

### ADDITIONAL STOPS FOR TRAINS CARRYING PASSENGERS

- No. 105 stop on signal Paola to receive revenue passengers for Springfield and beyond.
- No. 106 stop on signal Paola to receive and discharge revenue passengers.
- No. 107 stop Prescott and Fulton to discharge revenue passengers and on signal to receive revenue passengers.
- No. 108 stop Fulton, Prescott, Olathe, Lenexa and Merriam to discharge revenue passengers and on signal to receive revenue passengers.
- No. 117 stop Anna, Farlington, Beulah, Scammon and Quapaw to discharge revenue passengers and on signal to receive revenue passengers.
- No. 118 stop Quapaw, Scammon, Farlington and Anna to discharge revenue passengers and on signal to receive revenue passengers.

Following freight trains will carry passengers:  
Nos. 330 and 337 on Burrton Subdivision.

### SURGEONS

The following surgeons of the Frisco Employee's Hospital Association are authorized surgeons.

#### GENERAL HOSPITAL, 4960 LACLEDE AVE., ST. LOUIS 8, MISSOURI

Vencel W. Hollis, M. D.	Chief Surgeon
H. S. Liggett, M. D.	Physician in Charge
James C. Redington, Jr., M. D.	Attending Physician
John J. Keenoy, M. D.	Attending Surgeon
Louis F. Stephens, M. D.	Attending Surgeon
Harry A. Wittler, M. D.	Attending Surgeon
Norman C. Miller, M. D.	Dispensary Surgeon
Richard A. Reider, M. D.	Dispensary Surgeon
Neil L. Gallagher, M. D.	Dispensary Surgeon
Hugh C. Crowell, M. D.	Dispensary Surgeon
Gus J. Furla, M. D.	Dispensary Surgeon
G. A. Mahe, Jr., M. D.	Attending Physician
W. D. Schierman, M. D.	Attending Physician
A. G. Botdzlar, M. D.	Oculist

#### SPRINGFIELD, MISSOURI

H. A. Lowe, Jr., M. D.	Surgeon in Charge
H. A. Lowe, Sr., M. D.	Division Surgeon
James W. Clawson, M. D.	Attending Surgeon
John W. Williams, M. D.	Oculist
T. E. Atkinson, Jr., M. D.	Oculist

H. L. Bogan, M. D.	(L) Baxter Spgs.	Harry Lest, M. D.	(L) Leon
V. D. Alquist, M. D.	(L) Baxter Spgs.	A. G. Eddifaman, M. D.	(L) Liberal
Orlando J. Friesen, M. D.	(L) Buhler	Thaddeus Combs, M. D.	(LE) Lockwood
D. L. Alberty, M. D.	(L) Carl Junction	R. Leonard, M. D.	(LE) Lyons
William T. McNew, M. D.	(L) Carthage	Wylie G. Chesnut, M. D.	(L) Miami
Fred Gasser, M. D.	(L) Cherryvale	F. E. Highland, M. D.	(L) Miami
C. S. Huffman, M. D.	(LE) Columbus	F. T. Kerr, M. D.	(DE) Monett
C. C. Fuller, M. D.	(L) Columbus	F. A. Moorhead, M. D.	(DE) Neodesha
G. B. Athy, M. D.	(L) Columbus	Edmer Beebe, M. D.	(L) Olathe
H. St. Clair O'Donnell, M. D.	(L) Ellsworth	J. J. Waxse, M. D.	(L) Oswego
R. L. Ganch, M. D.	(DE) Fort Scott	C. A. Fisher, M. D.	(LE) Paola
A. C. Irby, M. D.	(L) Fort Scott	V. J. Elson, M. D.	(L) Paola
G. I. Akers, M. D.	(L) Fort Scott	C. H. Miller, M. D.	(LE) Parsons
J. R. Pritchard, M. D.	(C) Fort Scott	M. A. Connell, M. D.	(L) Picher
John D. Hurter, M. D.	(CO) Fort Scott	C. H. Smith, M. D.	(LE) Pittsburg
F. M. Stone, Jr., M. D.	(O) Fort Scott	K. J. Bierlein, M. D.	(L) Pittsburg
R. J. Beal, M. D.	(L) Fredonia	William J. Justus, M. D.	(L) Pleasanton
P. H. Grubb, M. D.	(L) Galena	J. W. Young, M. D.	(DE) Rosedale
W. S. Swart, M. D.	(L) Girard	LeRoy Simmons, M. D.	(L) Sarcoux
R. W. Friggeri, M. D.	(L) Girard	Robert M. Daniels, M. D.	(L) Valley Center
Wesley H. Hall, M. D.	(L) Girard	E. S. Edgerton, M. D.	(DE) Wichita
Rudolph Knapp, M. D.	(L) Golden City	H. R. Hodson, M. D.	(L) Wichita
Lee A. McNeal, Jr., M. D.	(L) Greenfield	J. W. Cheney, M. D.	(O) Wichita
J. R. Kuhn, Jr., M. D.	(DE) Joplin		
B. F. Woodridge, M. D.	(L) Joplin		
W. L. Post, M. D.	(O) Joplin		
C. L. Young, M. D.	(DE) Kansas City		
J. R. McVay, M. D.	(DE) Kansas City		
J. R. McVay, Jr., M. D.	(DE) Kansas City		
W. R. Eubank, M. D.	(O) Kansas City		
F. E. Wade, M. D.	(O) Kansas City		
Edmond Guldner, M. D.	(L) Lamar		
James B. Mercer, M. D.	(L) Lenexa		

C—Consulting Surgeon  
D—Division Surgeon  
L—Local Surgeon  
O—Oculist  
CO—Consulting Oculist  
DE—Division Examining Surgeon  
LE—Local Examining Surgeon

# St. Louis-San Francisco Railway Company

## NORTHERN DIVISION

# TIME TABLE

## No.

# 41E

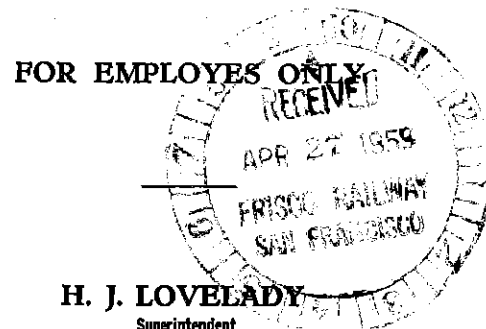
EFFECTIVE

**Sunday, April 26, 1959**

at 12:01 A. M.

Central Standard Time

SUPERSEDING PREVIOUS TIME TABLES



**H. J. LOVELADY**  
Superintendent

# SPECIAL INSTRUCTIONS

## 1. REGISTER STATIONS, CLEARANCES AND TRAIN ORDER SIGNALS.

Southward trains originating at Kansas City 19th Street will secure clearance at Rosedale.

Trains originating or terminating Paola register by Form 1339 Standard.

Nos. 105 and 106 will register by Form 1339 Standard at Fort Scott.

Southward trains will not require clearance at Edward.

No. 107, or sections of that schedule, entering passenger line at Nichols will assume schedule of No. 92 of Eastern Division.

No. 105, or sections of that schedule, entering passenger line at Nichols will assume schedule of No. 96 of Eastern Division.

Northern Division trains entering passenger line at Nichols will not require clearance.

Northern Division trains originating Springfield will secure clearance from both Eastern and Northern Divisions, and will not require clearance at Nichols.

Northern Division trains originating Springfield Yard, will secure clearance at Springfield Yard from Northern Division, and will not require clearance at Nichols.

Southward trains via Girard Branch will secure clearance from both Afton and Carthage Subdivision dispatchers at Fort Scott and will not require clearance at Girard.

Southward extra trains, Parsons Subdivision, originating Pittsburg will not require clearance at Pittsburg but will secure clearance at Cherokee.

Northern Division trains secure clearance from both Southwestern and Northern Divisions at Monett, and will not require clearance at Pierce City unless train order signal is displaying stop indication.

Eastward Northern Division trains entering CTC territory at Pierce City will maintain authorized identity and leave Pierce City without clearance.

Oronogo, when operator on duty, trains may register by Form 1339 Standard.

Trains on Tuckahoe Branch and Joplin and Galena Branches will secure clearance at Joplin.

Baxter Springs is register station for No. 310 only.

No. 310 will not require clearance at Baxter Springs.

No. 196 will secure clearance at Baxter Springs.

Carthage Subdivision trains will secure clearance at Columbus.

Westward extra trains originating Union Station, Wichita, will secure clearance at Wichita Yard.

No lights in train order signals Valley Center, Burrton, Buhler and Lorraine.

## 2. USE OF TRACKS OF OTHER DIVISIONS AND FOREIGN LINES.

Between Kansas City Union Station and 29th St., trains will be governed by time table, rules and instructions of Kansas City Terminal Railway.

Between Nichols and Springfield, Northern Division passenger trains will be governed by Eastern Division time table and instructions. Time shown at Springfield is for information only.

Between Monett and Pierce City, Northern Division trains will be governed by Southwestern Division time table and instructions. Time shown at Monett is for information only.

Trains using Wichita Union Terminal Railway Company tracks will be governed by rules and instructions of that line.

Between AT&SF Jct. and AT&SF Ry. station Lyons, trains will be governed by time table, rules and instructions of that line.

## 3. MAXIMUM SPEED.

	MPH	
	Psgr.	Freight
<b>Kansas City and Ash Grove Subdivisions.....</b>	70	50
Except Nos. 135 and 136.....		55
<b>Afton Subdivision .....</b>	70	50
Girard Branch .....	45	40
Picher Branch .....	20	20
<b>Parsons Subdivision .....</b>	35	35
Coal Branch .....	10	10
<b>Carthage Subdivision:</b>		
Between Pierce City and Oronogo .....	55	45
Between Oronogo and Cherryvale .....	50	45
Between Cherryvale and Neodesha .....	55	45
<b>Joplin and Galena Branches:</b>		
Between Oronogo and MP H-335-18 .....	45	40
Between MP H-335-18 and Baxter Springs.....	30	30
Tuckahoe Branch .....	45	40
<b>Wichita Subdivision: .....</b>	55	45
<b>Burrton Subdivision: .....</b>	45	35

## 4. SPEED RESTRICTIONS.

Troop trains handling mixed freight and passenger equipment, when any part of passenger equipment being handled behind freight equipment .....		45
<b>Kansas City Subdivision:</b>		
Through turnouts at both ends of controlled sidings.....	25	25
Mile C-2.0 through interlocking until engine or lead car through interlocking limits .....	20	20
Between MP C-2.0 and MP C-3-7 .....	45	
Southwest Blvd., MP C-3-37 until engine or lead car over street crossing .....	30	30
Through crossovers "B" between MP C-3-39 and MP C-4-2 .....	35	35
Curves between		
MP C-7-18 and MP C-7-39 Both tracks.....	60	55
Merriam, MP C-7-48 to MP C-9-25, through city limits.....	40	40
Curves between		
MP C-10-9 and MP C-12-45 Both tracks.....	60	55
C-14-0           C-15-45 Both tracks.....	65	55
Through crossovers "C" between		
MP C-15-14 and MP C-15-22.....	50	50
Olathe, MP C-20-15 to MP C-20-42 until engine over street crossings.....	40	40
Through crossovers "D" between		
MP C-26-20 and MP C-26-28 .....	50	50
Through crossovers "E" between		
MP C-37-13 and MP C-37-21 .....	50	50
Curves between		
MP C-37-41 and MP C-38-10 Both tracks.....	65	55
C-39-14           C-40-9 Both tracks .....	60	55
C-41-51           C-42-10 West track .....	55	55
C-41-51           C-42-10 East track .....	50	50
<b>Paola:</b>		
Through turnout M-K-T siding .....	25	25
Through turnout puzzle switches .....	10	10
Approach M-K-T crossing, Mile C-42.8, at restricted speed, until engine over crossing.....	15	15
MP C-42-50, on east track, until engine over switch.....	20	20
Mile C-43.1, over Mo. Pac. crossing and hand operated switch on both tracks.....	20	20
Through turnout end of two main tracks.....	25	25
Curves between MP C-49-17 and MP C-49-51.....	65	55
C-54-47           C-56-2.....	65	55
C-58-16           C-59-49.....	60	55
C-66-38           C-67-12.....	65	55

