



TAKE PRIDE

in

**RULES
OBSERVANCE**

For men to be safe they must be taught by a competent, courteous teacher.

Each conductor, engineer and foreman is a teacher and has the obligation to require rules observance and safety in the performance of duty by men under their supervision.

TAKE TIME FOR SAFETY

SAFETY FIRST



**MISSOURI PACIFIC
RAILROAD COMPANY**

**CENTRAL DISTRICT
CENTRAL AND KANSAS
DIVISIONS**

**TIMETABLE
No. 3**

Effective 12:01 a.m. Sunday, Oct. 4, 1964

CENTRAL STANDARD TIME, except Hoisington, Horace and Great Bend Subdivs.

MOUNTAIN STANDARD TIME, Hoisington, Horace and Great Bend Subdivs.

**FOR THE GOVERNMENT OF
EMPLOYEES CONCERNED.**

The Railroad Company Reserves the Right to Vary Therefrom
as Circumstances May Require.

J. H. LLOYD, Vice President-Operation.
M. L. SMITH, Assistant Vice President-Operation.
J. A. AUSTIN, General Superintendent Transportation.
J. M. TOLER, Asst. General Supt. Transportation.
N. W. DERRYBERRY, Supt. Transportation.
E. C. SHEFFIELD, General Manager.

DIVISION OFFICERS

CENTRAL DIVISION

J. A. SHAVER.....Superintendent.....Coffeyville, Kan.
 E. J. DRIMMEL.....Trainmaster.....Van Buren, Ark.
 R. V. FALKNER.....Trainmaster.....Osawatomie, Kan.
 C. H. BELL.....Trainmaster.....Coffeyville, Kan.
 D. A. PITTS.....Assistant
 Trainmaster.....Van Buren, Ark.
 W. E. BUTLER.....Chief
 Dispatcher.....Osawatomie, Kan.
 A. C. BENNAGE.....Road Foreman of
 Engines.....Coffeyville, Kan.
 W. A. WILSON.....Road Foreman of
 Engines.....Van Buren, Ark.

KANSAS DIVISION

A. W. REES.....Superintendent.....Hoisington, Kan.
 B. J. CRANFORD.....Trainmaster.....Wichita, Kan.
 B. J. STEWART.....Trainmaster.....Osawatomie, Kan.
 T. E. BOLSON.....Trainmaster.....Hoisington, Kan.
 L. TERMER.....Trainmaster.....Pueblo, Colo.
 W. E. BUTLER.....Chief
 Dispatcher.....Osawatomie, Kan.
 C. H. FREEMAN.....Road Foreman of
 Engines.....Osawatomie, Kan.
 W. D. YORK.....Road Foreman of
 Engines.....Hoisington, Kan.

EXPLANATION OF CHARACTERS

- Ⓐ—Automatic Interlocking.
- Ⓑ—Radio Base Station.
- D—Diesel Fuel Oil.
- Ⓓ—Draw Bridge.
- e—Eastward.
- Ⓒ—Gate — Normal position against conflicting route.
- G—Gate — Normal position against this Subdiv.
- Ⓜ—Manual Interlocking.
- n—Northward.
- Ⓢ—Stop Sign.
- s—Southward.
- T—Turntable or Wye.
- w—Westward.
- W—Water.
- ⓧ—Railroad Crossing at Grade.
- Ⓨ—Yard Limit.
- *—Mail Crane.
- §—Track Scales.
- Ⓟ—Train Order Office.

Register Stations are shown in full-faced type.

When the letters CTC are shown herein they designate territory where Rules 400 to 406 inclusive are in effect governing opposing and following movement of trains and engines by block signals.

In ABS territory, Rule 99 (j) effective.

EXPLANATION OF STOPS:

- s—Regular stop.
- f—Stop on signal for passengers, mail, baggage and express.
- a—Stop on signal to receive or discharge revenue passengers.
- m—Stop on signal to receive or discharge revenue passengers and first class mail.

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
49.....	1	14
50.....	1	12
55.....	1	5
59.....	1	2
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48
79.....	0	46

2 KANSAS CITY SUBDIV.—KANSAS DIVISION

TRAINS WESTWARD		Miles from St. Louis	TIMETABLE No. 3		Siding Capacity in Cars	TRAINS EASTWARD	
FIRST CLASS			OCT. 4, 1964			FIRST CLASS	
11 Passenger Daily			Central Standard Time			12 Passenger Daily	
9 20PM			STATIONS			6 30AM	
			KANSAS CITY.....@			Via K.C.T.R.Y.	
		279.06	NEFF YARD.....@DTW\$	Yd.			
		278.24	KOSW JCT.....T	Yd.			
		278.64	@G.M.&O.....@				
		279.12	@K.C.T.....@				
		279.23	K.C.T. CONN.....			5 58	
		280.43	CENTROPOLIS.....	Yd.			
		283.41	LEEDS JCT.....	Yd.		5 50	
		289.00	PROSPECT.....	Yd.			
		289.42	@S.L.S.F.....@				
		290.00	DODSON.....@				
		296.75	MARTIN CITY, MO.....				
		299.87	KENNETH, KAN.....	140			
		310.99	BUCYRUS.....	151			
		317.21	WAGSTAFF.....@	148			
		326.04	@M.K.T.....@				
		326.28	PAOLA.....				
		326.82	@S.L.S.F.....@				
		326.96	@M.K.T.....@				
		328.55	JB SIDING.....	214			
		\$ 10 30	OSAWATOMIE.....@TW			\$ 5 00	
		10 38PM	Osawatomi Yard.....@DW\$	Yd.		4 56AM	
			55.15				

ABS — Kansas City-Osawatomi Yard.

Signal indication with Current of Traffic KCSW Jct.-Leeds Jct.

CTC Leeds Jct. Signal 2833 to Osawatomi Yard Signal 3350.

Operation on K.C.T. Ry.—K.C.T. Conn.—Kansas City.

Operation on Kansas City Term. Div., Northern Dist. Neff Yard-Leeds Jct. Two main tracks Neff Yard-Leeds Jct.

Trains secure clearance before leaving Kansas City or Neff Yard.

Nos. 11 and 12 secure clearance Osawatomi.

Trains standing Osawatomi, between Signals Nos. 3329 and 3350, flag protection is not required. Control Operator must provide protection by STOP indications of Absolute Signals in both directions and apply red tag to each lever controlling signals.

Nos. 11 and 12 will not register Osawatomi Yard.

Eastward Trains, except first class, secure clearance at Osawatomi Yard.

OSAWATOMIE SUBDIV.—KANSAS DIVISION 3

TRAINS WESTWARD			Miles from St. Louis	TIMETABLE No. 3		Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS		FIRST CLASS		OCT. 4, 1964			FIRST CLASS		SECOND CLASS	
77 Red Ball Frt.	75 Red Ball Frt.	11 Pagr.		Central Standard Time			12 Pagr.	74 Red Ball Frt.	76 Red Ball Frt.	
Daily				STATIONS			Daily			
				Osawatomi Yard.....@DW\$			AM AM PM			
PM	AM	PM	334.46	8.89	125	4 56	3 25	1 30		
8 30	6 00	10 38	343.35	10.81	125	4 47	2 50	12 54		
8 42	6 12	10 46	354.16	0.27	125	4 36	2 35	12 39		
8 54	6 24	\$10 56	354.43	2.74						
			357.17	3.03						
			360.20	3.12	86	4 24	2 22	12 26		
9 02	6 32	11 04	368.32	8.49	92	4 17	2 13	12 16		
9 11	6 41	11 12	376.81	1.79	125	4 07	2 02	12 05		
9 21	6 51	11 22	378.60	7.60						
			386.20	0.29						
9 33	7 03	\$11 32	386.49	15.86	125	3 57	1 50	11 53		
9 58	7 28	11 46	401.99	9.93	125	3 40	1 31	11 33		
			412.28	13.41	125	3 30	1 18	11 20		
10 30	8 00	\$12 06	425.69		Yd.	3 15	12 55	10 50		
				91.23						
PM	AM	AM				AM	AM	AM		

ABS — Osawatomi Yard-Council Grove.

CTC BW Siding Signal 4115 — Council Grove Signal 4245.

Westward first class trains must secure Clearance at Osawatomi, and will not require clearance Osawatomi Yard.

