.20	
								MoPac Crossing	285.7	113.7	...				
								NATRONA	292.1	120.1	...	2.06	9.31	9.12	
								PRATT *TO	298.0	126.0	RYdFW WT	2.00	9.25	9.00	

AUTOMATIC BLOCK SIGNALS  
 MP 171.4 to MP 286.0  
 Rules 300-356

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 east of Main Street crossing.  
 No. 4 discharge passengers from El Paso and west. Receive for Englewood and Chicago.

No's 39 and 40, receive or discharge revenue passengers where trains scheduled to stop and to discharge mail when advised by mail clerk on trains.

WESTWARD					MAIN LINE					EASTWARD						
SECOND CLASS		FIRST CLASS			Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 40 STATIONS					FIRST CLASS		SECOND CLASS	
91	291	39		3				M. P. from St. Joseph	Distance from Pratt	Signs	40	4	92			
Freight	Freight	Psg.	Golden State	Psg.							Golden State	Freight				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
P.M. 2.55	A.M. 12.10	P.M. 2.28	A.M. 3.40	797	...	Yard	N...	PRATT	298.0	RYdF WT	P.M. 1.35	P.M. 9.20	P.M. 8.50			
3.05	12.18	2.34	3.46	802	98	...	...	SMALLEY	302.6	4.6	1.26	9.15	8.44			
3.13	12.26	2.39	3.50	806	87	41	CU..	CULLISON	307.1	9.1	1.22	9.11	8.40			
3.23	12.34	2.45	3.56	813	88	35	WF..	WELLSFORD	314.2	16.2	1.15	9.05	8.32			
3.30	12.40	2.49	4.00	817	121	27	HD..	HAVILAND	318.6	20.6	1.11	9.01	8.27			
3.37	12.47	2.54	4.05	823	88	22	...	BREHAM	324.0	26.0	1.07	8.57	8.20			
3.47	12.57	3.00	4.09	827	88	91	GB..	GREENSBURG	328.6	30.6	1.02	8.53	8.14			
3.57	1.05	3.06	4.14	832	88	34	...	JOY	334.1	36.1	12.56	8.48	8.07			
4.04	1.12	3.11	4.19	837	88	35	MU..	MULLINVILLE	338.9	40.9	12.52	8.44	8.01			
4.16	1.24	3.21	4.27	846	109N 68S	142	BU..	BUCKLIN	347.9	49.9	12.42	8.37	7.50			
4.26	1.34	3.28	4.33	854	88	27	KG..	KINGSDOWN	355.0	57.0	12.35	8.31	7.42			
4.42	1.44	3.36	4.40	861	88	37	BM..	BLOOM	362.8	64.8	12.28	8.25	7.34			
4.54	1.53	3.43	4.47	869	87	67	MI..	MINEOLA	370.0	72.0	12.22	8.19	7.24			
5.02	2.02	3.49	4.53	875	68	...	...	ADVANCE	376.0	78.0	12.17	8.14	7.17			
5.08	2.08	3.53	4.57	879	88	77	F...	FOWLER	380.8	82.8	12.13	8.10	7.08			
5.19	2.19	4.04	5.06	890	87	89	M...	MEADE	391.0	93.0	12.03	8.01	6.56			
5.26	2.26	4.11	5.11	896	117	10	...	MISSLER	396.5	98.5	11.57	7.56	6.49			
5.38	2.38	4.20	5.21	905	88	95	Q...	PLAINS	406.4	108.4	11.49	7.48	6.38			
5.48	2.48	4.26	5.28	912	89	47	KM..	KISMET	413.5	115.5	11.42	7.42	6.28			
6.19 3.20 P.M.	3.00 A.M.	4.35 P.M.	5.37 A.M.	925 933	88	17	...	HAYNE	422.8	124.8	11.33	7.33	6.19 6.10 P.M.			
		5.00 P.M.	5.50 A.M.	933	...	Yard	RA..	LIBERAL	430.6	132.6	11.25 A.M.	7.26 P.M.	6.10 P.M.			

AUTOMATIC BLOCK SIGNALS  
MP 350 TO MP 388  
Rules 340-348

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

FORM Y ORDERS AUTHORIZED.

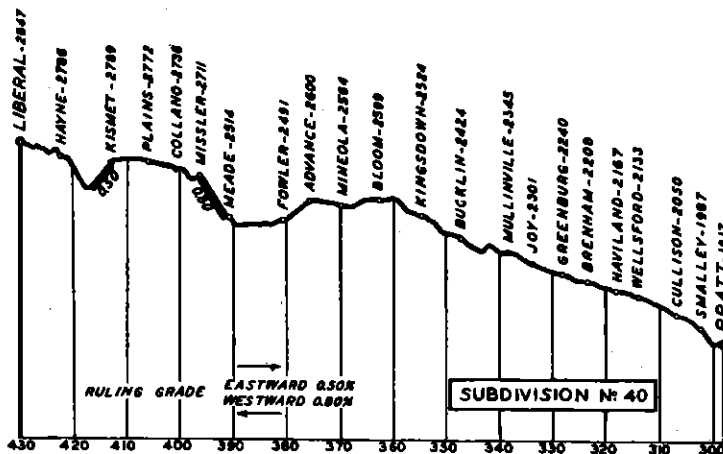
SIDING FOR FIRST CLASS TRAINS - PRATT:

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.

No's. 39 and 40, receive or discharge revenue passengers where trains scheduled to stop and to discharge mail when advised by mail clerk on trains.