## 4. SPEED RESTRICTIONS (Continued).

	MPH	
	Psg.	Freight
Pleasanton, MP C-73-12 to MP C-74-13 until engine over street crossings .....	35	35
Engine of southward trains passing MP C-96-29.....		40
Curve between MP C-96-35 and MP C-96-38.....	40	30
Fort Scott, through turnout, north end Long track.....	25	25
MP C-97-10 until engine over switch .....	20	20
First class trains move at restricted speed between MP C-97-25 and MP C-98-47, Fort Scott, expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
<b>Ash Grove Subdivision:</b>		
First class trains move at restricted speed between MP C-97-25 and MP C-98-47, Fort Scott, expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Fort Scott, MP C-98-47 to MP C-100-33 until engine over street crossings .....	20	20
Edward, through turnouts .....	25	25
Curves between MP C-102-25 and MP C-103-37.....	50	45
C-104-32           C-105- 2.....	55	55
C-105-31           C-106-14.....	65	55
C-106-15           C-106-30.....	55	55
Garland, through turnouts, both ends siding.....	25	25
Curves between MP C-114-19 and MP C-114-31.....	65	55
C-115-15           C-115-30.....	45	45
C-116-12           C-116-20.....	55	55
C-118- 5           C-118-13.....	60	55
Mile C-118.4, interlocking, until engine over crossing.....	60	50
Curves between MP C-119- 7 and MP C-119-17.....	65	55
C-120-23           C-121- 0.....	65	55
Liberal, through turnouts, both ends siding.....	25	25
No. 106, Liberal, daily, to dispatch U. S. Mail.....	50	
Curves between MP C-128-28 and MP C-128-37.....	65	55
C-137-24           C-139- 4.....	60	55
Lamar, through turnout, south end siding .....	25	25
Mile C-139.1, interlocking, until engine over crossing.....	60	50
Dix, through turnouts, both ends siding.....	25	25
No. 106, Golden City, Friday and Sunday, to dispatch U. S. Mail .....	30	
No. 105, Golden City, daily, to dispatch U. S. Mail.....	50	
Nos. 105 and 106, Lockwood, daily, to dispatch U. S. mail....	30	
Curves between MP C-159-18 and MP C-159-28.....	60	55
Dumbeck, through turnouts, both ends siding.....	25	25
Curves between MP C-162-7 and MP C-164-18.....	60	55
C-165-3           C-165-24.....	55	55
No. 105, Greenfield, daily, to dispatch U. S. mail.....	30	
No. 106, Greenfield, when necessary to dispatch U. S. mail	30	
Curves between MP C-165-29 and MP C-167-16.....	60	55
C-167-17           C-167-37.....	40	40
C-168-15           C-168-27.....	60	55
Pilgrim, through turnouts, both ends siding.....	25	25
Curves between MP C-171-33 and MP C-175-37.....	60	55
No. 106, Everton, Friday and Sunday, to dispatch U. S. mail	30	
Everton, through turnout, south end siding.....	25	25
Curves between MP C-176- 0 and MP C-176-17.....	55	55
C-177-13           C-186-20.....	60	55
Ash Grove, through turnout, south end siding.....	25	25
Curve between MP C-193-30 and MP C-193-39.....	60	55
Mile C-198.3, diverging route .....	25	25
First class trains move at restricted speed between MP C-200-39 and Springfield passenger station expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		

## 4. SPEED RESTRICTIONS (Continued).

	MPH	
	Psg.	Freight
<b>Afton Subdivision:</b>		
Through turnouts at both ends of controlled sidings.....	25	25
Edward, through turnouts .....	25	25
MP L-124-9 to MP L-125-13 until engine over street crossings .....	15	15
Between MP L-135-10 and MP L-136-26 until engine through these limits .....	20	20
Between MP L-147-24 and MP L-148-12 until engine through these limits .....	20	20
Columbus, MP L-148-19, over switch.....	35	35
No. 309 move at restricted speed between MP L-147-35 and MP F-344-13, expecting to find main track occupied. Main track between these points may be used without protection against No. 309.		
Between MP L-158-35 and MP L-160-23 until engine through these limits .....	20	20
First class trains move at restricted speed between MP H-347-10 and MP H-348 expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Between MP L-160-27 and MP L-162-12 .....	60	50
Between MP L-171-23 and MP L-173-6 until engine through these limits .....	20	20
First class trains move at restricted speed between MP L-186-4 and "Stop" signal, MP G-347-32, expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
<b>Girard Branch:</b>		
Girard, MP J-124-27 to MP J-125-4 until engine over street crossings .....	15	15
Pittsburg, MP J-133-27 to MP J-136-6, until engine over street crossings .....	15	15
Mile J-146.5, interlocking, until engine over crossing.....	20	20
<b>Picher Branch:</b>		
Curves between Hockerville and C. M. Jct.....	15	15
<b>Parsons Subdivision:</b>		
Between MP M-115-20 and MP M-129-5 .....	25	25
Mile M-124.0, interlocking, until engine over crossing.....	20	20
Between MP M-131- 3 and MP M-131-11.....	10	10
Pittsburg, MP M-135-27 to MP M-138-5 until engine over street crossings .....	15	15
Pittsburg, MP M-137-24, until engine over street crossing....	5	5
Parsons, MP M-169-32 to MP M-172-10 until engine over street crossings .....	20	20
Coal Branch: Mile MA-142.3 .....	5	5
<b>Carthage Subdivision:</b>		
First class trains move at restricted speed between MP G-282-20 and Monett passenger station expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Pierce City, through turnout, Northern Division Junction....	25	25
Curves between MP F-287-12 and MP F-287-35.....	35	35
F-288-9           F-288-32.....	45	
Sarcozie, MP F-298-21 to MP F-299-7, until engine over street crossings .....	20	20

(Continued on Page 18)

## SOUTHWARD

## NORTHERN DIVISION — KANSAS CITY SUBDIVISION

Distance from Kansas City	STATIONS	Communicating Office	FIRST CLASS				
			107 The Sunnyland	1305 M.-K.-T. Passenger	1311 Mo. Pac. Passenger	1301 M.-K.-T. Passenger	105 Kansas City- Florida Special
Miles			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	<b>KANSAS CITY, MO. (UNION STATION)</b> 1.2	DN	A M 8 05	A M 8 45	P M 9 10	P M 10 00	P M 10 55
2.0	TWENTY-NINTH STREET	DN	8 09	8 49	9 14	10 04	10 59
	<b>KANSAS CITY, MO. (19TH ST. YARD)</b> 1.8						
1.6	K. C. TERM. CR. 0.4						
2.0	TWENTY-NINTH STREET 1.9	DN					
3.9	ROSEDALE, KAN. 4.5	DN	8 12	8 52	9 17	10 07	11 02
8.4	MERRIAM 5.5	D	f 8 17				11 07
13.9	LENEXA 6.6	D	f 8 25				
20.5	OLATHE 4.3	D	s 8 35				11 18
24.8	MOSS 0.6						
25.4	BONITA 4.7						
30.1	SPRING HILL 6.1	D	f 8 48				11 27
36.2	HILLSDALE 8.6	D	f 8 57				
42.8	M.-K.-T. CROSS. 0.1						
42.9	PAOLA 0.2	DN	s 9 07	9 40 A M	10 01 P M	10 50 P M	11 40
43.1	M. P. CROSSING 5.2						
48.3	HENSON 5.9						
54.2	FONTANA 7.5	D	f 9 26				11 52
61.7	LA CYGNE 6.7	D	s 9 36				11 59 A M
67.4	BOICOURT 8.6		f 9 44				12 04
74.0	PLEASANTON 7.8	D	s 9 55				12 10
81.9	PRESCOTT 4.1		10 04				12 18
86.0	FULTON 5.7		10 11				12 22
91.7	HAMMOND 5.9	D	f 10 20				12 27
97.6	M. P. CROSSING 0.4						
98.0	M.-K.-T. CROSS. 0.8						
98.6	<b>FT. SCOTT</b>	DN	s 10 35 A M				s 12 40 A M
	(98.6)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
			<b>107</b>	<b>1305</b>	<b>1311</b>	<b>1301</b>	<b>105</b>

Northward trains are superior to southward trains of the same class.

## NORTHERN DIVISION — KANSAS CITY SUBDIVISION

SOUTHWARD

SECOND CLASS							Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wire, Szt. Clock, Bulletin	THIRD CLASS
131	1343 M.-K.-T. Freight	39	133	33	1341 M.-K.-T. Freight	135			Sliding	Other		141 Local
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Leave Mon., Wed., Fri.	
							C 0	KANSAS CITY, MO. (UNION STATION) 1.2	YA	RD	TYCB	
								TWENTY-NINTH STREET	Interl	locking		
							C 0	KANSAS CITY, MO. (19TH ST. YARD) 1.8	YA	RD	ORG TYCB	
								K. C. TERM. GR. 0.4	Interl	locking		
								TWENTY-NINTH STREET 1.9	Interl	locking		
							C 4	ROSEDALE, KAN. 4.5	Interl	locking	CB	
							C 8	MERRIAM 5.5				
							C14	LENEXA 6.8				
							C21	OLATHE 4.3			Y	
							C24	MOSS 0.6				
							C25	BONITA 4.7				
							C30	SPRING HILL 6.1				
							C36	HILLSDALE 6.6				
								M.-K.-T. CROSS. 0.1				
							C43	PAOLA 0.2			127	RCB
								M. P. CROSSING 5.2	Interl	locking		
							C48	HENSON 5.8	143	13		
							C54	FONTANA 7.5	150	14		
							C62	LA-CYGNE 5.7	158	38		
							C67	BOICOURT 8.6	118			
							C74	PLEASANTON 7.9	141	75		
							C82	PRESCOTT 4.1	139	18		
							C86	FULTON 5.7		29		
							C92	HAMMOND 5.9	144	18		
								M. P. CROSSING 0.4	Interl	locking		
								M.-K.-T. CROSS. 0.6				
							C99	FT. SCOTT	YA	RD	ORG TYCB	
								(98.6)				
												10 30 A M
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Arrive Mon., Wed., Fri.
131	1343	39	133	33	1341	135						141

Northward trains are superior to southward trains of the same class.

## NORTHWARD

## NORTHERN DIVISION — KANSAS CITY SUBDIVISION

Distances from Kansas City	STATIONS	Communicating Office	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	FIRST CLASS				
				1312 Mo. Pac. Passenger	1302 M.-K.-T. Passenger	106 Kansas City- Florida Special	1306 M.-K.-T. Passenger	108 The Sunnyland
Miles				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	<b>KANSAS CITY, MO.</b> (UNION STATION) 1.2	DN	TYCB	<b>A M</b> 6 55	<b>A M</b> 7 00	<b>A M</b> 7 20	<b>P M</b> 8 30	<b>P M</b> 8 45
2.0	TWENTY-NINTH STREET	DN		6 32	6 55	7 10	8 11	8 33
	<b>KANSAS CITY, MO.</b> (19TH ST. YARD)		OGR TYCB					
1.6	K. C. TERM. CR. 0.4							
2.0	TWENTY-NINTH STREET 1.9	DN						
3.9	ROSEDALE, KAN. 4.5	DN	CB	6 28	6 52	7 07	8 08	8 30
8.4	MERRIAM 5.5	D				7 02		8 22
13.9	LENEXA 6.6	D						8 12
20.5	OLATHE 4.3	D	Y			6 49		8 03
24.8	MOSS 0.6							
25.4	BONITA 4.7							
30.1	SPRING HILL 6.1	D				6 37		f 7 49
36.2	HILLSDALE 8.8	D						f 7 41
42.8	M.-K.-T. CROSS. 0.1							
42.9	PAOLA 0.2	DN	RCB	<b>5 33</b> <b>A M</b>	<b>6 11</b> <b>A M</b>	<b>6 21</b>	<b>7 25</b> <b>P M</b>	<b>s 7 30</b>
43.1	M. P. CROSSING 5.2							
48.3	HENSON 5.9							
54.2	FONTANA 7.5	D				6 05		f 7 15
61.7	LA CYGNE 5.7	D				5 57		s 7 05
67.4	BOICOURT 8.6					5 51		s 6 57
74.0	PLEASANTON 7.9	D				5 44		s 6 49
81.9	PRESCOTT 4.1					5 36		6 38
86.0	FULTON 5.7					5 32†		6 32
91.7	HAMMOND 5.9	D				5 27		f 6 25
97.6	M. P. CROSSING 0.4							
98.0	M.-K.-T. CROSSING 0.6							
98.6	<b>FT. SCOTT</b>	DN	OGR TYCB			<b>5 15</b> <b>A M</b>		<b>6 15</b> <b>P M</b>
	(98.6)							
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
				<b>1312</b>	<b>1302</b>	<b>106</b>	<b>1306</b>	<b>108</b>

Northward trains are superior to southward trains of the same class.