Trains standing Council Grove, between Signals Nos. 4233 and 4258, flag protection is not required. Control Operator must provide protection by STOP indications of Absolute Signals in both directions and apply red tag to each lever controlling signals.

TOPEKA SUBDIV.—KANSAS DIVISION

TRAINS WESTWARD		Miles from St. Louis	TIMETABLE No. 3		Siding Capacity in Cars	TRAINS EASTWARD	
↓			OCT. 4, 1964			↑	
			Central Standard Time				
			STATIONS				
		368.35	LOMAX.....@T				
			6.12				
		374.47	MICHIGAN.....				
		381.64	OVERBROOK.....@				
			7.17				
		391.52	RICHLAND.....				
			6.69				
		398.21	BERRYTON.....				
			8.36				
		406.57	@A.T.&S.F.....@				
			1.04				
		407.61	TOPEKA.....@	Yd.			
			39.28				

Yard Limits: Jct. Osawatomi Subdiv. to MP 369-8; MP 400-15 to End of Track.

6 HOISINGTON SUBDIV.—KANSAS DIVISION

TRAINS WESTWARD			Miles from St. Louis	TIMETABLE No. 3 OCT. 4, 1964 Mountain Standard Time	STATIONS
SECOND CLASS		FIRST CLASS			
75 Red Ball Freight	77 Red Ball Freight	11 Passenger			
Daily	Daily	Daily			
10 45AM	2 15AM	2 05AM	558.82		HOISINGTON.....
11 03	2 33	2 15	568.90	10.08	OLMITZ.....
11 11	2 41	2 22	575.68	8.78	OTIS.....
11 20	2 50	2 30	584.16	8.39	BISON.....
11 27	2 57	m 2 36	590.31	8.15	LA CROSSE.....
11 45	3 15	2 51	605.30	14.99	McCRACKEN.....
12 01	3 35 76	3 03	616.07	10.77	BROWNELL.....
12 08	3 45	3 10	622.18	6.02	OSGOOD.....
12 15	3 54	3 20 76	627.39	5.21	RANSOM.....
12 22	4 01	3 26	633.80	6.41	ARNOLD.....
12 30	4 09	a 3 32	640.32	6.52	UTICA.....
12 48	4 27	3 47	655.62	15.30	SHIELDS.....
12 59	4 39	3 56	665.03	9.41	HEALY.....
1 06	4 46	4 01	670.22	5.19	RANCH.....
1 22	5 05	s 4 12	681.70	11.48	ⓐA. T. & S. F.....
1 34	5 18	4 24	682.57	0.87	SCOTT CITY.....
1 54	5 38	s 4 39	682.88	0.31	ⓐA. T. & S. F.....
2 06	5 50	4 49	692.17	9.29	MODOC.....
2 20	6 04	5 00	699.23	7.06	MARIENTHAL.....
2 30PM	6 10AM	s 5 02AM	707.10	7.87	LEOTT.....
			717.18	10.08	SELKIRK.....
			729.00	11.82	TRIBUNE.....
			730.88	1.88	HORACE.....
				171.88	

GREAT BEND SUBDIV.—KANSAS DIVISION

TRAINS WEST- WARD	Miles from St. Louis	TIMETABLE No. 3 OCT. 4, 1964 Mountain Standard Time	Siding Capac- ity in Cars	TRAINS EAST- WARD
↓		STATIONS		↑
	558.82	HOISINGTON..... ⓐⓐDWTⓐ	Yd.	
	568.95	GREAT BEND..... ⓐ	Yd.	
		10.13		

Yard Limits: Entire Subdiv.

HOISINGTON SUBDIV.—KANSAS DIVISION 7

TIMETABLE No. 3 OCT. 4, 1964 Mountain Standard Time	Siding Capacity in Cars	TRAINS EASTWARD		
		FIRST CLASS	SECOND CLASS	
		12 Passenger	76 Red Ball Freight	74 Red Ball Freight
STATIONS		Daily	Daily	Daily
Hoisington... ⓐⓐDWTⓐ	Yd.	s 11 31PM	5 30AM	8 00PM
10.08 OLMITZ.....	73	11 21	4 33	7 00
8.78 OTIS.....	74	11 14	4 24	6 51
8.39 BISON.....	125	11 05	4 13	6 41
8.15 LA CROSSE..... ⓐⓐ	74	m 10 59	4 05	6 33
14.99 McCRACKEN..... ⓐ	150	10 45	3 48	6 10
10.77 BROWNELL..... ⓐⓐ	80	10 35	3 35 77	5 58
6.02 OSGOOD.....	125	10 29	3 27	5 50
5.21 RANSOM.....	77	10 23	3 20 11	5 44
6.41 ARNOLD..... ⓐ	48	10 17	2 58	5 37
6.52 UTICA..... ⓐTⓐ	125	a 10 10	2 50	5 29
15.30 SHIELDS..... ⓐ	125	9 55	2 32	5 12
9.41 HEALY..... ⓐⓐ	77	9 46	2 20	5 01
5.19 RANCH.....	125	9 41	2 13	4 55
11.48 ⓐA. T. & S. F..... ⓐ				
0.87 SCOTT CITY..... ⓐWⓐ	72	s 9 28	1 58	4 41
0.31 ⓐA. T. & S. F..... ⓐ				
9.29 MODOC.....	125	9 18	1 45	4 30
7.06 MARIENTHAL.....				
7.87 LEOTT..... ⓐⓐ	76	s 9 03	1 26	4 13
10.08 SELKIRK..... ⓐ	125	8 52	1 14	4 01
11.82 TRIBUNE..... ⓐ	48	8 40	1 00	3 48
1.88 HORACE..... ⓐⓐWTⓐ	Yd.	8 37PM	12 55AM	3 45PM
171.88				

ABS — Hoisington-Horace.

Yard Limits: MP 556-5 to MP 560 and MP 729-10 to MP 733-15.

Switch at west end Hoisington Yard is remote control. If necessary to enter or depart from this switch when Control Operator not on duty, permission will be secured from Train Dispatcher to hand throw the switch.

8 HORACE SUBDIV.—KANSAS DIVISION

TRAINS WESTWARD			Miles from St. Louis	TIMETABLE No. 3 OCT. 4, 1964 Mountain Standard Time
SECOND CLASS		FIRST CLASS		
75 Red Ball Freight	77 Red Ball Freight	11 Passenger		
Daily	Daily	Daily		
2 35PM	6 10AM	5 06AM	730.88	HORACE.....
2 45	6 21	5 15	740.53	9.65 WALKINGHOOD, Kan...
2 52	6 29	5 21	746.61	6.08 TOWNER, COLO....
3 18 ⁷⁴	6 37	5 26	752.57	5.96 STUART.....
3 25	6 45	5 31	758.13	5.56 SHERIDAN LAKE...
3 40	7 01	5 44	771.80	13.67 CHIVINGTON.....
3 56	7 20	f 5 58	785.86	14.06 EADS.....
4 05	7 30	6 06	793.65	7.79 HAWKINS.....
4 21	7 48	6 21	807.76	14.11 HASWELL.....
4 47	8 15	6 45	830.50	22.74 HEATH.....
4 59	8 28	a 6 56	841.28	10.75 SUGAR CITY.....
5 05	8 35	s 7 02	846.46	5.13 ORDWAY.....
5 28	8 55	7 19	863.18	16.72 PULTNEY.....
6 06 ¹²	9 15	7 39	869.29	6.11 @A. T. & S. F.....
6 18	9 27	7 47	881.22	11.93 AVONDALE.....
6 25	9 35	7 51	889.86	8.64 BAXTER.....
		7 53	893.76	3.90 COOMBS JCT.....
			894.94	1.18 FE JCT.....
			895.11	0.17 @C. & S.....
		s 8 25AM	896.44	1.33 PUEBLO.....
8 00PM	2 00PM		897.09	0.65 PUEBLO YD.....
				166.21