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	
91	291		39	3				40	4					92			
Freight	Freight		Psgr.	Golden State									Psgr.	Golden State		Freight	
Daily	Daily		Daily	Daily									Daily	Daily		Daily	
P.M.	A.M.		P.M.	A.M.	Yd								A.M.	P.M.		P.M.	
6.45	3.35		5.40 92	6.05	...	933	RA..	LIBERAL, KANS ...	434.2	...	RYdF WY		11.05	7.11		5.40 39	
6.55	3.45		5.46	6.11	68	939	...	STONE, OKLA ...	440.0	5.8	...			7.05		5.16	
7.02 4	3.50		5.50	6.15	37	121	943	TYRONE ...	444.0	9.8	...		10.55	7.02 91		5.10	
7.12	4.01		5.60	6.24	99	88	953	BM&E Crossing ...	453.1	18.9	...						
7.24	4.13		6.12	6.33	25	113	963	HOOKER ...	454.3	20.1	W		10.44	6.54		4.55	
7.39	4.25		6.24	6.42	140	106	972	OPTIMA ...	464.6	30.4	...		10.33	6.46		4.42	
7.47	4.33		6.33	6.48	49	978	...	GUYPON ...	473.6	39.4	...		10.24	6.38 39		4.30	
7.53	4.39		6.39	6.52	27	88	983	JUNIOR ...	479.9	45.7	...		10.14	6.33		4.20	
8.09	4.51		6.54	7.01	146	88 W 128	993	GOODWELL ...	484.1	49.9	W		10.10	6.29		4.14	
8.21	5.02		7.04	7.10	22	88	1003	TEXHOMA, OKLA ...	494.3	60.1	WY		10.00	6.21		3.59	
8.33	5.12		7.14	7.18	88	91	1013	STEVENS, TEX ...	504.3	70.1	...		9.49	6.13		3.45	
8.39	5.18		7.22	7.23	68	1020	...	STRATFORD ...	514.2	80.0	W		9.40	6.05		3.34	
8.45	5.24		7.28	7.28	45	89	1025	P&SF Crossing ...	514.7	...	...						
8.50	5.29		7.32	7.32	69	1030	...	BRICKEL ...	520.0	85.8	...		9.32	6.00		3.25	
8.56	5.35		7.37	7.36	19	121	1035	CONLEN ...	526.0	91.8	...		9.27	5.55		3.18	
9.01	5.40		7.41	7.40	88	1039	...	IRWIN ...	530.9	96.7	...		9.23	5.51		3.13	
9.30 P.M.	6.45 A.M.		7.50 P.M.	7.48 A.M.	Yd	1044	WR..	CHAMBERLIN ...	536.1	101.9	...		9.19	5.47		3.07	
								HITT ...	540.0	105.8	...		9.15	5.43		3.02	
								DALHART ...	545.4	111.2	RYd FWTY		9.00 A.M.	5.38 P.M.		2.55 P.M.	

AUTOMATIC BLOCK SIGNALS MP 434.2 TO MP 545.4 Rules 390-396

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

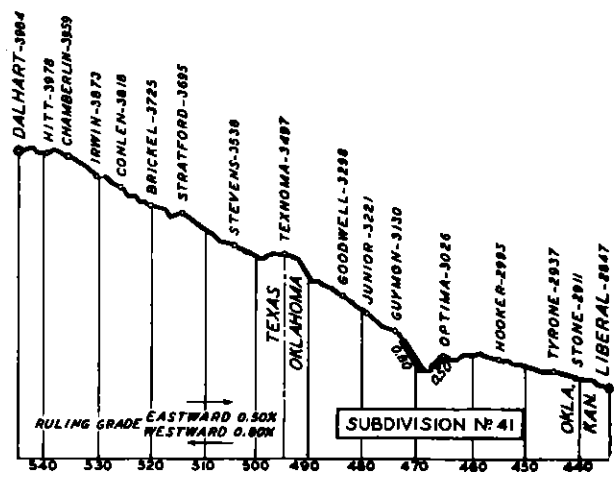
SIDING FOR FIRST CLASS TRAINS - LIBERAL:  
Siding extending from switch at MP 430-10 to switch at MP 434-16.

No's 39 and 40, receive or discharge revenue passengers where trains scheduled to stop and to discharge mail when advised by mail clerk on trains.

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

No. 3, discharge passengers from Kansas City and beyond, receive passengers for West of Tucumcari.

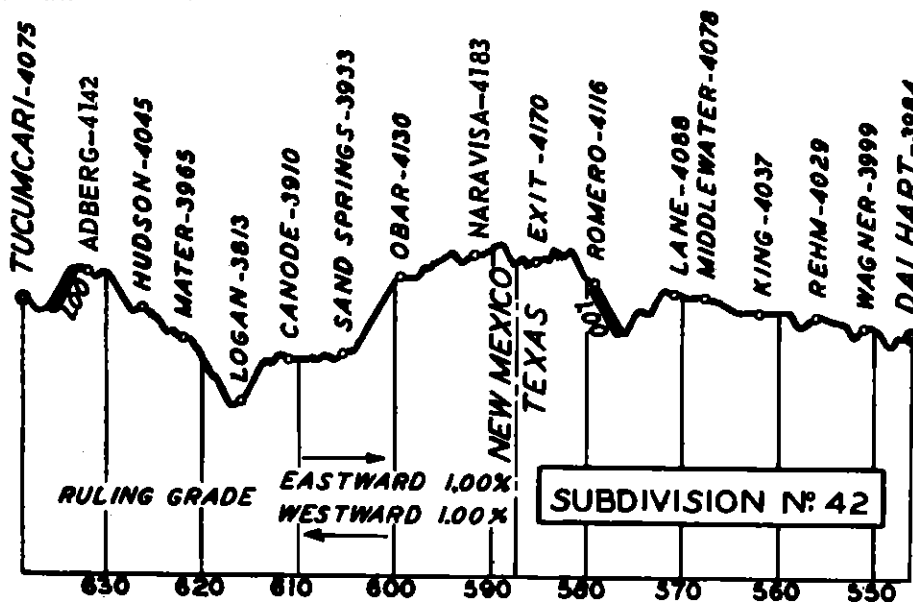
No. 4, discharge passengers from West of Tucumcari, receive passengers for Kansas City and beyond.