## NORTHERN DIVISION — KANSAS CITY SUBDIVISION

NORTHWARD

SECOND CLASS							Station Number	STATIONS	Track Capacity		THIRD CLASS
134	130	1342 M.-K.-T. Freight	138	136	38	1344 M.-K.-T. Freight			Siding	Other	140 Local
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Tues., Thurs., Sat.	
							C 0	KANSAS CITY, MO. (UNION STATION) 1.2	YARD		
								TWENTY-NINTH STREET 1.2	Interlocking YARD		
A M	P M		P M	P M	A M		C 0	KANSAS CITY, MO. (19TH ST. YARD) 1.6	YARD		A M
2 30 A M	11 59		5 00	2 00 P M	11 59			K. C. TERM. CR. 0.4	Interlocking		10 40
								TWENTY-NINTH STREET 1.8	Interlocking YARD		
		P M				A M	C 4	ROSEDALE, KAN. 4.6	Interlocking YARD		
		8 00				8 00	C 8	MERRIAM 5.5		154	
							C14	LENEXA 6.6		112	
							C21	OLATHE 4.3		114	
							C24	MOSS 0.6		121	
							C25	BONITA 4.7		15	
							C30	SPRING HILL 6.1		32	
							C36	HILLSDALE 6.6		146	
								M.-K.-T. CROSS. 0.1			
		4 25 P M				5 20 A M	C43	PAOLA 0.2		127	
								M. P. CROSSING 5.2	Interlocking		
							C48	HENSON 5.9		143	13
							C54	FONTANA 7.6		160	14
							C62	LA CYGNE 5.7		158	36
							C67	BOICOURT 6.6		116	
							C74	PLEASANTON 7.8		141	75
							C82	PRESCOTT 4.1		139	18
							C86	FULTON 5.7			29
							C92	HAMMOND 5.9		144	18
								M. P. CROSSING 0.4	Interlocking		
								M.-K.-T. CROSSING 0.6			
9 55 P M	8 30 P M		1 00 P M	10 40 A M	6 50 A M		C89	FT. SCOTT (98.6)	YARD		5 00 A M
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Leave Tues., Thurs., Sat.
134	130	1342	138	136	38	1344					140

Northward trains are superior to southward trains of the same class.

**SOUTHWARD**

**NORTHERN DIVISION — ASH GROVE SUBDIVISION**

THIRD CLASS		SECOND CLASS				Distance from Kansas City Miles	STATIONS	Communicating Office	FIRST CLASS		
143 Local	39	133	33	135	131				105 Kansas City-Florida Special	107 The Sunnyland	117 The Firefly
Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Miles		Leave Daily	Leave Daily	Leave Daily	
AM 6 00	PM 11 15	PM 3 15	PM 1 15	AM 11 30	AM 12 10	98.6	<b>FT. SCOTT</b> 4.1	DN	AM 12 45	AM 10 50	AM 10 55
6 15	11 30 PM	3 30	1 25 PM	11 43	12 24	102.7	EDWARD 6.4		12 51	10 55	11 01 AM
6 37		3 38		11 51 <sup>142</sup> PM	12 33	109.1	GARLAND 6.4		12 58	11 02	
7 10		3 46		12 01	12 42	115.6	ARCADIA, KAN. 2.3	D	1 05	11 12 <sup>142</sup>	
						118.4	K. C. S. CROSSING 5.4				
						123.8	M. P. CROSSING 0.3				
7 35		3 58		12 15 <sup>138</sup>	12 52	124.1	LIBERAL, MO. 7.6	D	1 13	11 23	
7 50		4 10		12 23	1 02	131.7	IANTHA 7.0	D	1 20	11 33	
8 25		4 19		12 31	1 12	138.7	LAMAR 0.4	D	1 29	11 44 <sup>138</sup>	
						139.1	M. P. CROSSING 5.3	DN			
						144.4	KENOMA 5.0		1 35	11 51	
8 40		4 39 <sup>108</sup>		12 43	1 26	149.4	DIX 1.5		1 40	11 57 PM	
8-50						150.9	GOLDEN CITY 7.7	D	1 41	12 01	
9 11 <sup>138</sup>		4 54		12 56	1 39	158.6	LOCKWOOD 3.4	D	1 48	12 10	
9 25		5 00		1 01	1 51 <sup>105</sup>	162.0	DUMBECK 3.5		1 51 <sup>131</sup>	12 14	
9 55		5 05		1 07	2 01	165.5	GREENFIELD 5.1	D	1 55	12 21	
10 04		5 14		1 16	2 10	170.8	PILGRIM 5.3		2 01	12 28	
10 12		5 24		1 28	2 19	175.9	EVERTON 7.4		2 06	12 36	
10 29 <sup>138</sup>		5 38		1 41	2 31	183.3	ASH GROVE 6.4	D	2 15	12 45	
10 47		5 50		1 53	2 40	189.7	BOIS D'ARC 4.8		2 21	12 53	
11 01		5 57		2 00	2 47	194.5	ELWOOD 3.8		2 26	12 59	
11 10 AM 12 30 P.M.		6 05 PM 6 30 PM		2 06 PM 3 00 PM	2 53 AM 3 40 AM	198.3	NICHOLS 2.3				
						200.6	SPRINGFIELD YARD	DN			
						198.3	NICHOLS 0.0		2 30 AM	1 07 PM	
							EASTERN DIV. CROSSING 3.7				
						202.0	SPRINGFIELD	2S	2 40 AM	1 20 PM	
Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(102.3) (103.4)		Arrive Daily	Arrive Daily	Arrive Daily
<b>143</b>	<b>39</b>	<b>133</b>	<b>33</b>	<b>135</b>	<b>131</b>				<b>105</b>	<b>107</b>	<b>117</b>

Northward trains are superior to southward trains of the same class.

V. J. Deckard.....Superintendent Terminals, Kansas City, Mo.  
 L. T. Ables.....Terminal Trainmaster, Kansas City, Mo.  
 H. E. Rook.....Superintendent Terminals, Springfield, Mo.  
 L. C. Carner.....Terminal Trainmaster, Springfield, Mo.  
 T. M. Galloway.....Assistant Superintendent, Ft. Scott, Kan.  
 W. D. Smith.....Assistant Superintendent, Joplin, Mo.  
 R. L. Sanford.....Trainmaster-Road Foreman of Equipment, Neodesha, Kan.  
 C. M. Doane.....Road Foreman of Equipment, Ft. Scott, Kan.  
 A. P. Parks.....Chief Dispatcher, Ft. Scott, Kan.



NORTHERN DIVISION — ASH GROVE SUBDIVISION

NORTHWARD

FIRST CLASS			Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS					THIRD CLASS
108 The Sunnyland	118 The Firefly	106 Kansas City-Florida Special			Siding	Other		38	136	138	130	134	142 Local
Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.		
PM 6 00	PM 5 50	AM 5 10	C 99	FT. SCOTT 4.1	YARD	ORG TYCB	AM 6 20	AM 10 30	PM 12 55	PM 8 00	PM 9 35	PM 12 15	
5 47	5 35 PM	5 01	C103	EDWARD 6.4			6 05 AM	10 17	12 40	7 50 PM	9 22	12 01 PM	
f 5 40		4 53	C109	GARLAND 8.4	125	8		10 09	12 32		9 14	11 51 <sup>135</sup>	
B 5 31		4 44	C116	ARCADIA, KAN. 2.8	92	YARD	Y	10 02	12 25		9 06	11 12 <sup>107</sup>	
				K. C. S. CROSSING 5.4	Interlocking								
				M. P. CROSSING 0.3	Interlocking								
B 5 20		4 34	C124	LIBERAL, MO. 7.8	128	32		9 52	12 15 <sup>135</sup>		8 56	10 50	
B 5 07		4 26	C132	IANTHA 7.0	63	34		9 43	11 52		8 47	10 15	
B 4 57		B 4 17	C139	LAMAR 0.4	103	93	Y	9 35	11 44 <sup>107</sup>		8 38	9 55	
				M. P. CROSSING 5.3	Interlocking								
f 4 45		4 07	C144	KENOMA 5.0		14							
4 39 <sup>133</sup>		4 01	C149	DIX 1.5	130			9 22 <sup>142</sup>	11 15		8 25	9 22 <sup>136</sup>	
B 4 37		3 59	C161	GOLDEN CITY 7.7	24	41		9 19	11 13		8 22	9 05	
B 4 28		3 51	C159	LOCKWOOD 3.4	75	60		9 11 <sup>143</sup>	11 05		8 14	8 45	
4 21		3 45	C162	DUMBECK 3.5	146			9 06	11 00		8 09	8 15	
B 4 16		3 40	C168	GREENFIELD 5.1		40		9 00	10 54		8 02	8 01	
4 07		3 33	C171	PILGRIM 5.3	141			8 51	10 46		7 53	7 25	
B 4 01		3 27	C178	EVERTON 7.4	97	12		8 44	10 40		7 46	7 10	
B 3 51		3 19	C183	ASH GROVE 6.4	100	37		8 31	10 29 <sup>148</sup>		7 33	6 45	
f 3 41		3 10	C190	BOIS D'ARC 4.8	52	21		8 23	10 22		7 24	6 38	
3 35		3 04	C195	ELWOOD 3.8	97	10		8 17	10 16		7 17	6 31	
			242	NICHOLS 2.3				8 10	10 10		7 10	6 25	
			239	SPRINGFIELD YARD	YARD		ORG CB	AM 8 00 AM	AM 10 00 AM		PM 7 00 PM	AM 6 15 AM	
3 30 PM		3 00 AM	242	NICHOLS 0.0									
				EASTERN DIV. CROSSING									
3 25 PM		2 50 AM	239	SPRINGFIELD 3.7	YARD		ORG YCB						
Leave Daily	Leave Daily	Leave Daily		(102.3) (103.4)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	
<b>108</b>	<b>118</b>	<b>106</b>						<b>38</b>	<b>136</b>	<b>138</b>	<b>130</b>	<b>134</b>	<b>142</b>

Northward trains are superior to southward trains of the same class.

**SOUTHWARD**

**NORTHERN DIVISION — AFTON SUBDIVISION**

SECOND CLASS		Distance from Kansas City Miles	STATIONS	Communicating Office	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Ckck, Bulletin	FIRST CLASS	
39	33				Siding	Other		117 The Firefly	193 St. Louis Special
Leave Daily	Leave Daily						Leave Daily	Leave Daily	
P M 11 30	P M 1 25	102.7	EDWARD 0.0				A M 11 01		
			M. P. CROSSING 8.1		GATE				
		110.8	ANNA 8.2		100 16		11 10		
		117.0	FARLINGTON 7.2		150 26		11 18		
		124.2	A.T.&S.F. CROSSING 0.2		Interlocking				
		124.4	GIRARD 5.2	D	28 48		11 27		
		129.6	BEULAH 8.3		155 6		11 35		
			PARSONS SUBDIV. CR. 0.0		GATE				
		136.9	CHEROKEE 0.8	D	75 YARD	Y	11 44		
		138.7	M. P. CROSSING 4.0		GATE				
		140.7	SCAMMON 7.0		137 24		11 50		
		147.7	M.-K.-T. CROSSING 0.1	DN	Interlocking			P M 8 40	
		147.8	CARTHAGE SUBDIV. CR. 0.3						
		148.1	SOUTH WYE 5.7		79 YARD	Y	12 01	8 47	
		153.8	NEUTRAL 5.2		151 10		12 08	8 53	
		159.0	BAXTER SPRINGS 1.4	2S	148 YARD	ORY CB	12 17	9 01 P M	
		160.4	BAXTER JCT., KAN. 0.3						
		160.7	N. E. O. CROSSING 4.8		Interlocking				
		165.3	QUAPAW, OKLA. 7.2		146 67	Y	12 25		
		172.5	MIAMI 8.7	D	80 70		12 38		
		179.2	NARCISSA 7.5		157 15		12 46		
A M 3 00 A M	5 15 P M	186.7	AFTON (84.0)	2S	YARD	TYC B	1 05 P M		
Arrive Daily	Arrive Daily						Arrive Daily	Arrive Daily	
<b>39</b>	<b>33</b>						<b>117</b>	<b>193</b>	

Northward trains are superior to southward trains of the same class.

## NORTHERN DIVISION — AFTON SUBDIVISION

NORTHWARD

FIRST CLASS		Station Number	STATIONS	SECOND CLASS	
118 The Firefly	196 Kansas Mail			38	130
Arrive Daily	Arrive Daily				
P M 5 35		C103	EDWARD 0.0	A M 6 05	P M 7 50
			M. P. CROSSING 8.1		
5 25		L111	ANNA 6.2		
5 17		L117	FARLINGTON 7.2		
			A.T.&S.F. CROSSING 0.2		
s 5 08		L124	GIRARD 5.2		
4 59		L130	BEULAH 6.3		
			PARSONS SUBDIV. CR. 0.0		
f 4 52		L136	CHEROKEE 0.8		
			M. P. CROSSING 4.0		
4 46		L141	SCAMMON 7.0		
			M.-K.-T. CROSSING 0.1		
	A M 4 52		CARTHAGE SUBDIV. CR. 0.3		
			SOUTH WYE 5.7		
s 4 37	s 4 51	L149	COLUMBUS 5.2		
4 26	4 35	L154	NEUTRAL 1.4		
s 4 20	s 4 30 A M	L159	BAXTER SPRINGS 0.3		
		L180	BAXTER JCT., KAN. 4.6		
			N. E. O. CROSSING 7.2		
4 08		L185	QUAPAW, OKLA. 6.7		
a 3 59		L173	MIAMI 7.5		
3 48		L179	NARCISSA 7.5		
3 40 P M		G348	AFTON	2 50 A M	4 30 P M
Leave Daily	Leave Daily		(84.0)	Leave Daily	Leave Daily
<b>118</b>	<b>196</b>			<b>38</b>	<b>130</b>

Northward trains are superior to southward trains of the same class.