HORACE SUBDIV.—KANSAS DIVISION 9

TIMETABLE No. 3 OCT. 4, 1964 Mountain Standard Time		Siding Capacity in Cars	TRAINS EASTWARD		
			FIRST CLASS	SECOND CLASS	
			12 Passenger	74 Red Ball Freight	76 Red Ball Freight
STATIONS			Daily	Daily	Daily
HORACE.....	@WTC	Yd. s	8 32PM	3 45PM	12 45AM
9.65 WALKINGHOOD, KAN		78	8 23	3 32	12 24
6.08 TOWNER, COLO....	C	65	8 17	3 25	12 17
5.96 STUART.....		125	8 11	3 18 ⁷⁶	12 10
5.56 SHERIDAN LAKE. @ C		77	8 06	3 11	12 03
13.67 CHIVINGTON.....		125	7 52	2 56	11 47
14.06 EADS.....	@WC	125	s 7 38	2 40	11 29
7.79 HAWKINS.....		77	7 29	2 31	11 19
14.11 HASWELL.....	@C	131	7 14	2 15	11 03
22.74 HEATH.....		125	6 51	1 49	10 34
10.75 SUGAR CITY.....	T@	77	a 6 40	1 37	10 21
5.13 ORDWAY.....	@WC	153	s 6 35	1 31	10 15
16.72 PULTNEY.....		125	6 22	1 12	9 55
6.11 @A. T. & S. F.....	@				
11.93 AVONDALE.....	@C	123	6 06 ⁷⁵	12 52	9 34
8.64 BAXTER.....		78	5 57	12 42	9 24
3.90 COOMBS JCT.....	@		5 53	12 37	9 19
1.18 FE JCT.....			5 51		
0.17 @C. & S.....	@				
1.33 PUEBLO.....	@C		5 45PM		
0.65 PUEBLO YD....@DTW	Yd.			12 30PM	9 00PM
166.21					

ABS — Horace to Pueblo
 Yard Limits: MP 729-10 to MP 733-15 and MP 893-10 to Pueblo
 Yard.
 Operation between Coombs Jct. and Pueblo Joint Terminal, see
 Special Instructions.
 Two main tracks between Coombs Jct. and FE Jct.

10 HUTCHINSON SUBDIV.—KANSAS DIVISION

TRAINS WESTWARD		Miles from St. Louis	TIMETABLE No. 3 OCT. 4, 1964 Central Standard Time	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS	FIRST CLASS				FIRST CLASS	SECOND CLASS
113 Red Ball Freight Daily Ex. Sun.	35 Passenger Daily				34 Passenger Daily	112 Red Ball Freight Daily Ex. Sun.
7 00AM	9 40PM	482.06	25th St. Yd. @DWT	Yd.	6 05AM	12 35PM
		482.40	@S. L.-S. F.			
		482.66	@C. R. I. & P.			
		483.00	@W. T. A.			
		483.01	@A. T. & S. F.			
	\$10 00	485.06	WICHITA		\$ 5 45	
		485.42	@M. V.			
7 30	10 06	485.94	HD JCT	T	5 25	11 39
7 45	10 17	495.01	MAIZE	28	5 15	11 24
7 55	f10 22	499.13	COLWICH	28	f 5 01	11 18
8 05	\$10 30	504.27	ANDALE	30	\$ 4 47	11 03
8 15	\$10 38	509.97	MT. HOPE	64	\$ 4 36	10 48
8 30	\$10 48	516.95	HAVEN	57	\$ 4 24	10 28
9 10	f10 56	522.44	YODER	40	f 4 15	10 20
9 20	11 01	526.09	ELMER	30	4 10	10 15
		531.54	@A. T. & S. F.			
		531.61	@A. T. & S. F.			
		532.09	@C. R. I. & P.			
10 00	\$11 24	532.63	Hutchinson	42	\$ 3 50	10 00
		533.59	@A. T. & S. F.			
11 00	11 33	538.63	YAGGY	125	3 36	7 25
11 15	f11 39	543.43	NICKERSON	33	f3 31	7 15
		550.56	@A. T. & S. F.			
11 30	f11 50	551.11	STERLING	24	f 3 21	7 00
		559.24	@S. L.-S. F.			
12 01	\$12 03	560.54	LYONS	47	\$ 3 09	6 40
		561.08	@A. T. & S. F.			
12 30	12 12	566.73	NOBLE	27	3 01	5 35
12 45	12 18	572.30	GY JCT	T	2 55	5 20
12 50	12 20	572.78	WE JCT			5 05
3 00PM	\$12 23AM	524.56	GENESEO	W @ @	2 45AM	5 00AM
		524.21	KA JCT			
		538.16	KANOPOLIS	@T		
		105.54				

ABS — Wichita to HD Jct.

No. 35 is superior to No. 34.

Between HD Jct and 25th Street Yard, trains have no timetable superiority and will operate at restricted speed.

Yard Limits: 25th Street Yard to MP 487-22; MP 530-24 to MP 535-11; MP 558-4 to MP 561-27; MP 570-31 to MP 524-36; MP 537 (1.16 miles east of Kanopolis) to End of Track.

Hutchinson is register station for Nos. 34 and 35 only.

TRAINS WESTWARD		Miles from St. Louis	TIMETABLE No. 3 OCT. 4, 1964 Central Standard Time	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS	FIRST CLASS				SECOND CLASS	FIRST CLASS
625 Local Freight Mon. Wed., Fri.						624 Local Freight Tue., Thur. Sat.
10 30AM		558.73	CONWAY SPRINGS	23		12 30PM
10 55		567.15	MILTON	22		12 15
		567.18	@A. T. & S. F.			
11 15		571.36	NORWICH	29		12 07
		572.27	@A. T. & S. F.			
11 35		580.43	BELMONT	15		11 53
11 55		585.30	ALAMEDA	21		11 45
12 25		592.38	KINGMAN	19		11 23
		593.16	@A. T. & S. F.			
		593.98	@A. T. & S. F.			
12 50		598.43	BROWN'S SPUR	15		11 12
1 10		605.88	PENALOSA	25		11 00
1 25		610.03	OLCOTT	17		8 22
1 45		614.57	TURON	18		8 11
		615.03	@C. R. I. & P.			
2 10		620.92	NEOLA	18		7 55
		628.69	STAFFORD			
		629.66	@A. T. & S. F.			
3 30		639.31	HUDSON	25		7 09
4 05		648.32	SEWARD	22		6 47
4 25		653.70	RADIUM	16		6 32
6 00PM		665.68	LARNED	30		6 00AM
		106.95				

When operator off duty and Train Order Signal indicates proceed, clearance not required by No. 625 Conway Springs and No. 624 Larned. Yard Limits: Jct. Hardtner Subdiv. to MP 559-30.

IUKA SUBDIV.—KANSAS DIVISION

TRAINS WESTWARD		Miles from St. Louis	TIMETABLE No. 3 OCT. 4, 1964 Central Standard Time	Siding Capacity in Cars	TRAINS EASTWARD	
		610.03	OLCOTT	10		
		619.91	PRESTON			
		620.16	@C. R. I. & P.			
		630.04	IUKA			
		20.01				

Yard Limits: Entire Subdiv.

12 HARDTNER SUBDIV.—KANSAS DIVISION

TRAINS WESTWARD SECOND CLASS 623 Local Freight	Miles from St. Louis	TIMETABLE No. 3 OCT. 4, 1964 Central Standard Time		Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS 622 Local Freight
Mon., Wed., Fri.		STATIONS			Tue., Thur., Sat.
7 40AM	485.94	HD JCT.....	⊙T		11 10AM
		2.04			
	487.98	⊙A. T. & S. F.....	⊙		
		0.84			
	488.82	⊙A. T. & S. F.....	⊙		
		5.54			
7 56	494.36	FRONTIER.....	⊙	125	10 20
		2.29			
8 02	496.65	BAYNEVILLE.....		27	10 10
		4.81			
8 14	501.43	CLEARWATER.....	⊙	23	10 00
		5.55			
8 26	506.98	MILLERTON.....		30	9 49
		5.97			
8 40	512.95	CONWAY SPRINGS.....	⊙T⊙	23	9 38
		11.35			
9 15	524.30	ARGONIA.....		35	9 14
		0.21			
	524.51	⊙A. T. & S. F.....	⊙		
		6.70			
9 30	531.21	FREEPORT.....		35	9 00
		10.40			
10 00	541.61	ANTHONY.....		25	8 38
		0.35			
	541.99	⊙A. T. & S. F.....	⊙		
		0.09			
	542.08	⊙A. T. & S. F.....	⊙		
		6.70			
11 15	548.78	SHOOK.....		12	8 22
		3.25			
11 30	552.03	RUELLA.....		22	8 15
		6.77			
11 55	558.80	CORWIN.....	⊙	18	8 01
		5.26			
12 10	564.06	HAZELTON.....		21	7 50
		7.15			
12 40	571.21	KIOWA.....	⊙	22	7 35
		1.30			
	572.51	⊙A. T. & S. F.....	G		
		0.59			
	573.10	⊙A. T. & S. F.....	⊙		
		3.73			
12 55	578.83	STUBBS.....		18	7 15
		4.67			
1 40PM	581.50	HARDTNER.....	T⊙	27	7 00AM
		95.59			

No. 623 will secure clearance at 25th Street Yard and will not require clearance HD Jct.