WESTWARD				MAIN LINE										EASTWARD						
SECOND CLASS		FIRST CLASS		SUBDIVISION 42										FIRST CLASS		SECOND CLASS				
91	291	39	3	STATIONS										40	4	92				
Freight	Freight	Pgr.	Golden State	Time Table No. 8										Pgr.	Golden State	Freight				
Daily	Daily	Daily	Daily	April 26, 1959										Daily	Daily	Daily				
P.M.	A.M.	P.M.	A.M.	Capacity of Other Tracks	Capacity of Sidings	Station Numbers											A.M.	P.M.	P.M.	
10.00	7.05	8.05	7.55	Yd	...	1044	WR..	...	DALHART	TO	545.4	...	RYdF	WTY	8.50	5.33	2.45			
									FW&D Crossing	...	545.5	0.1	...							
10.18	7.23	8.16	8.06	24	88	1054	...		REHM	P	555.1	8.7	...		8.38	5.24	1.51			
10.26	7.30	8.21	8.11	..	68	1059	...		KING	P	560.8	15.4	...		8.32	5.19	1.43			
10.34	7.38	8.28	8.16	17	119	1065	...		MIDDLEWATER	P	566.6	21.2	W		8.16	5.14	1.35			
10.39	7.42	8.32	8.20	..	67	1069	...		LANE	P	570.5	25.1	...	f	8.12	5.11	1.30			
10.50	8.06	8.41	8.27	25	103	1077	RM..		ROMERO	TO	578.4	33.0	...	f	8.06	5.05	1.20			
11.05	8.12	8.47	8.32	3	58	1083	...		EXIT, TEX	P	584.4	39.0	...		7.56	5.00	1.11			
11.20	8.19	8.56	8.38	46	113	1089	UN..		NARAVISA, N. M.	TO	590.8	45.4	W		7.49	4.54	1.01			
11.32	8.28	9.05	8.45	20	88	1096	...		OBAR	P	598.9	53.5	...		7.40	4.47	12.49			
11.42	8.36	9.11	8.50	14	88	1103	...		SAND SPRINGS	P	604.5	59.1	...		7.33	4.42	12.39			
11.49	8.48	9.17	8.56	..	59	1109	...		CANODE	P	610.0	64.6	...		7.28	4.37	12.29			
11.55	8.55	9.25	9.01	40	102	1114	OA..		LOGAN	TO	615.3	69.9	W		7.22	4.32	12.19			
12.05	9.03	9.33	9.08	..	88	1120	...		MATER	P	621.3	75.9	...		7.15	4.27	12.09			
12.11	9.09	9.39	9.13	26	66	1124	...		HUDSON	P	625.8	80.4	...		7.10	4.23	12.02			
12.17	9.16	9.47	9.19	..	103	1129	...		ADBERG	P	631.5	86.1	...		7.05	4.18	11.53			
1.00	9.40	10.00	9.30	Yd	...	1137	XN..		TUCUMCARI	TO	638.5	93.1	RYdF	WTY	6.55	4.11	11.40			

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

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			M. P. from Memphis	Distance from Amarillo	Signs	FIRST CLASS		SECOND CLASS						
	991	15															14		994	
	Freight	Psgr.															Psgr.		Freight	
	Daily	Daily															Daily		Daily	
	P.M. 10.00	P.M. 7.10	Yard	....	27762	VN. ....	AMARILLO	* TO	761.6	....	RYdFW	A.M. 9.10		A.M. 10.15						
	10.13	7.20	....	71	27768	.....	SONCY	.....	767.1	6.1	.....	8.57		9.50						
	10.23	g 7.29	44	....	27775	.....	BUSHLAND	.....	774.0	13.2	W	8.51		9.40						
	10.33	g 7.39	57	30	27783	WO. ....	WILDORADO	..... TO	782.0	21.3	.....	8.43		9.20						
	10.43	7.48	32	....	27789	.....	EVERETT	.....	789.5	28.8	.....	8.34		8.53						
	10.53	g 7.56	82	58	27798	GA. ....	VEGA	..... TO	795.0	34.3	W	8.28		8.43						
	11.03	8.05	19	....	27804	.....	LANDERGIN	.....	802.7	42.0	.....	8.19		8.33						
	11.13	g 8.13	58	52	27810	DR. ....	ADRIAN	..... TO	808.8	48.1	.....	8.13		8.13						
	11.20	8.18	19	....	27813	.....	GRUHLKEY	.....	813.0	52.1	.....	8.08		8.01						
	11.35	g 8.29	7	48	27821	.....	BOISE	.....	821.5	60.8	.....	7.59		7.40						
	11.50 P.M.	g 8.42	13	51	27833	.....	GLENRIO TEX.	.....	832.2	71.6	.....	7.47		7.10						
	12.25 A.M.	g 9.05	22	51	27851	SJ. ....	SAN JON, N.MEX.	..... TO	850.3	89.5	.....	7.28		6.41						
	12.45 A.M.	9.21	....	51	27866	.....	LESBIA	.....	865.4	104.4	.....	7.11		6.18						
	1.30 A.M.	g 9.30 P.M.	Yard	....	1137	XN. ....	TUCUMCARI	* TO	874.0	113.4	RYdFW TY	7.00 A.M.		6.00 A.M.						

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

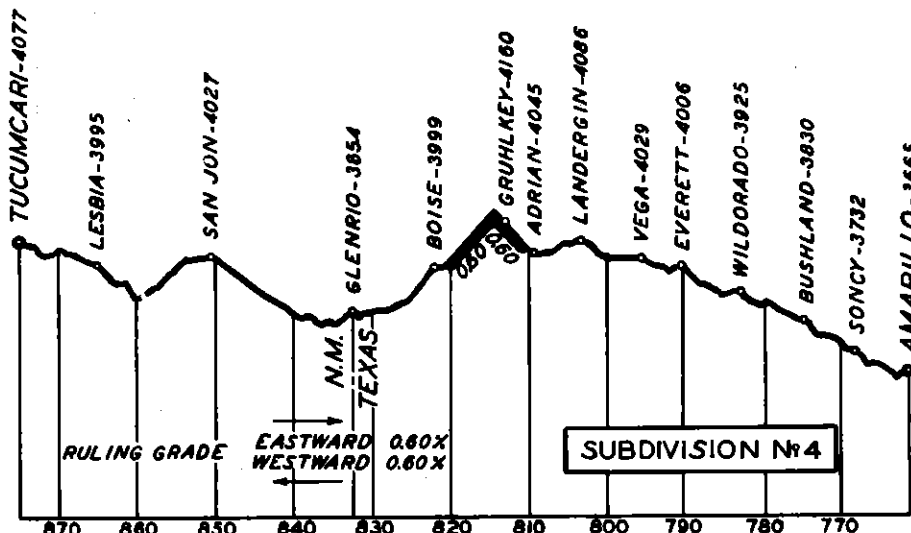
First class trains approach Amarillo passenger station at restricted speed.

No. 15, receive or discharge revenue passengers.

No. 14, receive or discharge revenue passengers and to receive or discharge express and baggage when flagged by Agent at station or when advised by Messenger of train.