## NORTHERN DIVISION BRANCHES

SOUTHWARD

## GIRARD BRANCH — AFTON SUBDIVISION

NORTHWARD

Service Rendered by Extras	Communicating Office	Distance from Kansas City	STATIONS	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Station Number	Track Capacity		Service Rendered by Extras
		Miles				Siding	Other	
		D				124.4	GIRARD 7.6	
	132.0	LONE OAK 2.3	J132	43	22			
	134.3	M. P. CROSSING 0.8						
D	134.9	PITTSBURG 0.3	OR YCB M137	54	YARD			
	135.2	A. T. & S. F. CROSSING 0.2						
	135.4	K. C. S. CROSSING 0.1						
	135.5	PARSONS SUBDIV. CR. 8.6						
	142.1	OPOLIS, KAN. 4.4	J142	43	27			
	146.5	K. C. S. CROSSING 0.4		Interlocking				
	146.9	ASBURY, MO. 1.8	J147	16	16			
	148.8	WACO 5.1	J149	57	10			
		CARTHAGE SUBDIV. CR. 0.0			GATE			
D	153.9	CARL JUNCTION (29.5)	Y F328	28	YARD			

SOUTHWARD

## PICHER BRANCH—AFTON SUBDIVISION

NORTHWARD

Service Rendered by Extras	Communicating Office	Distance from Kansas City	STATIONS	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Station Number	Track Capacity		Service Rendered by Extras
		Miles				Siding	Other	
						160.4	BAXTER JUNCTION 2.5	
	162.9	HOCKERVILLE, KAN. 0.5	LA163					
	163.4	S. HOCKERVILLE, OKLA. 3.0			22			
		N. E. O. CROSSING 0.0						
	168.4	PICHER 0.9	LA166		50			
	167.3	COLUMBUS JUNCTION 0.6						
	167.9	TREECE JUNCTION 0.7						
	168.6	TREECE, OKLA. 0.2	LB168		12			
	168.8	TREECE, KAN. 1.5	LB169		28			
	167.3	COLUMBUS JUNCTION 0.5						
	167.8	CARDIN, OKLA. 1.1	LA168		78			
	168.9	CENTURY 0.4	LA169		25			
	169.3	C. M. JUNCTION 2.2						
	171.5	QUAPAW (11.1)	Y L165		94			

SOUTHWARD

NORTHERN DIVISION — PARSONS SUBDIVISION

NORTHWARD

Service  
Rendered  
by  
Extras

Communicating Office	Distance from Kansas City Miles	STATIONS	Fuel, Water, Turn Table, Ways, Spt. Clerk, Bulletin	Station Number	Track Capacity	
					Siding	Other
D	115.5	ARCADIA 3.3	Y	C116	YA	RD
	118.8	HOWE 1.2		M119		
P	120.0	MERTZ 3.0		M120	40	92
D	123.0	MULBERRY, KAN. 1.0		M123		25
	124.0	K. C. S. CROSSING 4.2			Interlocking	
	128.2	M. P. CROSSING 0.9			GATE	
	129.1	MINDEN MINES, MO. 7.4		M129	14	92
P	136.5	GIRARD BRANCH CR. 0.1				
	136.6	GIRARD BRANCH JCT. 0.6				
D	137.2	PITTSBURG, KAN. 0.6	OR YCB	M137	54	YARD
	136.6	GIRARD BRANCH JCT. 0.1				
	136.7	K. C. S. CROSSING 5.3			GATE	
	142.0	SINCLAIR 1.9		M142		13
	143.9	WOLFE 0.9		M144		18
	144.8	M. P. CROSSING 0.8			GATE	
	145.6	AFTON SUBDIV. CR. 0.0			GATE	
D	145.6	CHEROKEE 6.8	Y	L136	32	YARD
	152.4	MONMOUTH 4.4		M152	40	10
	156.8	McCUNE 4.0		M157	45	25
D	180.8	STRAUSS 9.8		M181	65	18
D	170.6	PARSONS 0.1		M171	9	50
	170.7	M.-K.-T. CROSSING 0.7			GATE	
	171.4	WEST PARSONS 7.8		M172		
	179.2	DENNIS 9.8		M179	44	10
	188.8	CARTHAGE SUBDIV. CR. 0.0			GATE	
2S	188.8	CHERRYVALE	Y	F387	YA	RD
		(73.3)				

Service  
Rendered  
by  
Extras

Northward trains are superior to southward trains of the same class.

COAL BRANCH — PARSONS SUBDIVISION  
SOUTHWARD NORTHWARDService  
Rendered  
by  
Extras

Distance from Kansas City Miles	STATIONS	Station Number	Track Capacity	
			Siding	Other
142.0	SINCLAIR 3.2	M142		13
145.2	WEIR CITY	MA145		49
	(3.2)			

Service  
Rendered  
by  
Extras

## NORTHERN DIVISION BRANCHES

WESTWARD

JOPLIN AND GALENA BRANCHES — CARTHAGE SUBDIVISION

EASTWARD

Freight Service Rendered by Extras	FIRST CLASS		Distance from St. Louis via Joplin	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	FIRST CLASS	
	309	310					Siding	Other		St. Louis Special	
	Kansas Mail	St. Louis Special									
	Leave Daily	Miles								Arrive Daily	
	A M 3 01	322.3		D	ORONOGO -3.7	F322	30	28	Y	P M 10 22	
	B 3 12	326.0		D	WEBB CITY -5.2	H326	15	24		10 13	
	B 3 30 3 50	331.2			K. C. S. CROSSING -0.3						
		331.5		2S	JOPLIN -0.8	H331	YA	RD	OR YCB	10 00 9 40	
		332.3			J. AND G. JCT. -4.0		YA	RD	Y		
		333.2			M. P. CROSSING -0.1		GA	TE			
	3 57	333.3			RUTH, MO. -3.5	H333	YA	RD		9 30	
	B 4 09	339.8		D	GALENA, KAN. -4.0	H340	13	YARD		9 18	
	f 4 18	343.8			RIVERTON -3.7	H344	37	100		9 10	
		347.5			K. O. & G. CROSSING -0.4			Interlocking			
	B 4 30 A M	347.9		2S	BAXTER SPRINGS (26.4) (25.8)	L159	YA	RD	OR YCB	9 01 P M	
	Arrive Daily									Leave Daily	
	309									310	

Freight  
Service  
Rendered  
by  
Extras

Eastward trains are superior to westward trains of the same class.

WESTWARD

TUCKAHOE BRANCH — CARTHAGE SUBDIVISION

EASTWARD

Service Rendered by Extras	Distance from St. Louis via Joplin	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Service Rendered by Extras
					Siding	Other		
					Miles			
	332.3		J. AND G. JUNCTION -0.4	H332	YA	RD	Y	
	332.7		M. P. CROSSING -1.2		GA	TE		
	333.9		WEST JOPLIN -3.5	J334		33		
	337.4		THOMS -3.0	J337	33			
	340.4	D	CARL JUNCTION -0.0	F328	YA	RD	Y	
			CARTHAGE SUBDIV. CR. (8.1)		GA	TE		

WESTWARD

NORTHERN DIVISION — CARTHAGE SUBDIVISION

EASTWARD

SECOND CLASS 337	FIRST CLASS 309 Kansas Mail	Distance From St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Ckck, Bulletin	FIRST CLASS	SECOND CLASS
						310 St. Louis Special	330			
Leave Daily	Leave Daily	Miles				Siding	Other		Arrive Daily	Arrive Daily
A M 8 00	A M 1 50	282.0	DN	MONETT 4.9	282	YA	RD	ORGT YCB	P M 11 59	A M 10 00
A M	A M									P M
6 10	1 57	286.9	D	PIERCE CITY 2.5	G287	YA	RD		11 49	9 00
6 15	2 01	289.4		QUINN 3.6	F289	60			11 44	8 50
6 20	2 08	293.0		WENTWORTH 5.7	F293	44			11 39	8 40
6 30	2 16	298.7	D	SARCOXIE 5.1	F299	44	51		11 27	8 30
6 40	2 25	303.8		REEDS 4.8	F304	35	15		11 07	8 20
6 47	2 32	308.8		KNIGHTS 2.4	F309	38	7		10 57	8 10
6 51	2 35	311.0		MENK 1.7	F311	103			10 53	8 01
		312.7		M. P. CROSSING 0.5			Interlocking			
7 00	2 47	313.2	D	CARTHAGE 9.1	F313	58	200		10 50	7 57
7 25 <sup>330</sup>	3 01 A M	322.3	D	ORONOGO 4.8	F322	30	28	Y	10 22 P M	7 25 <sup>337</sup>
		327.1		K. C. S. CROSSING 1.0			Interlocking			
		328.1		GIRARD BRANCH CR. 0.0			GATE			
7 40		328.1	D	CARL JUNCTION, MO. 6.8	F328	YA	RD	Y		7 00
	Via Joplin and Baxter Springs	334.9		K. C. S. CROSSING 1.3			GATE		Via Baxter Springs and Joplin	
8 00		336.2		CRESTLINE, KAN. 7.3	F336	35	10			6 45
		343.5	DN	AFTON SUBDIV. M-K-T CR. 0.2			Interlocking			
		343.7		SOUTH WYE 0.3						
	A M 4 52	344.0		COLUMBUS 0.3	L149	YA	RD	Y	P M 8 40	
		343.7		SOUTH WYE 0.0						
		343.7		N. E. O. CROSSING 0.3			GATE			
9 00	4 53	344.0		WEST COLUMBUS 5.7	F344	47	90		8 39	6 15
		349.7		M. P. CROSSING 0.0			GATE			
9 15	5 01	349.7		SHERWIN 2.8	F350		17		8 32	6 05
9 25	5 07	352.5		HALLOWELL 7.4	F352	37	22		8 28	6 00
9 40	5 20	359.9	D	OSWEGO 1.2	F360	70	35		8 18	5 45
		361.1		M.-K.-T. CROSSING 3.8			Interlocking	31	Y	
9 50	5 27 <sup>330</sup>	364.9		STOVER 5.7	F365	43			8 07	5 27 <sup>309</sup>
10 05	5 36	370.6	D	ALTAMONT 6.0	F371	45	38		8 00	5 12
		378.8		M.-K.-T. CROSSING 0.2			Interlocking			
10 46	5 46	378.8	D	MOUND VALLEY 5.3	F377	48	24		7 50	4 50
11 05	5 53	382.1		BIG HILL 4.8	F382	35			7 42	4 35
		386.9		PARSONS SUBDIV. CR. 0.1			GATE			
		387.0		A. T. & S. F. CROSSING 0.0			GATE			
11 45 P M	6 05	387.0	2S	CHERRYVALE 8.8	F387	47	YARD	Y	7 32	4 00
12 01	6 16	395.8		BROOKS 5.6	F396	41	6		7 22	3 40
12 30 P M	6 25 A M	401.4	DN	NEODESHA (114.5) (119.4)	F401	YA	RD	ORGT CB	7 15 P M	3 30 A M
Arrive Daily	Arrive Daily								Leave Daily	Leave Daily
337	309								310	330

Eastward trains are superior to westward trains of the same class.