When operator off duty and Train Order Signal indicates proceed, No. 622 will not require clearance Hardtner.

Yard Limits: Jet, Hutchinson Subdiv. to MP 489-15; MP 492-10 to MP 495-16; MP 511-27 to MP 513-21.

WICHITA SUBDIV.—CENTRAL DIVISION 13

TRAINS WESTWARD SECOND CLASS 613 Local Freight Daily Ex. Sun.		Miles from St. Louis	TIMETABLE No. 3 OCT. 4, 1964 Central Standard Time		Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS 612 Local Freight Daily Ex. Sun.	
111 Red Ball Freight Daily Ex. Mon.	STATIONS		110 Red Ball Freight Daily Ex. Sun.				
		326.27	FT. SCOTT.....	⊙			
			0.16				
		326.43	JD JCT.....				
			0.13				
1 00PM		326.56	FT. SCOTT YD.....	Yd.	12 25PM		
			0.62				
		327.18	⊙M.-K.-T.....	⊙			
			21.76				
1 50		348.95	BRONSON.....		11 20		
			5.33				
		354.28	⊙M.-K.-T.....	⊙			
			0.14				
		354.42	MORAN.....				
			7.20				
		361.62	LA HARPE.....				
			5.79				
		367.41	IOLA.....	⊙			
			0.42				
		367.83	⊙A. T. & S. F.....	⊙			
			6.95				
3 15		374.78	PIQUA.....	T⊙	34 10 20		
			0.01				
		374.79	⊙M.-K.-T.....	⊙			
			8.85				
3 35PM	2 00AM	383.64	DURAND.....	⊙⊙DWC	95 10 00AM	9 25PM	
			2.45				
	2 15	386.09	YATES CENTER.....	⊙T	103	7 15	
			8.36				
	2 30	394.45	BATESVILLE.....		95	7 01	
			5.13				
		399.58	TORONTO.....				
			18.30				
		417.88	⊙A. T. & S. F.....	⊙			
			2.89				
	3 25	420.77	EUREKA.....			6 12	
			17.87				
	4 00	438.64	SUMMIT.....		92	5 43	
			14.08				
	4 22	452.72	KY SIDING.....		96	5 10	
			0.85				
	4 40	453.57	East Eldorado.....	⊙⊙⊙⊙	Yd.	5 05	
			0.67				
		454.24	ELDORADO.....	⊙			
			0.13				
		454.37	⊙A. T. & S. F.....	⊙			
			0.28				
	4 43	454.65	MC JCT.....	T		5 00	
			27.41	ST			
	5 45AM	482.06	25th Street Yd.....	⊙⊙DWC	Yd.	4 15PM	
			155.79				

Regular Trains will not require Clearance Durand when operator off duty.

No. 613 will not require Clearance Ft. Scott.

Yard Limits: MP 324-10 to MP 328-20; MP 363-27 to MP 369-4; MP 382-10 to MP 387-25; MP 451-30 to MP 455-27; MP 479 to 25th Street Yard.

14 COFFEYVILLE SUBDIV.—CENTRAL DIVISION

TRAINS SOUTHWARD		Miles from St. Louis (Via Kansas City)	TIMETABLE No. 3 OCT. 4, 1964 Central Standard Time	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS					SECOND CLASS	
103 Red Ball Freight Daily	101 Red Ball Freight Daily				102 Red Ball Freight Daily	100 Red Ball Freight Daily
8 00PM	8 00AM	333.70	Osawatomie Yard...@DW\$C	Yd.	12 40PM	8 00PM
8 13	8 13	342.84	LANE...5.33	125	12 10	7 20
		348.17	GREENLEY...5.30			
8 28	8 28	353.47	HECLA...3.97	125	11 50	7 00
		357.44	⊙A. T. & S. F....ⓐ			
		357.61	GARNETT...4.20			
8 42	8 42	361.81	BIRCH...10.10	92	11 30	6 35
8 56	8 56	371.91	DIXON...1.76	125	11 15	6 20
		373.07	WESTPHALIA...3.79			
		377.46	ALICVILLE...6.94			
		384.40	LE ROY...6.55			
9 22	9 22	391.05	VERNON...7.54	125	10 40	5 55
9 35	9 31	398.59	DURAND...12.66	125	10 25	5 45
		411.25	BUFFALO...3.91			
9 57	9 57 ¹⁰²	415.16	ROPER...2.46	125	9 57 ¹⁰¹	5 22
		417.62	⊙A. T. & S. F....ⓐ			
10 18	10 18	427.24	ALTOONA...7.58		9 20	5 05
10 30	10 30	434.82	NEODESHA...0.05	120	9 05	4 55
		434.87	⊙S. L. S. F....ⓐ			
10 42	10 44	442.32	SYCAMORE...7.45	180	8 50	4 45
		448.37	⊙A. T. & S. F....ⓐ			
		448.60	⊙A. T. & S. F....ⓐ			
10 58	10 58	449.11	Independence...0.51	72	8 35	4 35
11 30	11 30	462.45	DEARING...13.34	125	8 15	4 10
12 01AM	12 01PM	467.83	Coffeyville Yard...5.38	Yd.	8 00AM	4 00PM
			134.66			

ABS — Osawatomie Yard to Coffeyville Yard.
 CTC Osawatomie Yard Signal 3350 and Lane Signal 3436, Dearing Signal 4623 and Coffeyville Yard Signal 4666.
 Yard Limits: MP 397-18 to MP 400-13; MP 448-04 to MP 450-11; MP 466-20 to Coffeyville Yard.

ROPER SUBDIV.—CENTRAL DIVISION

TRAINS WESTWARD ↓	Miles from St. Louis (Via Kansas City)	TIMETABLE No. 3 OCT. 4, 1964 Central Standard Time	Siding Capacity in Cars	TRAINS EASTWARD ↑
		STATIONS		
	415.16	ROPER...10.17		
	425.33	⊙A. T. & S. F....ⓐ		
	426.58	FREDONIA...1.25	24	
		11.42		

Yard Limits: Entire Subdiv.

Central District

PITTSBURG SUBDIV.—CENTRAL DIVISION 15

TRAINS SOUTHWARD	Miles from St. Louis (Via Present Hill)	TIMETABLE No. 3 OCT. 4, 1964 CENTRAL STANDARD TIME	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS				SECOND CLASS
629 Local Freight Daily Ex. Sun.				628 Local Freight Daily Ex. Sun.
		STATIONS		
4 10AM	319.37	NASSAU JCT...13.92		T
4 40	333.29	BRONAUGH...10.05	48	
5 05	343.34	LIBERAL, MO...0.12		
	343.46	⊙S. L. S. F....ⓐ		
	350.22	⊙S. L. S. F....ⓐ		
5 20	352.87	CORNELL JCT., KAN...4.80	53	4 50AM
	357.67	⊙A. T. & S. F....ⓐ		
	357.69	⊙K. C. S. F....0.02		
6 00	358.02	PITTSBURG...0.33	31	4 00
	358.50	⊙S. L. S. F....0.38		
	358.88	⊙S. L. S. F....3.97		
6 15	362.85	FLEMING...2.83	40	3 05
	365.68	⊙S. L. S. F....0.20		
6 25	365.88	CHEROKEE...0.93	17	2 56
	366.81	⊙S. L. S. F....4.53		
	371.34	⊙N. E. O...0.02		
7 00	371.36	CARONA...2.72	38	2 40
	374.08	COKEDALE ⊙M. K. T....5.58		
7 20	379.66	SHERWIN ⊙SLSF...6.48	22	2 23
7 40	386.14	FAULKNER...6.68	33	2 07
8 00	392.82	CHEYOPA...0.47	26	1 50
	393.29	⊙M. K. T...6.72		
8 20	400.01	BARTLETT...8.13	19	1 30
8 40	408.14	EDNA...5.12		1 10
9 00	413.26	VALEDA...9.76	19	12 55
	423.02	⊙A. T. & S. F....0.01		
	423.03	⊙M. K. T...0.30		
10 45AM	423.33	Coffeyville Yard...103.96	Yd.	12 30AM

No. 629 secure clearance Nevada and will not require clearance Nassau Jct.