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 Sidings	Station Numbers	SUBDIVISION 7 STATIONS			M. P. from Amarillo	Signs	SECOND CLASS								
		997													998				
		Freight													Freight				
		Daily													Daily				
		A.M. 7.00	Yard	.....	933	RA.....	LIBERAL, KANS.	* TO	153.2	RYdF WY	A.M. 6.00								
							BM&E Crossing	UX											
		7.25	44	51	87140		BAKER, OKLA		140.3		4.55								
		7.40	33	51	87132		ADAMS		131.8		4.35								
		8.05	46	51	87118	HS.....	HARDESTY, OKLA.	TO	118.3		4.05								
		8.30	86	63	87108	HN.....	HITCHLAND, TEX	TO	107.9	W	3.40								
		8.50	20	51	87100		BERNSTEIN		100.1		3.25								
		9.15	148	51	87091	GU.....	GRUVER	TO	90.7	YdW	3.05								
		9.35	.....	49	87082		CATOR		81.8		2.45								
		9.59	86	51	87075	MB.....	MORSE	TO	75.4	RYdW	2.30								
		10.10	.....	.....	.....		ROCK ISLAND JCT.		74.4	Yd	2.08								
		10.13	.....	.....	87074		MORSE JCT		73.8	YdY	2.05								
		10.28	30	51	87087		PRINGLE		67.3		1.50								
		10.53	65	51	87057	FN.....	STINNETT	TO	57.5	YdWYF	1.30								
		11.13	18	16	87049		OIL CITY		49.0	Yd	1.05								
		11.25	.....	44	87046		ANTELOPE		45.9	Yd	12.55								
		12.10	174	40	87043		SANFORD		43.8	YdY	12.45								
		12.25	165	86	87037	FH.....	FRITCH	TO	37.3		12.30								
		12.35	12	.....	87032		DEAL		33.5		12.20								
		12.45	.....	59	87029		WILHELM		28.9		12.10								
		1.05	.....	51	87019		MASTERSON		19.1		11.50								
		1.20	17	.....	87013		ST. FRANCIS		13.2	Y	11.35								
		1.35	.....	48	87005		MAYER		6.8		11.25								
			.....	.....	.....		P&S Crossing		1.9										
		5.30 P.M.	Yard	.....	27762	VN.....	AMARILLO	* TO	153.2	RYdF WY	11.00 P.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			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 36A		M. P. from St. Joseph	Signs	SECOND CLASS					
995	217	996				218	STATIONS			996	218				
Freight	UnPac Local	Freight				UnPac Local	Time Table No. 8			Freight	UnPac Local				
Daily Except Sunday	Daily	Daily Except Sunday				Daily	April 26, 1959			Daily Except Sunday	Daily				
P.M. 7.00	P.M. 6.35	...	Yard	498	SY . . . . .	ST. JOSEPH YD. . . . .	*TO	...	RFWY Yd	A.M. 5.10	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	4.45	10.37				
7.20	6.50	25	118	503	WA . . . . .	WATHENA. . . . .	TO	5.0	Yd	4.35	10.30				
7.30	7.00		12	507		BLAIR . . . . .		8.8	...	4.20	10.20				
7.45	7.10	16	27	512	RO . . . . .	TROY (T.T. Rule 15a).TO		13.5	WRVYd	4.07	10.10				
7.58	P.M.	...	29	518		BENDENA . . . . .		19.2	...	3.47	P.M.				
8.10		...	25	523	DN . . . . .	DENTON . . . . .	TO	24.1	...	3.35					
8.20		...	29	528		PURCELL . . . . .		29.1	...	3.22					
8.31		...	8	532		PIERCE JCT. . . . .		33.6	...	3.10					
9.00		...	250	539	HN . . . . .	HORTON. . . . .	TO	40.8	FWTYd	2.50					
9.21		...	18	547		WHITING . . . . .		49.0	...	2.06					
10.00		...	48	558	H . . . . .	HOLTON . . . . .	TO	60.1	W	1.36					
10.23		55	32	567	MA . . . . .	MAYETTA . . . . .	TO	69.4	...	12.56					
10.40		...	32	574		HOYT . . . . .		75.8	...	12.41					
10.55		...	18	580		ELMONT . . . . .		82.0	...	12.21					
		...	...	...		UP Crossing . . . . .		89.2	...						
11.20 P.M.		...	Yard	588		S. JCT. . . . .		89.3	Yd	12.01 A.M.					

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

WESTWARD

## SALINA BRANCH

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 36B		M. P. from St. Joseph	Signs	SECOND CLASS					
	565	566													
	Mixed	Mixed													
	Daily Except Sunday	Daily Except Sunday													
A.M. 4.00			Yard	870	RI . . . . .	HERINGTON . . . . .	*TO	171.4	RWT Yd	A.M. 11.50					
s 4.35			32	19009	WO . . . . .	WOODBINE. . . . .	TO	180.3	...	s 11.20					
f 4.52			17	19015		PEARL . . . . .		186.7	...	f 10.55					
			...	...		AT&SF Crossing . . . . .	UX	192.8	...						
s 5.23			30	60	Z . . . . .	ENTERPRISE . . . . .	TO	193.1	...	s 10.35					
s 5.47			64	45	BE . . . . .	ABILENE. . . . .	TO	198.4	RW	s 10.15					
			...	...		UP Crossing . . . . .	UX	220.3	...						
7.15 A.M.			132	19049	SA . . . . .	SALINA . . . . .	*TO	220.8	RWT Yd	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			M. P. from St. Joseph	Distance from Bucklin	Signs	SECOND CLASS						
		561				STATIONS									564			
		Freight				Time Table No. 8									Freight			
		Daily Except Sunday				April 26, 1959									Daily Except Sunday			
		A.M. 6.30	142	125-N 70S	846	BU.....	BUCKLIN.....	*TO	347.9	.....	RF WY	P.M. 2.30						
		6.55	48	.....	21009	.....	FORD.....	.....	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	.....	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 373.3 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			M. P. from Morse Jct.	Signs	SECOND CLASS						
						STATIONS											
						Time Table No. 8											
						April 26, 1959											
			.....	.....	87074	.....	MORSE JCT.....	.....	0.0		YdY						
			34	51	88010	.....	CAPPS.....	.....	9.6	.....							
			44	51	88020	SF.....	SUNRAY.....	*TO	20.0		RYdW						
			206	.....	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.....	P	50.9		.....						
		Yard	.....	.....	1044	WR.....	DALHART.....	*TO	60.8		RYdFW TY						