WESTWARD

NORTHERN DIVISION — WICHITA SUBDIVISION

EASTWARD

SECOND CLASS 337	FIRST CLASS		Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	FIRST CLASS		SECOND CLASS 330
		309 Kansas Mail					Siding	Other		310 St. Louis Special		
Leave Daily		Leave Daily	Miles							Arrive Daily		Arrive Daily
A M 12 50		A M 6 40	401.4	DN	NEODESHA	F401	YARD	ORGT CB		P M 6 55		A M 2 30
			401.5		M. P. CROSSING							
			414.0		M. P. CROSSING		GATE					
			414.0		A. T. & S. F. CROSSING		GATE					
1 32 <sup>330</sup>		s 6 57	414.0	2S	FREDONIA	F414	45 YARD			s 6 36		1 32 <sup>337</sup>
1 47		f 7 17	420.6		NEW ALBANY	F420		27		f 6 28		1 20
2 01		s 7 27	426.4	D	FALL RIVER	F426	93	17		s 6 21		1 10
			438.6		A. T. & S. F. CROSSING		GATE					
2 21		s 7 44	438.6	D	SEVERY	F439	36	24	Y	s 6 07		12 50
2 37		s 7 55	446.8		PIEDMONT	F447	44	16		s 5 57		12 37
2 47		8 04	452.9	P	BLODGETT	F453	55			5 49		12 25
3 00		s 8 12	458.5	D	BEAUMONT	F458	41	YARD	YC	s 5 42		12 15
3 15		f 8 20	464.9		KEIGHLEY	F465	54	12		f 5 34		A M 11 50
3 30		s 8 32	472.8	D	LEON	F473	41	19		s 5 23		11 34
3 41		f 8 40	478.5		HAVERHILL	F478		26		f 5 15		11 25
			483.8		A. T. & S. F. CROSSING		Interlocking					
3 52		s 8 48	484.0	D	AUGUSTA	F484	48	YARD		s 5 08		11 10
4 10		f 9 03	493.5		ANDOVER	F493	44	18		f 4 53		10 45
4 20		9 10	499.2		MINNEHA	F499	35	20		4 44		10 35
		9 17	504.4		BURRTON SUB JCT.		Interlocking		Y	4 35		
		9 35 A M	505.3	DN	WICHITA (UNION DEPOT)	F505			CB	4 30 P M		
			504.4		BURRTON SUB. JCT.		Interlocking		Y			
			506.4		M. P. CROSSING		Interlocking					
			506.6		C. R. I. & P. CROSSING		Interlocking					
6 30 A M			507.8	2S	WICHITA YARD	F508	YARD		ORG CB			10 00 P M
Arrive Daily		Arrive Daily			(103.9) (106.4)					Leave Daily		Leave Daily
337		309								310		330

Eastward trains are superior to westward trains of the same class, except No. 309 is superior to No. 310.

## TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS.

	Mile	Car Capacity	Station Number	End Connection		Mile	Car Capacity	Station Number	End Connection
<b>Kansas City Subdivision:</b>					<b>Carthage Subdivision:</b>				
North Cement Works.....	C-96.3	20	C-96	South	Link.....	F-319.8	11	F-320	West
<b>Ash Grove Subdivision:</b>					Military.....	F-334.6	50	F-335	East
H. and H. Mine.....	C-119.5	10	C-120	South	Waring.....	H-323.2	54	H-323	West
Wimmer.....	C-126.8	16	C-127	Both	Red Plant.....	H-324.6	50	H-324	Both
<b>Alton Subdivision:</b>					Cagle.....	H-336.4	50	H-336	West
Crowe 10.....	L-142.3	50	L-142	North	Old Rock, Mo.....	H-338.4	26	H-338-A	West
Maxine.....	J-140.0	50	J-140	Both	Old Rock, Kans.....	H-338.4	8	H-338	West
<b>Parsons Subdivision:</b>					Horn.....	H-340.5	2 miles	HB-343	West
Clemens No. 22.....	M-119.9	150	M-120-A	South	Hawley.....	J-339.0	60	J-339	West
Litchfield.....	M-133.0	40	M-133	Both	<b>Wichita Subdivision:</b>				
Atlas.....	M-139.8	47	M-139	North	Lorena.....	F-490.3	17	F-490	Both
Kramer.....	M-140.3	10	M-140	North	Bonanza.....	F-498.1	2 miles	F-498-A	West
Brownstone.....	M-166.4	28	M-166	Both	Beech.....	F-498.5	15	F-498	Both
Kansas Ordnance Plant.....	M-167.0	6 miles	M-167	South					



WESTWARD

NORTHERN DIVISION — BURRTON SUBDIVISION

EASTWARD

SECOND CLASS 337	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS 330
					Siding	Other		
Leave Daily Ex. Sunday	Miles							Arrive Daily Ex. Sunday
	505.3	DN	WICHITA (UNION DEPOT)	F505			CB	
	504.4		BURRTON SUB. JCT.		Interlocking		Y	
	506.4		M. P. CROSSING		Interlocking			
	506.6		C. R. I. & P. CROSSING		Interlocking			
A M 8 30	507.8	2S	WICHITA YARD	F608	YARD		ORG CB	P M 8 00
f 8 36	510.7		WICHITA HEIGHTS	F511		107		f 7 10
f 8 45	514.6	D	VALLEY CENTER	F516	39	45		f 7 05
	514.6		A. T. & S. F. CROSSING		Interlocking			
f 9 05	523.3		BENTLEY	F523		17		f 6 40
f 9 30	532.0		PATTERSON	F532		26		f 6 20
	537.8		A. T. & S. F. CROSSING		Interlocking			
s 9 50	537.8	D	BURRTON	F538	28	104		s 6 05
f 10 35	547.0	D	BUHLER	F547		30		f 5 45
f 10 45	551.5		MEDORA	F552		22		f 5 25
	551.6		C. R. I. & P. CROSSING		Interlocking			
f 11 35 P M 12 05	569.9		SAXMAN	F570		22		f 4 35
	574.7		AMERICAN SALT CO.	F576		35		4 25
	574.8		M. P. CROSSING		GATE			
s 12 25	577.4		LYONS	F577		37		s 4 10
	577.0		A. T. & S. F. CROSSING		GATE			
f 12 45	583.8		POLLARD	F584		20		f 3 50
f 1 05	589.2		FREDERICK	F590	20	100		f 3 40
	589.2		M. P. CROSSING		GATE			
	594.1		A. T. & S. F. CROSSING		GATE			
f 1 25	594.1	D	LORRAINE	F594		28		f 3 25
	607.8		U. P. CROSSING		Interlocking			
2 30 P M	607.9	D	ELLSWORTH	F608		79	RYCB	3 00 P M
Arrive Daily Ex. Sunday			(104.4) (100.1)					Leave Daily Ex. Sunday
337								330

Eastward trains are superior to westward trains of the same class, except No. 337 is superior to No. 330.

## 21. LIST OF TIME INSPECTORS.

L. S. Bauman, Pres. American Railroad Time

Service Company, General Time Inspector..... St. Louis, Mo.  
 J. H. Mace Co. .... Union Station, Kansas City, Mo.  
 Helzberg's Diamond Shop..... 3132 Troost Ave., Kansas City, Mo.  
 Helzberg's Jewelers..... 1100 Walnut Ave., Kansas City, Mo.  
 Martyr Jewelry Co. .... 5512 St. John, Kansas City, Mo.  
 Schneider Jewelry Co. .... 736 Minnesota Ave., Kansas City, Kans.  
 J. F. Gambrell ..... 709 Central Ave., Kansas City, Kans.  
 Leo Connor, Jr. .... 3010 Strong Ave., Kansas City, Kans.  
 Riley's Jewelry ..... 6118 Johnson Drive, Mission, Kans.  
 W. W. Rainey ..... 9322 Johnson Dr., Merriam, Kans.  
 Jack Burns ..... Olathe, Kans.  
 Carpenter Jewelry Co. .... Paola, Kans.  
 Ova L. Newberry Co. .... 14 E. Wall St., Ft. Scott, Kans.  
 Gammon Jewelry Co. .... 326 E. Commercial, Springfield, Mo.  
 Hocklander Jewelry Co. .... South Ave. at Walnut, Springfield, Mo.  
 Sullivan's Jewelry..... Aurora, Mo.

R. D. Dawson Co. .... 40 N. Main, Miami, Okla.  
 W. H. Sheddlebar, Agent ..... Afton, Okla.  
 F. O. Gumm ..... 6522 East King, Tulsa, Okla.  
 A. Padovic ..... 18 E. 2nd St., Tulsa, Okla.  
 Baxter Jewelry Co. .... 1107 Military, Baxter Springs, Kans.  
 Al Williams ..... 422 Broadway, Pittsburg, Kans.  
 Pfeiffer Jewelry Co. .... 1810 Main St., Parsons, Kans.  
 Ross E. Shadel ..... 409 Broadway, Monett, Mo.  
 Tick-Tock Shop ..... 710 Main St., Joplin, Mo.  
 W. C. Barnes & Son..... Carthage, Mo.  
 Scott Taylor & Son..... Oswego, Kans.  
 H. L. Barton ..... Cherryvale, Kans.  
 W. A. Hadley ..... Neodesha, Kans.  
 John Sloop, Jr. .... Lyons, Kans.  
 R. W. Gumm ..... 121 E. First St., Wichita, Kans.  
 Dale's Jewelry ..... 114 E. 21st St., Wichita, Kans.  
 L. E. Shade ..... Ellsworth, Kans.

## 4. SPEED RESTRICTIONS (Continued).

	MPH	
	Psgt.	Freight
Carthage, MP F-311-22 to MP F-314-7, until engine through interlocking and over street crossings.....	20	20
Between MP F-314-23 and MP F-315-5.....	35	35
Mile F-327.1, interlocking, until engine over crossing.....	20	20
Mile F-343.5, interlocking, until engine over crossing.....	20	20
No. 309 move at restricted speed between MP L-147-35 and MP F-344-13, expecting to find main track occupied. Main track between these points may be used without protection against No. 309.		
Between MP F-358-1 and MP F-358-20.....	30	30
Between MP F-359-12 and MP F-359-20.....	30	30
Mile F-361.1, and interlocking, until engine over crossing.....	20	20
Between MP F-368-6 and MP F-374-22.....	45	35
Altamont, MP F-370-5 to MP F-371-0 until engine over street crossings.....	30	30
Mile F-376.6, interlocking, until engine over crossing.....	20	20
Cherryvale, MP F-386-23 to MP F-387-10 until engine over street crossings.....	30	30
Between MP F-393-4 and MP F-393-12.....	30	30
First class trains move at restricted speed between MP F-401-4 and MP F-402-20 expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
<b>Joplin and Galena Branches:</b>		
Oronogo, through turnout.....	20	20
Curves between MP H-322-10 and MP H-323-4.....	40	30
Webb City, MP H-325-10 to MP H-327-0 until engine over street crossings.....	30	30
<b>Joplin:</b>		
MP H-328-22 to MP H-332-5, until engine over street crossings.....	15	15
MP H-332-5 to MP H-332-22, until engine over street crossings.....	10	10
MP H-332-22 to MP H-334-26, until engine over street crossings.....	15	15
First class trains move at restricted speed between MP H-331-4 and MP H-334-4, and between Mile H-331.6 and Mile H-333.3 on Carterville Main, expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Mile HB-332.08 to Mile H-333.3.....	10	10
Galena, MP H-338-27, until engine over crossing.....	10	10
MP H-339.....	10	10
Galena, MP H-339-35 until engine over street crossing 6:00 p.m. to 6:00 a.m.....	10	10
Curves between MP H-345-4 and MP H-345-14.....		25
First class trains move at restricted speed between MP H-347-10 and MP H-348 expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Baxter Springs, MP H-347-17 to MP H-347-30 until engine through interlocking and over street crossings.....	20	20
<b>Tuckahoe Branch:</b>		
Joplin MP J-332-14 to MP J-332-38 until engine over street crossings.....	10	10
MP J-332-38 to MP J-334-35 until engine over street crossings.....	15	15
<b>Wichita Subdivision:</b>		
First class trains move at restricted speed between MP F-401-4 and MP F-402-20 expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Neodesha, MP F-402-20, over main track switch.....	30	

## 4. SPEED RESTRICTIONS (Continued).

	MPH	
	Psgt.	Freight
Curves between MP F-425-13 and MP F-425-17.....	50	
F-433- 5 F-434.....	50	
F-450-22 F-451- 5.....	45	
F-456- 2 F-457- 6.....	50	
Leon, MP F-472-23 to MP F-473-6 until engine over street crossings.....	30	30
Augusta, MP F-483-20 to MP F-484-1 until engine through interlocking and over street crossings.....	12	12
MP F-501-14, until engine over Oliver Street crossing.....	30	30
Wichita, MP F-501-15 to MP F-506-16, over street crossings and along streets.....	15	15
Mile F-506.4, interlocking, until engine over crossing.....	20	20
Mile F-506.6, interlocking, until engine over crossing.....	20	20
<b>Burrton Subdivision:</b>		
Wichita, MP F-504-12 to MP F-506-16, over street crossings and along streets.....	15	15
Mile F-506.4, interlocking, until engine over crossing.....	20	20
Mile F-506.6, interlocking, until engine over crossing.....	20	20
Mile F-514.6, interlocking, until engine over crossing.....	20	20
Between MP F-520 and MP F-528.....	40	25
Mile F-537.8, interlocking, until engine over crossing.....	20	20
Between MP F-537-30 and MP F-538-8, until engine over street crossings.....	20	20
Buhler, MP F-547-7, until engine over street crossing.....	10	10
Mile F-551.5, interlocking, until engine over crossing.....	20	20
Between MP F-563 and MP F-570.....	40	25
Between MP F-589-5 and MP F-594-5.....	40	25
Mile F-607.8, interlocking, until engine over crossing.....	20	20