Yard Limits: MP 352 to MP 360-18; MP 422 to Coffeyville Yard.

Central District

16 WAGONER SUBDIV.—CENTRAL DIVISION

TRAINS SOUTHWARD			Miles from St. Louis (Via No. Little Rock)	TIMETABLE No. 3 OCT. 4, 1964 Central Standard Time
SECOND CLASS				
615 Local Freight Daily Ex. Sun.	101 Red Ball Freight Daily	103 Red Ball Freight Daily		
	12 05PM	12 05AM	662.83	COFFEYVILLE YARD, KAN.
			2.28	
	12 30	12 30	660.56	ⓄM.-K.-T.
			9.85	
	12 44	12 45	650.70	LENAPAH, OKLA.
			10.51	
	12 52	12 55	640.16	NOWATA.
			5.76	
			634.43	WATOVA.
			6.57	
			627.86	TALALA.
			5.75	
	1 08	1 15	622.11	OOLOGAH.
			11.77	
			610.34	ⓄS.L.-S.F.
			0.58	
	1 28	1 35	609.76	CLAREMORE.
			12.85	
	1 50	1 55	596.91	INOLA.
			15.35	
			581.56	ⓄM.-K.-T.
			0.07	
	2 20	2 25	581.49	WAGONER.
			8.15	
	2 35	2 40	573.34	OKAY-ⓄK.O.&G.
			4.66	
			568.68	ⓄS.L.-S.F.
			0.70	
	2 45	2 50	567.98	FORT GIBSON.
			10.46	
	3 00	3 05	557.52	BRAGGS.
			16.65	
	3 25	3 35	540.87	UPSON.
			3.44	
			537.43	VIAN.
			10.73	
			526.70	ⓄK.C.S.
			0.89	
	3 55	4 04	525.81	SALLISAW.
			6.08	
	4 05	4 13	519.73	HANSON.
			6.62	
	4 20	4 22	513.11	MULDROW.
			9.44	
	1 15PM	4 34	503.67	GREENWOOD JCT, OKLA.
			5.26	
			498.41	ⓄS.L.-S.F.
			1.12	
	1 35PM	5 30AM	497.29	VAN BUREN, ARK.
			166.01	

WAGONER SUBDIV.—CENTRAL DIVISION 17

TRAINS NORTHWARD			Siding Capacity in Cars	TIMETABLE No. 3 OCT. 4, 1964 Central Standard Time
SECOND CLASS				
102 Red Ball Freight Daily	614 Local Freight Daily Ex. Sun.	100 Red Ball Freight Daily		
	6 15AM	2 45PM	Yd.	CoFFEYville Yd., Kan. ⓄⓄDWTⓄⓄ
	5 52	2 22	125	ⓄM.-K.-T.
	5 38	2 08	90	LENAPAH, OKLA.
	5 30	2 00	125	NOWATA.
				WATOVA.
				TALALA.
	5 15	1 44	144	OOLOGAH.
				ⓄS.L.-S.F.
	5 00	1 28	114	CLAREMORE.
	4 43	12 55	175	INOLA.
				ⓄM.K.T.
	4 25	12 35	200	WAGONER.
	4 15	12 25	80	OKAY-ⓄK.O.&G.
				ⓄS.L.-S.F.
	4 08	12 17	68	FORT GIBSON.
	3 56	12 03	125	BRAGGS.
	3 35	11 40	132	UPSON.
				VIAN.
				ⓄK.C.S.
	2 49	11 20	65	SALLISAW.
	2 41	11 11	84	HANSON.
	2 32	11 02	70	MULDROW.
	2 20	7 55AM	70	GREENWOOD JCT, OKLA.
				ⓄS.L.-S.F.
	2 00AM	7 30AM	Yd.	VAN BUREN, ARK. ⓄⓄDWTⓄⓄ
				166.01

ABS - Coffeyville Yard to Van Buren Yard.

Yard Limits: MP 495-20 to MP 499-02; MP 502-25 to MP 504-25; MP 573-04 to MP 574-17; MP 578-23 to MP 583-10; MP 661 to Coffeyville Yards.

No. 615 will not require clearance Greenwood Jct.

Greenwood Jct. is register station for northward regular trains only.

18 VAN BUREN SUBDIV.—CENTRAL DIVISION

TRAINS SOUTHWARD		Miles from St. Louis (Via No. Little Rock)	TIMETABLE No. 3 OCT. 4, 1964 Central Standard Time	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS					SECOND CLASS	
101 Red Ball Freight	103 Red Ball Freight				100 Red Ball Freight	102 Red Ball Freight
Daily	Daily		STATIONS		Daily	Daily
6 15PM	6 15AM	497.29	Van Buren ⊕ @DWT ⊕ ⊙	Yd.	10 15AM	12 25AM
6 25	6 25	489.46	ALMA 7.84	75	9 58	11 55
		479.79	MULBERRY 9.66			
6 50	6 50	470.00	POPING 9.79	131	9 25	11 27
6 58	6 58	464.81	OZARK 5.19	78	9 15	11 20
7 09	7 09	456.59	ALIX 8.22	125	9 05	11 10
7 26	7 26	443.02	SPADRA 13.10	140	8 49	10 54
			7.17			
7 38	7 38	435.85	BB JCT. 8.31		8 39	10 44
7 50	7 50	427.54	SCOTIA 9.77	184	8 25	10 30
8 10	8 10 ¹⁰⁰	417.77	RUSSELLVILLE ⊕ T ⊕ ⊙	118	8 10 ¹⁰³	10 15
		417.60	D. & R. CONNECTION 0.17			
8 25	8 25	410.70	WORTHEN 6.90	141	7 43	9 58
8 35	8 35	405.85	ATEKINS 4.85	⊙	7 35	9 50
8 45	8 45	400.09	BLACKVILLE 5.76	90	7 27	9 40
8 58	8 55	392.53	MORRILTON 7.56	⊙ ⊙	7 15	9 30
9 15 ¹⁰²	9 10	381.39	MENIFEE 11.14	91	6 59	9 15 ¹⁰¹
9 30	9 25	373.14	CONWAY 8.25	144	6 45	8 45
9 45	9 40	363.65	MAYFLOWER 9.49	90	6 30	8 30
		356.29	WEST MARCHE 7.36	T		
10 00	9 55	353.30	MARCHE 2.99	92	6 15	8 15
		349.54	JEFFERY 3.76			
		345.73	LEVY 3.81			
10 15	10 10	344.26	XO JCT. 1.47		6 01	8 01
11 00PM	11 00AM	343.67	North Little Rock 0.59	Yd.	6 00AM	8 00PM
			153.60			

ABS - Van Buren Yard-No. Little Rock.
Yard Limits: MP 495-20 to MP 499-02; MP 416-12 to 419-30;
MP 391-10 to MP 394; MP 371 to MP 374-02; MP 343 to MP 346-20.

McPHERSON SUBDIV.—CENTRAL DIVISION 19

TRAINS WESTWARD		Miles from St. Louis	TIMETABLE No. 3 OCT. 4, 1964 Central Standard Time	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS					SECOND CLASS	
627 Local Freight	Daily Ex. Sun.				626 Local Freight	Daily Ex. Sun.
			STATIONS			
6 05AM		454.65	MC JCT. 7.05	⊕ T		4 01PM
6 21		461.70	HOPKINS 5.45		19	3 45
6 33		467.15	POTWIN 4.45	⊕ ⊙	23	3 30
6 50		471.60	BRAINERD 2.96		15	2 47
7 30		474.56	WHITEWATER 0.19	⊙	20	2 40
		474.78	⊙ C. R. I. & P. 6.69	⊕		
7 46		481.44	McLAINS 1.66		10	1 52
7 50		483.10	NN SIDING 3.78		38	1 48
8 45		486.88	NEWTON 0.16	⊙	15	1 40
		487.04	⊕ A. T. & S. F. 8.06	⊕		
9 10		495.10	HESSTON 6.57		22	12 50
9 50		501.67	MOUNDRIDGE 8.32	⊙	27	12 35
10 10		509.99	ELYRIA 4.90		26	11 50
		514.98	⊙ C. R. I. & P. 1.29	⊕		
10 30AM		518.27	McPHERSON 61.62	⊕ ⊙	32	11 30AM

No. 627 is superior to No. 626.
No. 627 secure clearance East Eldorado and will not require clearance MC Jct.
No. 626 will not require clearance McPherson when operator off duty.
Yard Limits: Jet. Wichita Subdiv. to MP 457-13; MP 466-13 to MP 468; MP 513-11 to End of Track.