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

## SPEED RESTRICTIONS

LOCATION	LOCATION	Passenger Trains	Freight Trains
<b>ALL SUBDIVISIONS</b>			
Authorized speed through switch leads of turnouts as follows:			
No. 20 .....	40		
No. 15 .....	25		
Others .....	15		
<b>Location No. 15 Turnouts:</b>			
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.			
<b>MAXIMUM ENGINE SPEEDS</b>			
1-3, 402-403, 409, 625-656, 632B-642B, 675-677, 750-751 .	90		
400-401 .....	85		
485-499, 621-623, 9002-9004, 9015-9016 .....	80		
404-408, 410-411, 425-441, 675B-677B, 38-49, 70-127, 70B-73B, 88B-98B, 100B-123B, 1200-1332 .....	70		
128-143, 128B-135B, 450-474, 537-546, 765-772, 775-779, 811-824, 836-840 .....	65		
735-745, 598-599, 716-730, 758-764, 798-806, 9006-9011, 9013-9014, 9070-9071, 9090 .....	60		
825-835 .....	55		
773-774 (towing speed 55 MPH) .....	50		
1000-1015 .....	48		
529-536 (towing speed 65 MPH) .....	45		
700-707, 9012 .....	40		
500-528, 550-563, 900-914 (towing speed 40 MPH) .....	35		
351, 361-377 .....	30		
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 communi- cating signal or emergency valve.			
Trains and engines moving against current of traffic on two main tracks over facing point spring switches, not protected by signals .....	30		
Engines except RDC cars running forward light or with only one car .....	Freight train speed		
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.			
Scale test cars moving in trains will be handled 5 cars ahead of caboose.			
Trains Handling Scale Test Car RI 95384 .....	40		
Weed spray 2231 .....	30		
Short wheel base ore hoppers .....	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.			
<b>SUBDIVISION 4 (except as shown below)</b> .....		59	50
MP 795 to MP 795-8 .....		30	30
MP 815-08 to 818-16 .....		50	40
<b>SUBDIVISION 7 (except as shown below)</b> .....		35	35
MP 1-31 P&SF Crossing .....		20	20
MP 37-10 to MP 43-28 .....		20	20
MP 43-28 to MP 46-13 .....		16	15
Bridge 465 .....		5	6
MP 44-00 to MP 49-00 Engines other than road switchers backing up .....		10	10
MP 45-24 to MP 49-00 .....		15	15
MP 49-00 to MP 57-17 .....		20	20
Bridge 706 .....		20	20
Bridge 834 .....		20	20
MP 127-30 Grade Crossing - Engine Only .....		5	5
MP 139-31 BM&E Crossing .....		15	15
MP 152-10 Grade Crossing .....		10	10
<b>SUBDIVISION 34 (except as shown below)</b> .....		50	40
MP 10-16 St. L. B. & T. Co. Crossing .....			
Eastward .....		10	10
Westward .....		15	15
MP 13-0 to MP 106-28 (except as shown below) .....		40	35
MP 17-22 to MP 17-29 .....		30	25
MP 19-14 to MP 19-33 .....		15	15
MP 41-0 to MP 41-16 .....		25	20
MP 53-0 to MP 55-4 .....		25	20
MP 59-7 to MP 59-19 - Engine only .....		25	20
MP 85-38 to MP 86-34 .....		25	20
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	20
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
<b>SUBDIVISION 35 (except as shown below)</b> .....		50	45
MP 159-28 to MP 160-24 .....		15	15
MP 162-0 to MP 164-25 .....		40	35
MP 193-25 to MP 201-28 .....		40	40
MP 262-20 Mo. Pac. Crossing .....		20	20
MP 268-22 to MP 273-04 .....		40	40
MP 274-09 to MP 274-16 .....		40	40
MP 275-12 to MP 275-18 .....		40	40
MP 278-25 to MP 278-29 .....		40	40
MP 280-21 to MP 280-27 .....		40	40
MP 289-06 to MP 289-19 .....		40	40
MP 285-27 to MP 286-04 .....		40	40
Sheffield — connection between K.C. Terminal & SL-SF ..		10	10
<b>SUBDIVISION 36 (except as shown below)</b> .....		79	60
Through Tepeka Interlocking .....		10	10
MP 69-0 to MP 90-24 .....		10	10
MP 90-24 to MP 93-5 .....		60	50
MP 94-37 to MP 95-9 Westward Track .....		70	50
MP 96-29 to MP 100-29 (except as shown below) .....		70	50
MP 97-0 to MP 97-7 .....		60	40
MP 100-19 to MP 100-29 .....		60	50
MP 103-10 to MP 104-3 .....		70	50
MP 110-25 to MP 110-38 .....		65	50
MP 115-30 to MP 115-39 .....		60	50
MP 119-24 to MP 119-30 .....		65	50
MP 121-17 to MP 123-30 .....		60	45
MP 125-30 to MP 125-37 .....		70	50
MP 136-25 to MP 137-05 Westward Track .....		70	50
MP 136-25 to MP 142-18 Eastward Track .....		55	45
MP 137-35 to MP 143-16 Westward Track .....		60	40
MP 142-18 to MP 143-16 Eastward Track .....		70	50
MP 152-15 to MP 152-24 .....		75	50
MP 169-24 to MP 171-20 (except as shown below) .....		40	40
MP 171-12 Mo. Pac. Crossing—all tracks .....		15	15
<b>SUBDIVISION 39 (except as shown below)</b> .....		79	60
MP 171-20 to MP 171-30 .....		40	40
MP 171-30 to MP 176-33 .....		65	50
MP 176-33 to MP 214-12 (except as shown below) .....		70	50
MP 177-20 AT&SF Crossing .....		70	50
MP 214-12 to MP 219-22 (except as shown below) .....		50	40
MP 219-12 Mo. Pac. Crossing - Engine Only .....		20	20
MP 236-4 SLSF Crossing .....		60	45
MP 243-22 to MP 247-12 .....		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	60	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	50	Abilene—connection to AT&SF Ry	10	10
SUBDIVISION 41 (except as shown below)	79	60	MP 192-24—AT&SF Crossing	10	10
MP 453-04 BM&E Crossing	60	50	Between Abilene and West Abilene	Restrict	ed Speed
MP 473-10 to MP 474-03	40	40	Between East Salina and Salina	Restrict	ed Speed
MP 514-24 P&SF Crossing	60	50			
SUBDIVISION 42 (except as shown below)	79	60	SUBDIVISION 40-A (except as shown below)	25	25
MP 645-20 FWD Crossing	20	20	MP 373-00 to MP 374-12	6	6
Bridge 6165	50	40			
SUBDIVISION 36A (except as shown below)	40	40	SUBDIVISION 41-A (except as shown below)	30	30
MP 0-4 CB—Q Crossing	10	10	MP 29-31 P&SF Crossing	15	15
MP 2-7 to MP 4-4	15	15			
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	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, 9004, 9015, 9016	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. S. J. 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 S. J. Jct., and will be governed by interlocking signals between S. J. 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.  
 Amarillo Passenger station—First-class trains.  
 Amarillo Yard office—All except first-class trains.  
 St. Joseph U. D.—Passenger trains only.