## 5. OTHER SPEED RESTRICTIONS.

	MPH	
	Tangent	Curves
<b>Circus-Carnival Trains:</b>		
Kansas City-Ash Grove-Afton Subdivisions.....	35	25
Carthage and Wichita Subdivisions.....	30	25
Burrton and Parsons Subdivisions.....	25	20
Branch lines, except Coal Branch.....	20	15
<b>Trains Handling:</b>		
Scale Test (4-wheel) Cars, Company-owned Hoists, Pile Drivers, Air Dump Cars, (except Air Dump Cars SF 96610 to 96627),* Locomotive Cranes or Spreader-Ditchers, Snow Plows SF 99096, 99097 and 105288, moving on own wheels:		
*—Except movement of Bridge Crane BC-209 (converted derrick) will be governed by instructions governing movement of 100-ton derricks.		
Kansas City, Ash Grove and Afton Subdivisions.....		30
Carthage Subdivision, Joplin and Galena, Tuckahoe and Girard Branches.....		25
Parsons, Wichita and Burrton Subdivisions.....		20
Picher Branch.....		15
Revenue equipment of this type will be handled on written instructions of Chief Dispatcher.		
Company-owned Bull Dozers, Cranes, Tractor Ditchers and Scrapers, Dumpsters, Speed Swing, Track Cleaners, Motor Graders, Wheel Tractors with attachments, Rail Layers, or Shovels, loaded on cars, at intermediate stations, from point of loading to nearest terminal where car inspectors are on duty:		
Kansas City, Ash Grove and Afton Subdivisions.....		30
Carthage Subdivision, Joplin and Galena, Tuckahoe and Girard Branches.....		25
Parsons, Wichita and Burrton Subdivisions.....		20
Picher Branch.....		15
Company-owned equipment of this type, when moving from terminals where Car Inspectors are on duty, will be handled without restrictions unless otherwise instructed.		

### 5. OTHER SPEED RESTRICTIONS (Continued).

Movement of Frisco derricks (wreckers) is authorized as follows:

	100 Ton or Lighter Derricks MPH	160 Ton Derricks 99024 99029 MPH	250 Ton Derricks 99021 99023 99025 MPH
Kansas City Subdiv., Kansas City to Ft. Scott.....	35	35	45
Ash Grove Subdiv., Ft. Scott to Springfield.....	35	35	45
Afton Subdiv., Edward to Afton.....	35	35	45
Girard Branch, Girard to Carl Junction.....	20	20	20
Except over Bridge J-150.4.....	20	10	10
Picher Branch, Baxter Jct. to C. M. Jct.....	15	No	No
Picher Branch, C. M. Jct. to Quapaw.....	15	10	10
Parsons Subdiv., Arcadia to Cherokee.....	20	20	20
Over all bridges.....	20	10	10
Parsons Subdiv., Cherokee to Cherryvale.....	20	20	20
*Over all bridges.....	20	10	10
Coal Branch, Sinclair to Weir City.....	10	No	No
Carthage Subdiv., Pierce City to Neodesha.....	20	20	20
*Over all bridges.....	20	10	10
Joplin and Galena Branches, Oronogo to Baxter Springs.....	20	20	20
*Except over Bridge HA-333.3.....	10	No	No
*Except over Bridge H-343.3.....	20	10	10
Tuckahoe Branch, Joplin to Carl Junction.....	20	20	20
Wichita Subdiv., Neodesha to Wichita.....	20	20	20
*Except over Bridge F-421.8.....	20	10	10
Burrton Subdiv., Wichita to Ellsworth.....	20	No	No
*Over Bridges M-161.7, F-356.1, F-400.5, H-343.3 and F-421.8, separate 160 and 250 ton derricks from engine by 3 cars not exceeding 100,000 pounds gross weight.			
Loaded cars equipped with arch bar trucks.....			45
Triple loads on curves, except where further restricted.....			35
Special type ore cars less than 24 ft. length:			
Loaded.....			25
Empty.....			35

### 6. SWITCH LIGHTS.

No switch lights on Burrton Subdivision or Picher and Coal Branches.

### 7. BLOCK SIGNALS.

ABS	23rd St. viaduct to MP C-3-37
CTC	MP C- 3-37 MP C- 97-35
CTC	MP C- 98-47 MP L-186- 4
ABS	MP C-102-30 MP C-198- 5
CTC	MP C-198- 5 MP C-200-39
ABS	MP C-200-39 MP C-201-23
ABS	MP F-287-12 MP F-289-27
ABS	MP H-330-32 MP H-333-13 (Rule 510(a))

#### TRAIN MEET SIGNS:

Iantha	MP C-131-30	Southward trains
Iantha	MP C-131-30	Northward trains
Pilgrim	MP C-169-34	Northward trains
Everton	MP C-175-17	Northward trains
Everton	MP C-175-36	Southward trains
Bois D'Arc	MP C-189-30	Northward trains
Quinn	MP F-289-27	Eastward trains

Trains on main track waiting for or to meet opposing trains will stop back of sign until opposing train reaches switch. If train on main track passes sign opposing approach signal will display stop indication.

### 8. BLOCK SIGNALS, REMOTE CONTROL SWITCHES AND SPRING SWITCHES.

#### Location of Spring Switches:

Fontana.....	North end siding
Garland.....	Both ends siding
Arcadia.....	North end siding
Liberal.....	Both ends siding
Lamar.....	North end siding
Dix.....	Both ends siding
Dumbeck.....	Both ends siding
Pilgrim.....	Both ends siding
Everton.....	South end siding
Ash Grove.....	Both ends siding
Girard.....	North end siding
Baxter Springs.....	North end, J. and G. Branches
Baxter Springs.....	South end siding
Afton.....	East end belt track

Afton: Spring switch east end Belt tracks MP G-347-25, equipped with electric switch light which protects facing point movements. Unless green light displayed, switch must be inspected before making facing point move.

Afton: Dwarf signal at crossover MP G-347-32 governs movements to Southwestern Division main track. White light type indicator near west end crossover MP G-347-32 permits movements on No. 1 track. When indicator displays white light, No. 1 track between east switch of crossover and fouling point may be used. If no light displayed, trains will communicate with dispatcher.

### 9. INTERLOCKINGS.

Valley Center interlocking, AT&SF crossing: When home signal displays stop indication be governed by instructions posted in release box.

Ellsworth, cabin interlocking Union Pacific crossing, normal position against SL-SF.

#### CTC--AUTOMATIC

(After communicating with dispatcher, be governed by Rules 663 and 664).

AT&SF crossing, Girard	Mile L-124.2
NEO crossing, Baxter Springs	Mile L-160.7
<b>Automatic. (Rules 663 and 664).</b>	
Mo. Pac. crossing, Fort Scott	Mile C- 97.6
KCS crossing	Mile C-118.4
Mo. Pac. crossing, Liberal	Mile C-123.8
KO&G crossing, Baxter Springs	Mile H-347.5
KCS crossing, Asbury	Mile J -146.5
KCS crossing, Mulberry	Mile M-124.0
Mo. Pac. crossing, Carthage	Mile F-312.7
KCS crossing	Mile F-327.1
MKT crossing, Oswego	Mile F-361.1
MKT crossing, Mound Valley	Mile F-376.6
Mo. Pac. crossing	Mile F-506.4
CRI&P crossing	Mile F-506.6
AT&SF crossing, Burrton	Mile F-537.8
CRI&P crossing, Medora	Mile F-551.5

### 10. CROSSING GATES. (Rules 98 and 98(a)).

MILE	INTERSECTING LINE	NORMAL POSITION
<b>Afton Subdivision:</b>		
L-102.7	Mo. Pac.	Against Mo. Pac.
L-135.9	Parsons Subdiv.	Against Parsons Subdiv.
L-136.7	Mo. Pac.	Against Mo. Pac.
LA-166.3	NEO	Against SL-SF
LB-168.8	NEO	Against SL-SF
Blue Mound Crossing (Picher Branch)	NEO	Against SL-SF
L-142.3 (On Crowe 10 Lead)	NEO	Against SL-SF
<b>Girard Branch:</b>		
J-153.9	Carthage Subdiv.	Against Girard Branch
Granby Lead, (Pittsburg)	Mo. Pac.	Against SL-SF

## 10. CROSSING GATES (Continued).

MILE	INTERSECTING LINE	NORMAL POSITION
<b>Parsons Subdivision:</b>		
M-128.2	Mo. Pac.	Against SL-SF
M-136.7	KCS	Against SL-SF
M-144.8	Mo. Pac.	Against SL-SF
M-145.6	Afton Subdiv.	Against Parsons Subdiv.
M-170.7	MKT	Against SL-SF
M-188.8	Carthage Subdiv.	Against Parsons Subdiv.
<b>Carthage Subdivision:</b>		
F-328.1	Girard Branch	Against Girard Branch
F-334.9	KCS	Against KCS
F-343.7	NEO	Against NEO
F-349.7	Mo. Pac.	Against Mo. Pac.
F-386.9	Parsons Subdiv.	Against Parsons Subdiv.
F-387.0	AT&SF	Against SL-SF
<b>Joplin and Galena Branches:</b>		
H-333.2	Mo. Pac.	Against Mo. Pac.
HB-341.1	MKT	Against SL-SF
<b>Joplin Yard Tracks:</b>		
HB-332.6	Tuckahoe Branch	Against Tuckahoe Branch
HB-332.9	Mo. Pac.	Against Mo. Pac.
<b>Tuckahoe Branch:</b>		
J-332.6	Joplin yard track	Against Tuckahoe Branch
J-332.7	Mo. Pac.	Against Mo. Pac.
J-340.4	Carthage Subdiv.	Against Tuckahoe Branch
<b>Wichita Subdivision:</b>		
F-414.0	Mo. Pac.	Against Mo. Pac.
F-414.03	AT&SF	Against AT&SF
F-438.6	AT&SF	Against AT&SF
<b>Burrton Subdivision:</b>		
F-574.8	Mo. Pac.	Against SL-SF
F-577.0	AT&SF	Against SL-SF
F-589.2	Mo. Pac.	Against SL-SF
F-594.1	AT&SF	Against SL-SF

## 11. LOCATION OF YARD LIMITS.

Rosedale	Carl Junction
Fort Scott	Cherryvale
Girard Branch	Webb City
Columbus (Carthage Subdiv.)	Joplin
Baxter Springs (J&G Branches)	Galena
Picher Branch	Neodesha
Afton (Northern Division)	Fredonia
Pittsburg (Girard Branch)	Beaumont
Arcadia (Parsons Subdiv.)	Augusta
Arcadia to Cherokee (Parsons Subdiv.)	Wichita
Carthage	Lorraine
Oronogo	Ellsworth

## 12. DRAWBRIDGES (Blank).

## 13. AUXILIARY LINES (Rule 14, W and X).

Edward .....	Afton Subdivision
Arcadia .....	Parsons Subdivision
Nichols .....	Northern Division
Girard .....	Girard Branch
Cherokee .....	Parsons Subdivision
Columbus .....	Carthage Subdivision
Baxter Springs .....	Joplin and Galena Branches
Baxter Jct. ....	Picher Branch
Quapaw .....	Picher Branch
Afton .....	Northern Division
Pittsburg .....	Parsons Subdivision
Sinclair .....	Coal Branch
Pierce City .....	Northern Division
Oronogo .....	Joplin and Galena Branches
J. and G. Jct. ....	Tuckahoe Branch
Carl Junction .....	Tuckahoe Branch, Girard Branch
Cherryvale .....	Parsons Subdivision
Beaumont .....	Western Division
Burrton Subdivision Jct. ....	Burrton Subdivision

## 14. INSTRUCTIONS RELATING TO DIESEL OPERATION.

Diesel engines must not be handled without air being coupled and brakes on diesel fully released.

To prevent damage to traction motor gear, before coupling into train with diesel engines composed of two or more units, stop must be made between 5 and 20 feet of coupling.

If necessary to shove train or cars forward with five-unit engine in which the second unit is a road switcher, the second and third units behind the road switcher unit must be isolated while such shove is being made.

## HANDLING ENGINES IN TRAINS.

Diesel engines 1 to 8 inclusive will be handled only in short trains, not over 40 cars and placed 5 cars ahead of caboose. Other diesel engines of one or more units will be handled next to engine of through trains and behind short loads and short empties on trains picking up or setting out en route, but not more than 35 cars from head end, except diesel yard or road switcher units shall not be coupled directly behind engine handling train and each unit shall be separated by one or more cars.