RICH HILL SUBDIV.—CENTRAL DIVISION

TRAINS SOUTHWARD		Miles from St. Louis (Via Pleasant Hill)	TIMETABLE No. 3 OCT. 4, 1964 Central Standard Time	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS					SECOND CLASS	
↓					628 Local Freight	Daily Ex. Sun.
			STATIONS			
	300.97	RICH HILL JCT. 6.94			7 15AM	
	307.91	METZ, MO. 8.83	31		7 03	
	316.74	⊙ K. C. S. 8.22	⊕			
	324.96	⊙ S. L. S. F. 0.62	⊕			
	325.58	⊙ M.K.T. 0.69	⊕			
	326.27	FT. SCOTT, KAN. 0.16	Yd.		6 35	
	326.43	JD JCT. 4.97			6 10	
	331.40	⊙ S. L. S. F. 22.30	G			
	353.70	⊙ K. C. S. 2.27	⊕			
	355.97	CORNELL JCT. 55.00	53		4 50AM	

No. 628 will not require clearance Cornell Jct.
Yard Limits: MP 324-10 to MP 327-15.

20 CONWAY SPRINGS SUBDIV.—CENTRAL DIVISION

TRAINS WESTWARD	Miles from St. Louis (Via Nevada)	TIMETABLE No. 3 OCT. 4, 1964 Central Standard Time	Siding Capacity in Cars	TRAINS EASTWARD
↓		STATIONS		↑
428.71		DEARING 6.44		
435.15		TYRO 6.98	21	
442.13		CANEY 0.14	T 24	
442.27		ⓐ A. T. & S. F. 10.98	ⓐ	
453.25		PERU 5.87	30	
458.92		SEDAN 15.81		
474.73		LAYTON 6.26	11	
480.99		CEDARVALE 9.84	46	
490.83		HOOPER 6.88	28	
407.71		DEXTER 0.41	ⓐⓑ 41	
498.12		DEXTER JCT. 19.13	T	
517.25		WINFIELD 130.02	ⓐ	
		Via A. T. & S. F.		
537.94		BELLE PLAINE 0.74	ⓐ 24	
538.68		ⓐ A. T. & S. F. 5.72	G	
544.40		RIVERDALE 0.13		
544.53		ⓐ C. R. I. & P. 7.71	ⓐ	
552.24		ANSON 6.49	20	
558.73		CONWAY SPRINGS 130.02	ⓐⓑ 28	

Yard Limits: MP 497-03 to MP 499-05; MP 558 to Jet. Hardtner Subdiv.

Trains operate via AT&SF Ry. between Winfield and Belle Plaine. See Special Instructions.

ARKANSAS CITY SUBDIV.—CENTRAL DIVISION

TRAINS WESTWARD	Miles from St. Louis (Via Nevada)	TIMETABLE No. 3 OCT. 4, 1964 Central Standard Time	Siding Capacity in Cars	TRAINS EASTWARD
SECOND CLASS		STATIONS		SECOND CLASS
631 Local Freight				48 Local Freight
47 M. V. Frt.				630 Daily Ex. Sun.
Daily Ex. Sun.				Tue., Thur., Sat.
Mon., Wed. Fri.				
5 00PM	498.12	DEXTER JCT. ⓐT		10 15PM
5 35	12 30PM 513.50	SILVERDALE. ⓐT	37	4 30PM 9 30
	522.58	ⓐ A. T. & S. F. ⓐ		
	1 00PM 522.59	Midland Valley Jct.		4 00PM
6 00PM	522.90	Arkansas City. ⓐⓑ	Yd.	9 00PM
		24.78		

No. 631 is superior to No. 48.
Yard Limits: Jet. Conway Springs Subdiv. to MP 498-33; MP 512-23 to 513-30; MP 521-0 to End of Track.

Trains will not require clearance, Arkansas City, Midland Valley Jct., Silverdale or Dexter Jct.

Extra trains will not register at Silverdale, Midland Valley Jct., and Arkansas City unless instructed to do so.

PARIS SUBDIV.—CENTRAL DIVISION 21

TRAINS SOUTHWARD	Miles from St. Louis (Via North Little Rock)	TIMETABLE No. 3 OCT. 4, 1964 Central Standard Time	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS		STATIONS		SECOND CLASS
633 Local Freight				632 Local Freight
Daily Ex. Sun.				Daily Ex. Sun.
7 55AM	503.50	GREENWOOD JCT. ⓐT	70	1 15PM
	507.29	WEST FT. SMITH, OKLA.		
8 15	508.02	FORT SMITH, ARK. ⓐT	Yd.	1 00
	509.36	ⓐ S. L.-S. F. G		
	509.37	ⓐ K. C. S. ⓐ		
8 40	512.82	SOUTH FORT SMITH. ⓐ	15	12 45
	519.42	FORT CHAFFEE. T		
	535.30	CHARLESTON. ⓐ		
9 55	536.06	THESSING.	37	11 42
10 40AM	553.11	PARIS. T	Yd.	11 00AM
		49.61		

No. 633 is superior to No. 632.

No. 633 will not require clearance Greenwood Jct.

No. 632 will not require clearance Paris.

Yard Limits: Jet. Wagoner Subdiv. to MP 505-08; MP 506-16 to MP 512-10.

CLARKSVILLE SUBDIV.—CENTRAL DIVISION

TRAINS SOUTHWARD	Miles from St. Louis (Via North Little Rock)	TIMETABLE No. 2 AUG. 4, 1963 Central Standard Time	Siding Capacity in Cars	TRAINS NORTHWARD
↓		STATIONS		↑
447.25		SPADRA 3.51		
443.74		CLARKSVILLE 5.26	38	
428.48		LAMAR 2.63		
435.85		BB JCT. 11.40		

1. Eastward and Northward regular trains are superior to trains of the same class in the opposite direction, except as shown on schedule pages.

2. MAXIMUM SPEED:

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3 and lower speeds prescribed by train orders, restrictive signals and operating rules.

2-A. MAXIMUM ENGINE SPEED (where Maximum Train speed is LOWER, it will govern.) Mo.Pac., T&P, TP-MP, Ft.W. Belt, NOLC, M-I, Un.Ry. and St. Joe Belt Engines:

Engine	MPH	Engine	MPH
1— 79.....	79	3500—3505.....	30
110— 999*.....	65	6005—6018.....	55
1000—1199.....	55	6600—6613.....	55
1210—1299.....	55	8000—8007.....	55
1374—1392.....	65	KO&G Engines.....	65

*Except Engines 295-336, with Code 94 marked on dash, 79 mph; and Engines 850-A, 851-A, 931-A, 932-A, 881-B, 882-B, 883-B, 884B, 77 mph.

2-B. Engines running light moving forward will be restricted to freight train speed restrictions, but must not exceed 45 MPH where freight train speeds are higher.

2-C. Engines moving backwards without a pilot on end facing direction of movement or when shoving cars must not exceed 25 MPH except where lower maximum train speeds are in effect.

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

3-A. SPEED RESTRICTIONS THRU CROSSOVERS, TURNOUTS AND SPRING SWITCHES:

	MPH
Thru No. 10 turnouts and crossovers, entire train.....	15
Thru No. 15, 16 and 20 turnouts and crossovers, entire train.....	35
Thru No. 20 equilateral turnouts, entire train.....	50
In straightaway movement when moving points of No. 10 spring switch.....	15
In straightaway movement when moving points of No. 15, 16 and 20 spring switches.....	35

*In straightaway movement, when lead wheels have passed over points of spring switches, maximum speed may be resumed.

3-B. No speed limitations are necessary for the safe operation of slid flat wheels under passenger train cars if the length of the flat spot does not exceed the maximum length stated below:

Four wheel truck cars:	
All types.....	3.25 inches
Six wheel truck cars:	
Coaches.....	3.50 inches
All other.....	3.25 inches

If the length of the flat spot is greater than the stated figure, the operating speed must not exceed 10 miles per hour to prevent serious rail and wheel damage.