4a. Trains originating and terminating will register by Form 1339 at McFarland.

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

4c. Train Nos. 4 and 40 will register by Form 1339 at Liberal.

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

4e. 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—Engine House.
St. Louis—TRRA engine house.	McPherson—Depot.
Carrie Ave.—Yard Office.	Hutchinson—Depot.
Eldon, Mo.—Yard Office.	Hutchinson—Diesel House.
Eldon, Mo.—Engineer's Room.	Pratt—Yard Office.
St. Joseph—Yard Office.	Bucklin—Depot.
Kansas City, Mo.—Union Depot	Liberal—Telegraph Office.
Telegraph Office.	Dalhart—Enginemen's Locker
Kansas City, Kan.—Yard Office	Room.
and Engine House.	Dalhart—Yard Office.
Topeka Yard—Yard Office.	Tucumcari—Telegraph Office.
Topeka Yard—Engine House.	Amarillo—Yard Office.
Herington—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
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	CRI&P	Red	Green
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	614.7	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
East Yard Lead	2 long 1 short.	1 long 1 short
City	3 short 1 long.	1 long.
		Union Pacific Route 1 long 1 short.

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.

16a. 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 Sallina 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 Sallina 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 tests as provided in form MP 141 Rule 29. 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 62 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 S. J. Jct. over Kaw River Bridge to west end of plant on two main tracks.

18a. For eastward trains at S. J. 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	MP	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	Thru Truss
34	42.1	Thru Truss
34	45.8	Thru Truss
34	49.0	Viaduct
34	55.1	Thru Truss
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	216.6	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	Mill 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 of 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.

28e. Unloading dock west end house track north side Ionia, Mo., will not clear man on side of car.

28f. Sub-Division No. 34 Osage Gravel loading track MP 140-5 structure will not clear man on top or side of car.

31. Industrial or spur tracks are located at:

Sub-div.	Mill Post	Name	Car Capacity
34	15.0	Alton Brick Co. ....	10
34	15.0	Calif. Spray Chem. Co. ....	27
34	15.0	M.F.A. Coop. Ass'n. ....	88
34	16.0	O. L. Brands & Son. ....	4
34	17.8	Vigus Quarries. ....	28
34	23.5	St. Louis County Water Works. ....	16
34	24.2	City of St. Louis Water Works. ....	50
34	28.6	Helwig Bros. ....	4
34	53	Davis Spur. ....	2
34	51.8	Skelley Oil Spur. ....	3
34	64-30	M.F.A. Coop Ass'n. ....	3
34	83.2	Johnson Spur. ....	6
34	97.3	Ellis. ....	3
34	140.3	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	286.6	Reich and Sons. ....	8
36	94.6	Security Benefit Ass'n Spur. ....	8
36	95.30	Koss Construction Co. ....	15
40	335.3	Northern Natural Gas Co. ....	40
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. ....	
4	837.8	Endee Team Track. ....	10
7	43.1	United Carbon Co. ....	15
7	43.2	United Carbon Co. ....	21
			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, and Diesel Units with pilot plows, when plowing snow will not exceed 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 34, 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 17.
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.	2510
St. Louis	Peoples (for Colored)—3449 Pine St.	JEfferson 5468
Kansas City, Kansas	Providence Hospital—18th and Barnett	DRexel 1-3140
Topeka	St. Francis Hospital—1719 W. 6th St.	5-3441
Pratt	Pratt County—3rd and Commodore	1080
Liberal	Epworth—524 No. Washington St.	Main 4-3821
Amarillo	St. Anthony—707 North Polk St.	Drake 6-9866
Tucumcari	Tucumcari General—South End 4th St.	2
Horton	Horton Hospital—East Front St.	25



# COMMUNICATION OFFICES

## OFFICE HOURS

Week Days  
Except Saturday

\*Sundays and Holidays

\*\*Saturdays

	From	To
<b>SUBDIVISION 34</b>		
Lackland.....	Continuous	
Chesterfield.....	7:00 a.m.	4:00 p.m.
Union.....	7:30 a.m.	4:30 p.m.
Gerald.....	7:30 a.m.	4:30 p.m.
Rosebud.....	8:00 a.m.	5:00 p.m.
Owensville.....	*.. 7:30 a.m.	4:30 p.m.
Bland.....	*.. 6:00 p.m.	3:00 a.m.
Belle.....	7:00 a.m.	4:00 p.m.
Freeburg.....	7:30 a.m.	4:30 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
<b>SUBDIVISION 35</b>		
Versailles.....	7:30 a.m.	4:30 p.m.
Stover.....	7:30 a.m.	4:30 p.m.
Cole Camp.....	7:30 a.m.	4:30 p.m.
Ionla.....	7:00 a.m.	4:00 p.m.
Windsor.....	*.. 8:00 a.m.	5:00 p.m.
Leeton.....	8:00 a.m.	5:00 p.m.
Chilhowee.....	*.. 6:00 p.m.	3:00 a.m.
Pleasant Hill.....	8:00 a.m.	5:00 p.m.
Raytown.....	8:30 a.m.	5:30 p.m.

	From	To
<b>SUBDIVISION 36</b>		
Topeka Yd.....	Continuous	
Maple Hill.....	8:00 a.m.	5:00 p.m.
Paxico.....	8:00 a.m.	5:00 p.m.
McFarland.....	Continuous	
Alma.....	8:00 a.m.	5:00 p.m.
Aita Vista.....	8:00 a.m.	5:00 p.m.
Dwight.....	7:00 a.m.	4:00 p.m.
White City.....	*.. 8:00 a.m.	11:59 p.m.