Diesel engines must not be handled unless air brakes in operation. When diesel engines are set out, they must be coupled to car or cars on which sufficient hand brakes must be set to hold them; if no cars available, hand brakes on diesels must be set. Do not set hand brakes on diesel engines when towed in train. Diesel engines, in service or in tow, except when switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

## MAKE UP OF ENGINES.

Road switcher diesel units, except AT&N units, will be used when handling tonnage in road service in following combinations only:

- 2 or 3 RD-SW units
- \*4 RD-SW units (not more than 4 units)
- \*1 Road—3 RD-SW units
- 1 Road—2 RD-SW units
- \*1 Road—2 RD-SW units—1 Road
- 1 Road—1 RD-SW unit —1 Road
- 1 Road—1 RD-SW unit —2 Road
- 1 Road—1 RD-SW unit —3 Road
- 1 Road—2 RD-SW units—2 Road
- \*\*1 Road—3 RD-SW units—1 Road
- \*1 Road—1 RD-SW—1 Road—1 RD-SW—1 Road
- 2 Road—1 RD-SW unit
- 2 Road—1 RD-SW unit —1 Road
- 2 Road—1 RD-SW unit —2 Road
- \*2 Road—2 RD-SW units—1 Road
- \*3 Road—1 RD-SW unit —1 Road
- \*—When making back up movement or taking slack, isolate lead unit.
- \*\*—When making back up movement or taking slack, isolate 2 lead units.

NOTE: Term "road" refers to F9B, F37 (A&B), F39A, F7 (A&B), FP-7-A, and Alco freight A&B units.

Term "RD-SW" refers to GP7 and Alco road switchers (550-554) only.

A RD-SW unit must not be used as the lead unit of an engine containing road units.

An engine containing or composed of RD-SW units must not be doubleheaded with another engine composed of or containing such units.

An engine containing or composed of RD-SW units shall be the lead engine when doubleheaded with an engine composed of road units.

When an engine is composed of Alco road switcher and GP7 units, Alco road switcher unit or units shall be, when possible, placed in lead. When impossible to place Alco unit or units in lead, the engine control knob on the Alco units must be placed in No. 4 position and tonnage rating of such Alco units will be reduced to 35 percent of established rating.

An engine composed of one, two or three AT&N units (Nos. 101-111, inclusive) shall be the lead engine when doubleheaded with an engine composed of road units, and shall not be doubleheaded with an engine composed of or containing RD-SW units.

## 15. GENERAL INSTRUCTIONS.

Road foreman of equipment has authority of an assistant superintendent when on line.

### Rule 17(b) amended:

Oscillating white headlight, on engines equipped, must be displayed by day and by night, except it must be extinguished when standard white headlight is dimmed or extinguished.

### Rule 17(d) amended:

When a train is equipped with oscillating red light on rear and train is moving on two main tracks signalled for traffic in both directions, oscillating red light will, except in emergency, be set in stationary position while moving on such tracks. In an emergency the light must be set in oscillating position.

### Rule 27, note amended:

NOTE: Within block signal limits in the states of Arkansas and Missouri, switch lights are not required on switches where block signal protecting facing-point movement is 500 feet or less in advance of the switch.

In other states, switch lights are not required:

- (1) On switches where block signal protecting facing-point movement is 1,000 feet or less in advance of the switch.
- (2) On electrically locked, hand-operated switches within CTC limits.
- (3) On trailing-point switches on two main tracks signalled for traffic in one direction.

### Rule 746 amended in part:

- (b) As soon as the flames have been extinguished, open doors and remove fire-damaged bales from car. When fire-damaged bales have been removed, where all surfaces can be examined, smouldering fires must be extinguished.
- (c) Care must be used to be sure that all bales remaining in the car are free from fire.
- (f) After all fire has been extinguished, watchman service will be provided as necessary to control fire and keep trespassers away. Damaged cotton will be forwarded or disposed of only on instructions from Freight Claim Department and in accordance with federal regulations.

When operating Sperry rail detector car, air brake test and running test of brakes must be made when commencing each trip.

Loaded cars equipped with arch bar trucks will not be handled in important freight trains, except on instructions of chief dispatcher.

Steam engines will not be moved dead in train except on instructions from chief dispatcher to conductor and engineman as to where engine is to be handled in train and speed restrictions.

Between 29th Street and end CTC, MP C-3-37, movement of trains with current of traffic on both tracks will be as prescribed by Rules 251 to 254, inclusive.

Northward trains finding route lined for movement on southward track and "Stop" signal displaying proceed indication are authorized to proceed on southward track from end of CTC, MP C-3-37, to Rosedale interlocking.

Southward trains finding route lined for movement on northward track and interlocking signal displaying proceed indication are authorized to proceed on northward track from Rosedale interlocking to beginning of CTC, MP C-3-37.

Regular connections of trains 39, 131, 133, 134, 135 and 136 will not handle triple loads and will not handle cars restricted to speed below maximum.

On M-K-T and Mo. Pac. passenger trains between Paola and Kansas City, a single electric marker lamp may be displayed in center of rear car in lieu of two marker lamps, which will show red to rear by day and by night.

M-K-T or Mo. Pac. trains desiring to enter Frisco main tracks, at puzzle switches Paola, must, unless switch lined for route to be used and signal displaying proceed indication, communicate with dispatcher for authority to operate hand operated switch and information as to route to be used.

M-K-T trains desiring to move over crossing Paola must, before fouling the crossing, communicate with dispatcher for authority to use crossing and for authority to pass "Stop" signal displaying stop indication.

## 15. GENERAL INSTRUCTIONS (Continued).

Northward first class trains will not leave Fort Scott unless white light, located north end station platform, is displayed, except on authority of dispatcher. If no indication is displayed when ready to leave, train man will communicate with dispatcher.

Southward first class trains will not leave Fort Scott unless white light, located on elevated flagman's cabin, Wall Street, displayed, except on authority of dispatcher. If no indication is displayed when ready to leave, train man will communicate with dispatcher.

Automatic public crossing gates equipped with manual controls at following locations. (Rule 103(a)):

Rosedale:	Roe Blvd., MP C-4-41
Merriam:	Main Street, MP C-8-23
Seventy-Fifth Street:	MP C-10-27
Lenexa:	Fourth Street, MP C-13-10, and First Street, MP C-13-45
Olathe:	Santa Fe Street, MP C-20-12
Springhill:	MP C-30-2 and MP C-30-6
Highway U. S. 68:	MP C-40-22

Automatic public crossing signals equipped with automatic cut out feature at following crossings. (Rule 103(a)):

Kansas City, 25th Street:	Southward Movements
Fulton, Highway U. S. 69, MP C-85-28:	Northward Movements
Columbus, Maple Street:	MP L-148-1, siding only
Baxter Springs, 5th Street:	MP L-159-7
Baxter Springs, Highway U. S. 166:	MP L-159-25
Afton, Main Street:	MP G-348-4, tracks 7 and 8
Cardin, Highway U. S. 69:	MP LA-168
Joplin, Zora Ave.:	MP H-328-22
Joplin, Tuckahoe Branch, Wall Street:	Eastward Movements
Joplin, Tuckahoe Branch, 10th & Moffett Streets:	Westward Movements
Columbus, Highway U. S. 69 and K-7:	MP F-343-7
Fredonia, Highway K-39, MP F-413-21:	Eastward Movements
Valley Center, Highway T-56	Eastward Movements
Burrton, Highway U. S. 50:	MP F-538-4

Train movements over Main, Joplin and Wall streets, on Carterville track, Joplin, must be protected from ground position unless automatic crossing protection is operating.

Train movements over the following crossings will be protected by member of crew from ground position:

Parsons:	Sixteenth Street.
Galena:	Between 6:00 AM and 6:00 PM over Main Street MP H-339-35. Main Street, Mile HB-339.8. When night signals required, a lighted red fusee must also be displayed on north side of track.
Augusta:	State Street, except Nos. 309 and 310 may, after stopping, proceed over crossing not exceeding 3 MPH.
Wichita:	Waterman, Lincoln, Gilbert and Morris Streets, Central Avenue, First and Second Streets east of St. Francis Avenue. Cars must not be kicked or dropped over these crossings.
Burrton:	Burrton Avenue.
Lyons:	North Grand Avenue.

Between Sinclair and brick plant at Weir City, where there is indication of cave-in, track will not be used until condition is reported to and inspected by mine inspector.

Parsons: Meeting point will be Depot Jct.

On trains arriving Monett, train men must set sufficient hand brakes, not less than eight, on west end to prevent cars from rolling out. When required to double over, this applies to each cut. When outbound trains are required to double over and the double over does not include all of the cars in that track, sufficient hand brakes, not less than eight, must be set on remaining cars to prevent them from rolling out. Train men must not release hand brakes in Monett until engine is attached and train line charged.

## 15. GENERAL INSTRUCTIONS (Continued).

## TRACK RESTRICTIONS.

- Ash Grove Subdivision:**  
Greenfield: Engines will not exceed 15 MPH on Greenfield Branch.
- Afton Subdivision:**  
Cherokee: Engines and loaded cars cannot use Hamilton track north of timber trestle located 300 feet north of switch.
- Crowe 10:** Engines, box or other high cars will not use track under tipple and will not pass tipple on any track.
- Girard Branch:**  
Maxine: Engine or cars will not use tracks Nos. 1 and 2 under tipple of Clemens Coal Company.
- Picher Branch:**  
Cardin: Engines will not use track under loading tipple of Youngman Mining Company.
- Ottawa Spur:** Engines will not use track under loading tipple of Eagle-Picher Company.
- Carthage Subdivision:**  
Carthage: Engines above 40 bridge class will not use Quarry track more than 300 feet from switch.
- Cherryvale:** Engines will not use Metal track at Smelter more than 950 feet from crossover switch and will not use tracks 1 and 2, National Zinc Company.  
Engines will not use track south of scales, Kansas Milling Company.
- Joplin and Galena Branches:**  
Cagle Spur: Track will not be used from stock pen to gravel loading hopper.
- Burrton Subdivision:**  
American Salt Co.: Engines above 40 bridge class will not use West No. 2 track under mine building.
- Frederick:** Engines will not exceed 10 mph on Spur track.

19. RESTRICTIONS ON DOUBLEHEADING OVER BRIDGES.  
(Blank.)

## 20. PERMISSIBLE LOAD LIMITS.

	Maximum Gross Weight of Cars	Bridge Class of Engines and Derricks
<b>Kansas City Subdivision:</b>		
Kansas City to Ft. Scott .....	251,000	70.4
<b>Ash Grove Subdivision:</b>		
Ft. Scott to Springfield .....	251,000	70.4
Greenfield Branch .....	210,000	53
<b>Afton Subdivision:</b>		
Edward to Afton .....	251,000	70.4
Girard Branch .....	*251,000	53.8
<b>Picher Branch</b>		
Baxter Jct. to C. M. Junction .....	210,000	45
Quapaw to Central Mill .....	251,000	65.8
<b>Parsons Subdivision:</b>		
Arcadia to Strauss .....	*251,000	53.8
Strauss to Cherryvale .....	210,000	53.8
Coal Branch .....	169,000	45
<b>Carthage Subdivision:</b>		
Pierce City to Columbus .....	*251,000	63
Columbus to Neodesha .....	*251,000	53.8
Joplin and Galena Branches .....	*251,000	63
Joplin, Bridge HA-333.3 .....	210,000	46
Tuckahoe Branch .....	*251,000	53.8
<b>Wichita Subdivision:</b>		
Neodesha to Wichita .....	*251,000	53.8
<b>Burrton Subdivision:</b>		
Wichita to Ellsworth .....	210,000	53.8

\*Except cars shorter than 35 feet to be limited to 210,000

## 17. TONNAGE RATING OF ENGINES BY CLASSES.

KANSAS CITY AND ASH GROVE SUBDIVISIONS						
TONNAGE CLASS OF ENGINES	21	26	27	34	42	50
Kansas City to Olathe.....	1230	820	1380	1230	1850	2160
Olathe to Fort Scott.....	1465	975	1650	1465	2200	2570
Fort Scott to Springfield.....	1150	765	1260	1150	1725	2015
Springfield to Ash Grove.....	1330	885	1495	1330	2000	2340
Ash Grove to Lockwood.....	880	585	980	880	1325	1550
Lockwood to Arcadia.....	1175	785	1320	1175	1765	2060
Arcadia to Fort Scott.....	1680	1115	1890	1680	2525	2950
Fort Scott to Olathe.....	1765	1175	1985	1765	2650	3100
Olathe to Kansas City.....	2665	1775	3000	2665	4000	4680