3-C. Disabled engines moving dead in train will not exceed speed listed in Item 2-A except when specified by a Company Officer. A train order will be issued to train handling such disabled engine that can not operate at the speed shown in Item 2-A.

Flat spots measuring $2\frac{3}{4}$ " on a 36" diameter wheel or measuring 3" on a 40" or 42" diameter wheel will not be moved at a speed above 10 MPH or such speed as authorized by the Superintendent.

3-D. TRAINS HANDLING COMPANY WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

	MPH
Locomotive Cranes (boom must be disconnected).....	30
Bridge Derrick Cars (non-revolving).....	30

Bridge derrick cars (non-revolving) must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; and uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

Ditchers and Burro Cranes, loaded on flat cars..... 30

Note—Where maximum train speed is 30 MPH or less, speed of trains handling work equipment shown in Item 3-D above, must be restricted to five miles per hour less than such maximum freight train speed.

Wrecking Cranes, Ditchers and Jordan Spreaders (self and non-self-propelling):

Boom of wrecking cranes must be in trailing position. Speed of trains handling must be restricted according to maximum permissible speed of freight trains, as shown in following table. Except ditchers and Jordan Spreaders will be restricted to 15 MPH if not headed in working direction and must be headed in working direction at first opportunity:

Maximum Freight Train Speed	Permissible Speed When Handling Self- and Non-Self-propelled Wrecking Cranes-Ditchers and Spreaders
15	10
20	15
25	15
30	20
35	25
40	35
45	35
49	40
50	40
55	40
60	40

Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position.. { Maximum Freight Train Speed 30 MPH

Scale Test Cars Except MPX 5121..... { Maximum Freight Train Speed

Scale Test Car MPX 5121..... { Maximum Freight Train Speed

Scale Test Cars must be handled next to caboose.

When two or more scale test cars are handled in the same train, such cars must be spaced three cars apart and handled in rear of train. Welded rail trains and snow plows..... 40 MPH

Unless otherwise instructed by Superintendent, Trains handling welded rail will be restricted to 70 cars. Welded rail cars will be handled on head end next behind buffer cars. No train moves are to be made while men are in the process of coupling rails or while men are standing on transition car. In no case will Engineer take slack or move train until authorized to do so by Roadmaster or Assistant Roadmaster.

The movement of Derricks, Cranes and other work equipment on its own wheels, on Revenue Billing will be handled only on authority of Superintendent and at a speed not to exceed 30 MPH.

3-E. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in items 2 or 3 above, or equipment or shipments of excessive width or height causing the speed of the train handling to be restricted below the maximum train speed, or where clearance of structures, or equipment on adjacent tracks may be close, a Train Order, Form X, must be issued, specifying the restriction. Conductors must require such an order before departing the station from which such restricted equipment is handled.

4. MAXIMUM TRAIN SPEED:

Passenger trains handling freight equipment will not exceed freight train speed except on Authority of the Superintendent.

The speeds shown below are the maximum train speeds for passenger and freight trains.

SUBDIVISION	Miles Per Hour	
	Psgr. Trains	Freight Trains
Kansas City Terminal Railway		
Signal Bridge 19, Belmont Ave. West End Sheffield Tower 8 Limits to KCT Crossing.....	35	25
Signal Bridge 19 to East End/Tangent.....	50	25
Grand Ave. Tower 6 Limits } Curve	40	20
Under Train Sheds.....	8	8
Road Engines Running Backward With or Without Cars.....	Low Speed	
Between KC and Leeds Jct., MP 283-17, (Except as shown below).....	55	35
Neff Yard — MP 280-21 (17th. Street).....	25	25
Kansas City		
Between Leeds Jct., MP 283-17 and West Switch WESTWARD Siding. Dodson — MP 291-04 (Except as shown below).....	60	50
MP 285-25 — MP 288-32.....	50	..
Between West Switch Westward Siding. Dodson — MP 291-04 and Osawatomi MP 335-00 (Except as shown below).....	79	60
MP 297-32 — MP 303-00.....	70	..
MP 313-08 — MP 313-36.....	70	..
MP 323-35 — MP 324-14.....	70	..
MP 325-07 — MP 326-37.....	45	45
MP 327-23 — MP 327-33.....	70	..
MP 329-28 — MP 330-26.....	70	..
MP 331-13 — MP 331-35.....	60	..
MP 332-35 — MP 335-00.....	40	40
Osawatomi (Except as Shown Below)		
MP 335-09 — MP 336-22.....	70	..
MP 338-00 — MP 338-24.....	70	..
MP 338-34 — MP 339-29.....	50	50
MP 339-35 — MP 340-08.....	70	..
MP 344-17 — MP 344-33.....	60	..
MP 349-09 — MP 349-16.....	70	..
MP 350-17 — MP 351-11.....	70	..
MP 351-25 — MP 352-24.....	60	..
MP 353-37 — MP 354-32 City Limits Ottawa.....	20	20
MP 355-06 — MP 355-22.....	70	..
MP 357-06 — MP 357-14.....	55	..
MP 367-30 — MP 368-04.....	65	..
MP 369-12 — MP 370-11.....	70	..

Central District

4.—Continued

SUBDIVISION	Miles Per Hour	
	Psgr. Trains	Freight Trains
Osawatomi—Cont'd.		
MP 373-00 — MP 374-25.....	60	..
MP 375-18 — MP 376-17.....	70	..
MP 384-19 — MP 385-03.....	70	..
MP 388-24 — MP 388-35.....	70	..
MP 393-38 — MP 394-13.....	65	..
MP 400-16 — MP 400-27.....	70	..
MP 401-29 — MP 402-03.....	60	..
MP 405-36 — MP 406-12.....	60	..
MP 407-03 — MP 407-22.....	70	..
MP 408-19 — MP 408-33.....	70	..
MP 410-34 — MP 418-32.....	65	..
MP 423-35 — MP 424-09.....	70	..
MP 425-26 — MP 425-26 Highway Crossings City Limits. Council Grove until Crossings Occupied..	25	25
Council Grove (Except as Shown Below)		
MP 426-26 — MP 426-41.....	70	..
MP 428-03 — MP 428-17.....	70	..
MP 430-22 — MP 430-35.....	60	..
MP 431-32 — MP 432-07.....	70	..
MP 432-18 — MP 434-42.....	50	50
MP 450-25 — MP 450-36.....	70	..
Over CRI&P Crossings Herington.....	25	25
MP 452-14 — MP 453-39.....	70	..
MP 459-00 — MP 459-12.....	65	..
MP 459-37 — MP 463-28.....	70	..
MP 467-23 — MP 469-18.....	70	..
MP 470-21 — MP 470-31.....	70	..
MP 478-3 — MP 478-20 Highway Crossings City Limits. Gypsum Until Crossings Occupied.....	60	4:01 AM to 11:59 PM
MP 479-04 — MP 479-33.....	60	40
MP 483-16 — MP 484-10.....	70	..
MP 485-10 — MP 485-21.....	70	..
MP 486-39 — MP 487-20.....	70	..
MP 487-32 — MP 488-11.....	60	..
MP 490-30 — MP 491-12.....	70	..
MP 492-17 — MP 492-27.....	70	..
MP 495-32 — MP 496-37 Highway Crossings City Limits. Lindsborg Until Crossings Occupied.....	40	40
MP 498-24 — MP 498-38.....	70	..
MP 502-21 — MP 502-34.....	70	..
MP 505-15 — MP 505-21.....	55	..
MP 509-01 — MP 509-16.....	70	..
MP 511-02 — MP 517-24.....	65	..
MP 541-13 — MP 542-24.....	70	..
MP 546-05 — MP 546-14.....	70	..
MP 549-00 — MP 549-29.....	70	..
Hoisington (Except as Shown Below)		
MP 563-08 — MP 565-37.....	60	..