	From	To
<b>SUBDIVISION 39</b>		
Herington.....	Continuous	
Tampa.....	8:00 a.m.	5:00 p.m.
Durham.....	7:00 a.m.	4:00 p.m.
Galva.....	7:00 a.m.	4:00 p.m.
McPherson.....	Continuous	
Inman.....	8:00 a.m.	5:00 p.m.
Hutchinson.....	Continuous	
Arlington.....	8:00 a.m.	5:00 p.m.
Langdon Except Monday.....	7:00 a.m.	4:00 p.m.
Turon.....	8:30 a.m.	5:30 p.m.
Preston.....	8:30 a.m.	5:30 p.m.
Pratt.....	Continuous	

	From	To
<b>SUBDIVISION 40</b>		
Pratt.....	Continuous	
Cullison.....	8:30 a.m.	5:30 p.m.
Wellford.....	8:30 a.m.	5:30 p.m.
Haviland.....	8:30 a.m.	5:30 p.m.
Greensburg.....	8:00 a.m.	5:00 p.m.
Mullinville.....	8:30 a.m.	5:30 p.m.
Bucklin.....	*.. 8:30 a.m.	5:30 p.m.
Kingsdown.....	8:00 a.m.	5:00 p.m.
Bloom.....	8:30 a.m.	5:30 p.m.
Mineola.....	8:30 a.m.	5:30 p.m.
Fowler.....	8:30 a.m.	5:30 p.m.
Meade.....	8:00 a.m.	5:00 p.m.
Plains.....	8:30 a.m.	5:30 p.m.
Kismet.....	8:30 a.m.	5:30 p.m.
Liberal.....	Continuous	

	From	To
<b>SUBDIVISION 41</b>		
Liberal.....	Continuous	
Tyrone.....	8:30 a.m.	5:30 p.m.
Hooker.....	8:00 a.m.	5:00 p.m.
Guymon.....	*.. 6:30 a.m.	3:30 p.m.
Goodwell.....	7:30 a.m.	4:30 p.m.
Texhoma.....	*.. 8:00 a.m.	5:00 p.m.
Stratford.....	8:00 a.m.	5:00 p.m.
Dalhart.....	Continuous	

	From	To
<b>SUBDIVISION 42</b>		
Dalhart.....	Continuous	
Romero.....	** 7:30 a.m.	4:30 p.m.
Naravisa.....	*.. 6:30 a.m.	3:30 p.m.
Logan.....	*.. 6:30 a.m.	3:30 p.m.
Tucumcarl.....	Continuous	

	From	To
<b>SUBDIVISION 4</b>		
Amarillo.....	*.. 7:00 a.m.	3:00 p.m.
Wildorado.....	*.. 6:00 p.m.	2:00 a.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.
Tucumcarl.....	Continuous	

	From	To
<b>SUBDIVISION 7</b>		
Liberal.....	Continuous	
Hardesty.....	6:00 a.m.	3:00 p.m.
Hitchland.....	7:00 a.m.	4:00 p.m.
Gruver.....	8:30 a.m.	5:30 p.m.
Morse.....	8:00 a.m.	5:00 p.m.
Stinnett.....	7:30 a.m.	4:30 p.m.
Fritch.....	8:30 a.m.	5:30 p.m.
Amarillo.....	*.. 7:00 a.m.	3:00 p.m.
	*.. 6:00 p.m.	2:00 a.m.

	From	To
<b>SUBDIVISION 36-A</b>		
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.
	*.. 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.

	From	To
<b>SUBDIVISION 36-B</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
<b>SUBDIVISION 40-A</b>		
Bucklin.....	*.. 8:00 a.m.	5:00 p.m.

	From	To
<b>SUBDIVISION 41-A</b>		
Dalhart.....	Continuous	
Etter.....	8:00 a.m.	5:00 p.m.
Sunray.....	8:30 a.m.	5:30 p.m.

O. R. THURSTON, Terminal Sup't., Kansas City, Kan.  
 B. B. BRENTON, Ass't. Sup't., Liberal, Kan.  
 S. A. WILLIAMS, Trainmaster, Kansas City, Kan.  
 R. M. DICKERSON, Trainmaster, Kansas City, Kan.  
 W. H. SMITH, Passenger Trainmaster, Kansas City, Mo.  
 W. L. HUNT, Trainmaster, Eldon, Mo.  
 T. J. HULL, Trainmaster, Herington, Kan.  
 R. H. BRIGHT, Trainmaster, Dalhart, Tex.  
 F. L. GRANT, Ass't. Trainmaster-Agent, Amarillo, Tex.  
 R. E. LAKE, Trainmaster-Agent, Carrie Ave., Mo.  
 J. W. GANN, Master Mechanic, Kansas City, Kan.  
 A. L. FRANCIS, Ass't. Master Mechanic, Liberal, Kan.  
 J. H. KATHERMAN, Road Foreman Equipment, Kansas City, Kan.  
 A. L. DAVIS, Road Foreman Equipment, Herington, Kan.  
 E. J. GWIN, Road Foreman Equipment, Pratt, Kan.  
 J. J. BUTTON, Chief Dispatcher, Kansas City, Kan.  
 F. J. BRIDGES, Ass't. Chief Dispatcher, Kansas City, Kan.  
 W. E. PERRYMAN, Ass't. Chief Dispatcher, Kansas City, Kan.  
 D. K. SHORT, Ass't. Chief Dispatcher, Kansas City, Kan.  
 C. T. ROWLEY, Chief Dispatcher, Liberal, Kan.  
 W. R. HEDRICK, Night Chief Dispatcher, Liberal, Kan.

P. H. JOHNSON  
 A. G. DOUGLAS  
 J. B. JOHNSON  
 R. W. CHURCH  
 A. P. USSARY  
 W. D. MINNICK  
 W. K. STEGALL  
 C. R. FERGUSON  
 R. M. YOUNG

} Train Dispatchers  
 Kansas City, Kan.