AFTON SUBDIVISION						
TONNAGE CLASS OF ENGINES	21	26	27	34	42	50
Fort Scott to Edward.....	1150	765	1260	1150	1725	2015
Edward to Columbus.....	2000	1330	2250	2000	3000	3500
Columbus to Afton.....	3100	2065	3485	3100	4650	5425
Afton to Quapaw.....	2000	1330	2250	2000	3000	3510
Quapaw to Baxter Springs.....	2000	1330	2250	2000	4500	3510
Baxter Springs to Beulah.....	2000	1330	2250	2000	3000	3510
Beulah to Fort Scott.....	2215	1475	2490	2215	3325	3890
Girard to Carl Junction.....	2000	1330	2250	2000	3000	3510
Carl Junction to Girard.....	2000	1330	2250	2000	3000	3510
Baxter Junction to C. M. Junction.....	2000	1330	2250	2000	3000	3510
C. M. Junction to Baxter Junction.....	2000	1330	2250	2000	3000	3510
Quapaw to Central Mill.....	3000	2000	3375	3000	4500	5265
Central Mill to Quapaw.....	3000	2000	3375	3000	4500	5265

CARTHAGE SUBDIVISION						
TONNAGE CLASS OF ENGINES	21	26	27	34	42	50
Monett to Oronogo.....	1215	805	1365	1215	1825	2135
Oronogo to Columbus.....	1415	940	1590	1415	2125	2485
Columbus to Oswego.....	1200	795	1350	1200	1800	2105
Oswego to Neodesha.....	1330	885	1495	1330	2000	2340
Joplin to Carl Junction.....	1150	765	1260	1150	2025	2015
Joplin to Galena.....	1880	1250	2115	1880	2825	3305
Galena to Baxter Springs.....	2665	1770	3000	2665	4000	4680
Oronogo to Joplin.....	1150	765	1260	1150	1725	2015
Joplin to Oronogo.....	1330	765	1495	1150	2000	2340
Carl Junction to Joplin.....	1150	885	1260	1330	1725	2015
Baxter Springs to Galena.....	2665	1770	3000	2665	4000	4680
Galena to Joplin.....	1215	805	1365	1215	1825	2325
Neodesha to Cherryvale.....	1200	795	1350	1200	1800	2105
Cherryvale to Carl Junction.....	1415	940	1590	1415	2125	2485
Carl Junction to Carthage.....	1765	1175	1985	1765	2650	3100
Carthage to Monett.....	1315	875	1480	1315	1975	2310

WICHITA AND BURRTON SUBDIVISIONS						
TONNAGE CLASS OF ENGINES	21	26	27	34	42	50
Neodesha to Piedmont.....	1215	805	1365	1215	1825	2135
Piedmont to Beaumont.....	1015	675	1140	1015	1525	1780
Beaumont to Wichita.....	1215	805	1365	1215	1825	2135
Wichita to Burrton.....	2665	1770	3000	2665	4000	4680
Burrton to Medora.....	1550	1030	1740	1550	2325	2720
Medora to Ellsworth.....	1330	885	1495	1330	2000	2340
Ellsworth to Medora.....	1215	805	1365	1215	1825	2135
Medora to Burrton.....	1880	1250	2115	1880	2825	3305
Burrton to Wichita.....	2665	1770	3000	2665	4000	4680
Wichita to Augusta.....	1200	795	1350	1200	1800	2105
Augusta to Beaumont.....	1330	885	1495	1330	2000	2340
Beaumont to Severy.....	1550	1030	1740	1550	2325	2720
Severy to Neodesha.....	1765	1175	1980	1765	2560	2995

PARSONS SUBDIVISION						
TONNAGE CLASS OF ENGINES	21	26	27	34	42	50
Cherryvale to Cherokee.....	1500	995	1685	1500	2150	2515
Cherokee to Pittsburg.....	2130	1420	2395	2130	3200	3200
Pittsburg to Arcadia.....	1665	1105	1870	1665	2500	2925
Arcadia to Pittsburg.....	1550	1030	1740	1550	2325	2720
Pittsburg to Cherokee.....	1830	1220	2000	1830	2750	2750
Cherokee to Cherryvale.....	1665	1105	1870	1665	2500	2925

## 16. CLASSIFICATION OF ENGINES.

DIESEL UNIT NUMBER	DESIGNATION	CLASS OF SERVICE	TONNAGE CLASS	STEAM GENERATOR	MAX. SPEED IN SERVICE OR IN TOW UNLESS OTHERWISE PROVIDED (MPH)	BRIDGE CLASS	TONS LIGHT WEIGHT
1-3		SW	11	No	30	16	42
4-8		SW	13	No	35	16	42
A.T.&N. 11		SW	13	No	20	19.1	44
60-61		SW	26	No	45	36	94
A.T.&N. 101-111		RD-SW	34	No	60	39.5	114
200-204 206-209 211-214 216-237		SW	34	No	45	39	115
205-210-215		SW	34	No	45	39.5	116
238-241		SW	34	No	45	38	110
250-265	NW-2	SW	34	No	45	40.3	119
270-281		SW	34	No	45	39.5	115
282-285		SW	34	No	45	40.3	118
290-294		SW	34	No	45	38	111
300-304	SW-7	SW	34	No	45	40.3	119
305-314	SW-9	SW	34	No	45	40.3	119
500-514	GP-7	RD-SW	42	Yes	65	39.5	115
515-549	GP-7	RD-SW	42	No	65	39.5	115
550-554		RD-SW	42	No	65	39.5	113
555-556	GP-7	RD-SW	42	No	65	39.5	115
557-572	GP-7	RD-SW	42	Yes	65	39.5	115
573-597	GP-7	RD-SW	42	No	65	39.5	115
598-618	GP-7	RD-SW	42	Yes	65	39.5	115
619-632	GP-7	RD-SW	42	No	65	39.5	115
2000-2005	EA-7	PASS.	21	Yes	85	41.9	149
2006-2022	E8-A	PASS.	27	Yes	85	43.7	151
5000-5004 5006 5008-5017	F37-A	FRT.	42	No	65	36.8	109
5005 & 5007	F39-A	FRT.	50	No	65	38.4	114
5018-5039	F7-A	FRT.	42	No	65	36.8	110
5040-5051	FP-7-A	FRT. PASS.	42	Yes	65	42.4	114
5100-5116	F37-B	FRT.	42	No	65	36.8	109
5117	F37-B	FRT. PASS.	42	No	65	36.8	109
5118-5125	F7-B	FRT.	42	No	65	36.8	110
5126-5139	F7-B	FRT. PASS.	42	No	65	36.8	109
5140-5144	F9-B	FRT. PASS.	50	No	65	38.0	112
5145-5152	F9-B	FRT. PASS.	50	No	65	39.0	113
5200-5231	A.L.Co. A	FRT.	42	No	65	38.3	111
5300-5315	A.L.Co. B	FRT.	42	No	65	38.3	108

(Above tonnage class is rating for one diesel unit, when more than one unit used combined rating of all units will apply).

**STOP DAMAGE TO FREIGHT  
BY COUPLING CARS  
NOT OVER 4 MPH**

**ALERT TODAY . . .  
ALIVE TOMORROW**

## 22. AVERAGE WEIGHT OF PASSENGER CARS.

KIND	Numbers	Air Conditioned		KIND	Numbers	Air Conditioned	
		No. Tons	Yes Tons			No. Tons	Yes Tons
Instruction Car	50	80		Baggage	352	69	
Steam Generator	{51 52	88		"	353	68	
Instruction Car	54	73		"	355	67	
Coach & Mail	61		82	"	359	69	
"	62—64		83	"	360	68	
"	65	79		"	362—365	72	
"	67		83	"	366	73	
Coach, Mail & Baggage	82—83		84	"	367	74	
Baggage	101	79		"	368	71	
"	106	78		"	369	66	
"	108—109	66		"	370	73	
"	114	70		"	371	75	
"	117	69		"	372	74	
"	122	64		"	373—374	76	
"	126	65		"	375	70	
"	134	78		"	376	73	
"	135	78		"	378—379	76	
Coach & Baggage	184	60		"	380—390	67	
"	189—193		81	"	393	58	
"	194	68		"	394	65	
"	195	75		"	395	66	
Mail & Baggage	201	68		"	412	68	
"	202—204	71		"	425—439	69	
"	205	68		"	440	75	
"	206 & 208	71		"	441—443	66	
"	209	72		"	450—451	38	
"	210—212	70		Non-working Baggage	452—464	34	
"	214	68		Box-Express	465—469	23	
"	216	69		Refrig.	492	52	
"	217	73		Dining Car	638	102	
"	218—225	71		"	640	100	
"	251—252	55		"	641—642	99	
Baggage	301	58		"	650	73	
"	304	66		Coach	751—757	84	
"	306 & 309	61		"	758	85	
"	312	67		"	759	80	
"	313	60		"	760—761	82	
"	315	62		"	762—763	81	
"	322	59		"	765—770	79	
"	325	61		"	771	82	
"	331 & 333	61		"	772—775	81	
"	336	69		Coach	1037	76	
"	337 & 339	70		"	1052	75	
"	341	76		"	1053—1060	81	
"	342	70		"	1061	74	
"	343	71		"	1062	84	
"	344	73		"	1063—1064	83	
"	346	70		"	1065—1066	74	
"	348	69		"	1067	82	
"	349	61		"	1068	81	
				"	1069—1074	83	
				"	1078	77	
				Coach	1079—1080	84	
				"	1081—1085	81	
				Coach-Bunk	1091	79	
				"	1092—1094	77	

## 22. AVERAGE WEIGHT OF PASSENGER CARS (Continued).

KIND	Numbers	Air Conditioned		KIND	Numbers	Air Conditioned	
		No. Tons	Yes Tons			No. Tons	Yes Tons
Dormitory-Coach	1095—1096	64		Coach-Lge.-Buffet	1650—1652	65	
Coach	1102 & 1103	81		Postal	2041 & 2043	58	
"	1107—1108	82		"	2045	69	
"	1203	82		"	2049	74	
"	1206	79		"	2050	65	
"	1207—1208	82		Storage Mail-De Luxe	2054	60	
"	1209—1212	78		Coach	Wichita	83	
"	1213—1214	82		"	Enid	90	
"	1250—1258	64		"	Ft. Smith	87	
"	1259	68		"	Oklmulgee	80	
Sleeper-Observation	1350	66		"	Joplin	82	
Lounge	1401—1402	101		Lounge-Diner	Kan. City	104	
Sleeper	1450—1466	69		"	Birm'ham	103	
Cafe-Lounge	1501	103		"	Memphis	103	
"	1502	105		Coach-Sleeper	Pensacola	98	
"	1503	105		Business Car	Saint Louis	94	
"	1504	106		"	S. Francisco	115	
"	1505	103		"	Tennessee	109	
"	1506	109		"	Missouri	107	
"	1507	104		"	Springfield	109	
Diner-Lounge	1550 & 1551	68		"	Alabama	106	
Observation	1601—1606	85		"	Oklahoma	110	
Buffet	1607	90		"	Kansas	105	
"	1610	85		"	Arkansas	104	
"	1611	83		"	Mississippi	92	
Buffet-Lge.	Glendale	89		"	Florida	93	

## 23. TABLE OF SPEEDS.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		31	1	56	51	1	10
8	7	30	32	1	52	52	1	9
10	6		33	1	49	53	1	7
12	5		34	1	45	54	1	6
15	4		35	1	42	55	1	5
16	3	45	36	1	40	56	1	4
17	3	31	37	1	37	57	1	3
18	3	20	38	1	34	58	1	2
19	3	9	39	1	33	59	1	1
20	3		40	1	30	60	1	
21	2	51	41	1	27	61	0	59
22	2	43	42	1	25	62	0	58
23	2	36	43	1	23	63	0	57
24	2	30	44	1	21	64	0	56
25	2	24	45	1	20	65	0	55½
26	2	18	46	1	18	66	0	54½
27	2	13	47	1	16	67	0	54
28	2	8	48	1	15	68	0	53
29	2	4	49	1	13	69	0	52
30	2		50	1	12	70	0	51½

## 24. BRIDGE CLASS OF DERRICKS AND BRIDGE CRANE 209

Number	Weight Lbs.	Cap'y Tons	Br. Class	Number	Weight Lbs.	Cap'y Tons	Br. Class
*99021	385,600	250	E-62.9	99029	266,940	160	E-60.0
*99022	385,600	250	E-62.9	99030	196,000	100	E-48.3
99024	273,300	160	E-61.2	99032	197,100	100	E-48.2
*99025	388,000	250	E-63.3	99033	191,500	100	E-47.1
BC-209	189,300	100	E-46.7	99034	200,000	100	E-49.2

(Converted Derrick)

\* Diesel Electric.