C. D. WILLIAMSON  
 T. C. FARRELL  
 G. G. MURPHY  
 R. W. POPEJOY  
 V. E. McCORMICK  
 D. W. CULVER

} Train Dispatchers  
 Liberal, Kansas

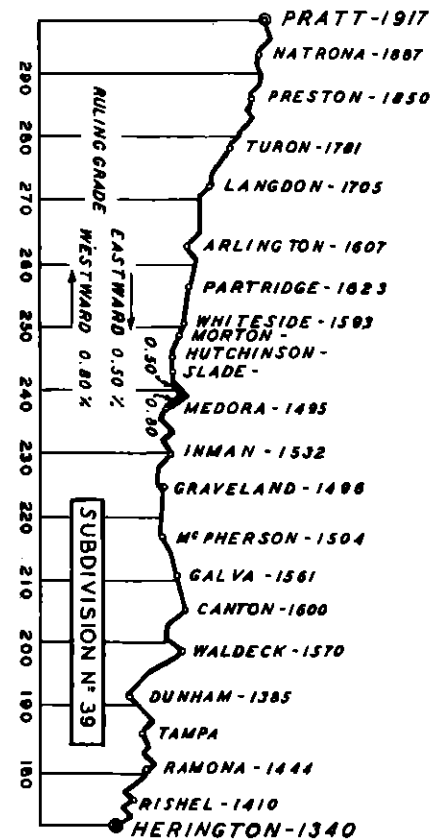
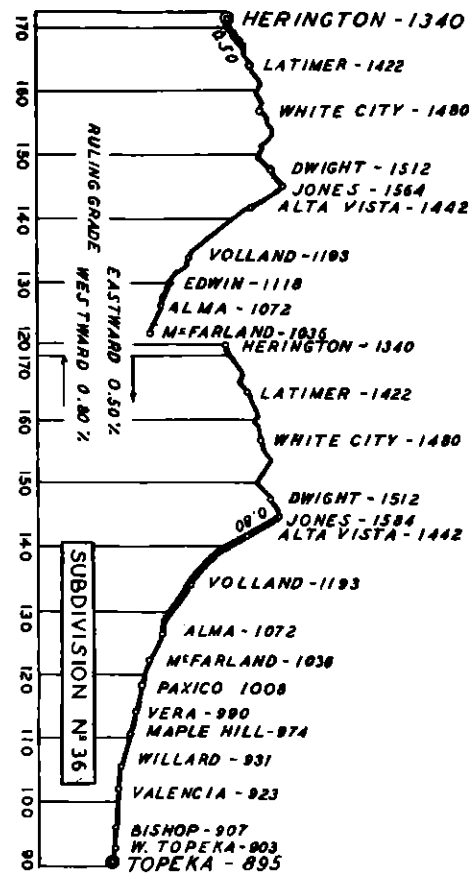
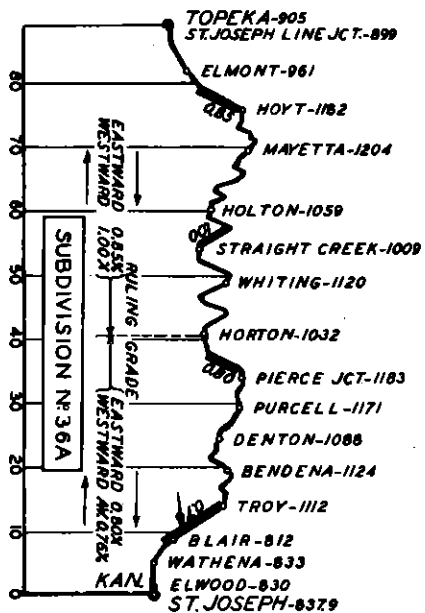
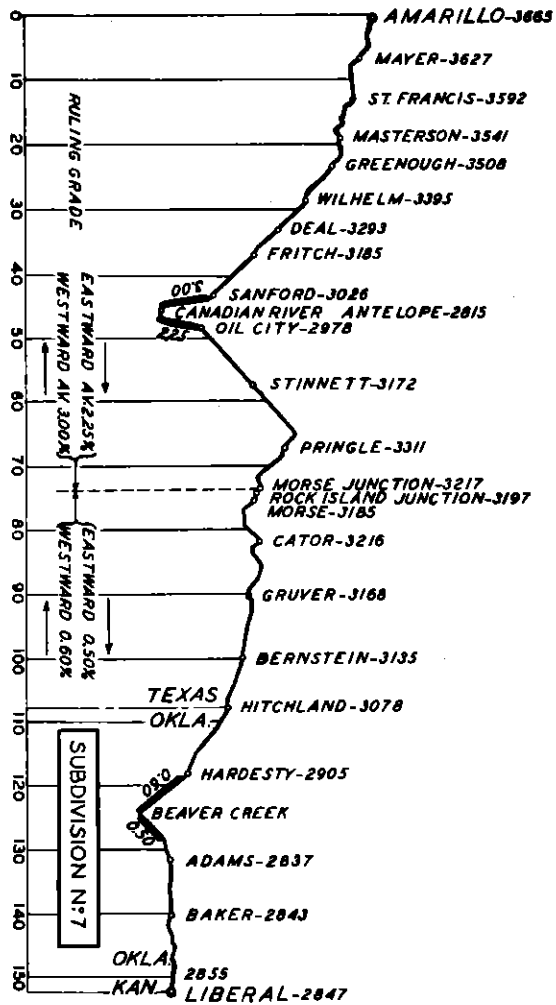


TABLE OF TRAIN SPEEDS

Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour
0	33	110.0	1	3	57.1	1	19	45.6	1	34	38.2
0	34	106.0	1	4	56.2	1	20	45.0	1	35	37.9
0	36	100.0	1	5	55.3	1	21	44.4	1	40	36.0
0	38	94.7	1	6	54.5	1	22	43.9	1	45	34.3
0	40	90.0	1	7	53.7	1	23	43.4	1	50	32.7
0	42	85.7	1	8	52.9	1	24	42.9	1	55	31.3
0	45	80.3	1	9	52.1	1	25	42.4	2	0	30.0
0	48	75.0	1	10	51.4	1	26	41.9	2	5	28.8
0	50	72.0	1	11	50.7	1	27	41.4	2	10	27.7
0	52	69.2	1	12	50.0	1	28	40.9	2	15	26.7
0	54	66.6	1	13	49.3	1	29	40.4	2	20	25.7
0	56	64.2	1	14	48.6	1	30	40.0	2	25	24.8
0	58	62.0	1	15	48.0	1	31	39.6	3	0	20.0
1	0	60.0	1	16	47.4	1	32	39.1	4	0	15.0
1	1	59.0	1	17	46.7	1	33	38.7	6	0	10.0
1	2	58.0	1	18	46.1						