Central District

4.—Continued

SUBDIVISION	Miles Per Hour	
	Psg. Trains	Freight Trains
Hoisington—Cont'd.		
MP 566-27 — MP 566-37.....	70	..
MP 575-32 — MP 576-08.....	70	..
MP 581-16 — MP 581-27.....	70	..
MP 588-34 — MP 589-20.....	60	..
MP 589-38 — MP 590-21 Highway Crossings City Limits. LaCrosse Until Crossings Occupied.....	45	45
MP 599-35 — MP 600-03.....	70	..
MP 603-07 — MP 603-20.....	70	..
MP 681-29 — MP 682-34 City Limits Scott City...	40	40
Horace (Except as Shown Below).....		
MP 772-32 — MP 775-30.....	60	..
MP 785-22 — MP 785-36 Highway Crossings City Limits Eads Until Crossings Occupied.....	40	40
MP 809-39 — MP 810-21.....	60	..
MP 846-10 — MP 847-3 Highway Crossings City Limits Ordway Until Crossings Occupied:.....	40	40
MP 869-10 — MP 869-25.....	60	..
MP 874-38 — MP 875-17.....	60	..
MP 876-11 — MP 876-12 Highway Crossings City Limits Boone Until Crossings Occupied.....	40	40
MP 894-00 — MP 894-32 City Limits Pueblo.....	30	30
MP 894-32 — MP 895-34 City Limits Pueblo.....	20	20
Salina (Except as Shown Below).....		
MP 492-18 — MP 492-27.....	30	30
MP 494-4 — MP 496-10 Highway Crossings City Limits Salina Until Crossings Occupied.....	25	25
Topeka (Except as Shown Below).....		
MP 371-12 — MP 371-22.....	30	30
MP 381-10 — MP 382-21.....	30	30
MP 385-11 — MP 385-23.....	30	30
MP 388-14 — MP 391-26.....	30	30
MP 397-18 — MP 398-12.....	30	30
Great Bend.....		
40	40	
Hardtner		
Between HD Jct. and Conway Springs.....	35	35
Between Conway Springs and Kiowa.....	30	30
Between Kiowa and Hardtner.....	20	20
Larned		
Between Conway Springs and Olcott.....	40	40
Between Olcott and Larned.....	25	25
Iuka (Except as Shown Below).....		
Preston, Through Turnout at Each End of Siding...	15	15
Hutchinson		
Between 25th Street Yard and Geneseo (Except as Shown Below).....	59	49
Wichita, Over Street Crossings.....	30	30
Wichita, Between Waco Ave. and Second St.....	20	20

Central District

4.—Continued

SUBDIVISION	Miles Per Hour	
	Psg. Trains	Freight Trains
Hutchinson—Cont'd.		
MP 485-2 — MP 485-7.....	20	20
MP 485-37 — MP 489-10.....	30	30
MP 503-23 — MP 504-0.....	50	..
MP 516-25 — MP 517-3 City Limits Haven.....	30	30
MP 530-19 — MP 533-25 Over AT&SF and CRI&P Crossings.....	20	20
MP 550-11 — MP 550-25.....	30	30
MP 559-6 — MP 559-7.....	20	20
MP 561-0 — MP 561-1.....	20	20
Between Geneseo and Kanopolis.....	35	35
Rich Hill		
Between Rich Hill Jct. and Ft. Scott.....	40	40
Between Ft. Scott and Cornell Jct.....	25	25
Pittsburg		
Between Nassau Jct. and Cornell Jct.....	35	35
Between Cornell Jct. and Coffeyville (Except as Shown Below).....	30	30
MP 392-9 — MP 392-30 City Limits Chetopa.....	15	15
Arkansas City (Except as Shown Below).....		
MP 498-6 — MP 498-18.....	20	20
Roper.....		
20	20	
Conway Springs		
Between Dearing and Winfield.....	30	30
Between Belle Plaine and Conway Springs.....	40	40
McPherson (Except as Shown Below).....		
MP 486-25 — MP 487-2 City Limits Newton.....	10	10
MP 501-12 — MP 501-18 City Limits Mound Ridge	10	10
Wichita		
Between 25th Street Yard and Summit.....	49	49
Between Summit and Reece.....	40	40
Between Reece and Fort Scott (Except as Shown Below).....	49	49
MP 325-23 — MP 327-16 City Limits Ft. Scott....	20	20
MP 339-15 — MP 339-29.....	35	35
MP 345-0 — MP 345-17.....	35	35
MP 366-19 — MP 367-37 City Limits Iola.....	25	25
MP 374-27 — MP 374-28.....	20	20
MP 385-2 — MP 386-15 City Limits Yates Center.	25	25
MP 417-37 — MP 417-39.....	20	20
MP 420-17 — MP 421-28 City Limits Eureka.....	20	20
Coffeyville (Except as Shown Below).....		
MP 334-31 — MP 334-41.....	30	30
MP 340-39 — MP 341-34.....	40	40
MP 348-20 — MP 348-26.....	45	45
MP 356-40 — MP 357-37 City Limits Garnett.....	30	30
MP 371-27 — MP 372-26.....	45	45
MP 383-34 — MP 385-0.....	40	40
MP 426-10 — MP 427-18 City Limits Altoona.....	40	40

Central District

4.—Continued.

SUBDIVISION	Miles Per Hour	
	Psg. Trains	Freight Trains
Coffeyville—Cont'd.		
MP 433-27 — MP 435-9.....	30	30
MP 448-6 — MP 450-10.....	40	40
Wagoner (Except as Shown Below).....		
MP 497-22 — MP 499-8.....	20	20
MP 525-17 — MP 526-10 City Limits Sallisaw.....	40	40
MP 534-22 — MP 535-4.....	45	45
MP 536-1 — MP 536-7.....	45	45
MP 553-23 — MP 554-9.....	45	45
MP 560-23 — MP 560-27.....	40	40
MP 564-1 — MP 564-13.....	45	45
MP 580-17 — MP 582-29 City Limits Wagoner.....	40	40
MP 609-10 — MP 610-10 City Limits Claremore.....	30	30
MP 618-2 — MP 618-29.....	45	45
MP 639-24 — MP 640-24 City Limits Nowata.....	30	30
Van Buren (Except as Shown Below).....		
MP 359-10 — MP 359-29.....	35	35
MP 372-20 — MP 374-0 City Limits Conway.....	30	30
MP 392-0 — MP 392-30 City Limits Morrilton.....	30	30
MP 417-0 — MP 418-5 City Limits Russellville.....	30	30
MP 471-20 — MP 472-15.....	45	45
Clarksville (Except as Shown Below).....		
MP 443-15 — MP 443-33 City Limits Clarksville.....	30	30
MP 445-20 — MP 447-0.....	25	25
MP 447-0 — MP 447-7.....	15	15
Paris		
Between Greenwood Jct. and Ft. Smith (Except as Shown Below).....	49	49
MP 507-10 — MP 507-18.....	30	30
MP 507-18 — MP 507-30.....	10	10
Between Ft. Smith and Ft. Chaffee (Except as Shown Below).....	40	40
MP 512-5 — MP 512-11.....	10	10
Between Ft. Chaffee and Paris.....	35	35

5. STANDARD CLOCKS:

Kansas City:	Salina:
Union Station	Union Depot
Engine Dispatchers Office	Freight Station
CY Telegraph Office	Hoisington Tel. Office
Osawatomic:	Horace
Yard Office	Pueblo:
Dispatchers Office	Union Station
Durand	Yard Office
Coffeyville Tel. Office	Little Rock:
Conway Springs	Passenger Station
Van Buren Yard Office	Relay Telegraph Office
North Little Rock Locust St.	Wichita 25th St. Yard Office
Yard Office	East El Dorado
Geneseo	Dexter
Council Grove	Hutchinson

6. GENERAL ORDER BOOKS:

Kansas City:	Pueblo:
Union Station	Union Station
Engine Dispatchers Office	Roundhouse
CY Telegraph Office	Salina:
Osawatomic:	Union Depot
Yard Office	Freight Station
Dispatchers Office	North Little Rock: Hump Crest
Council Grove	Yard Office Locust St.
Coffeyville:	Little Rock:
Yard Office	Passenger Station
Telegraph Office	Relay Telegraph Office
Conway Springs	Ft. Smith—Employes Locker Room
Dexter	Durand
Fredonia	East El Dorado
Van Buren Yard Office	Larned
Russellville	Wichita:
Geneseo	25th Street Yard Office
Hoisington	Hardtner
Horace	Hutchinson

7. MAXIMUM GROSS WEIGHT LIMITATIONS:

All subdivisions may handle work equipment or cars where the gross weight of the car and lading do not exceed 263,000 lbs. except on following subdivisions or Spur tracks: (Cars with gross weight of car and lading exceeding the limits of this Item may be handled on the authority of the Superintendent. These instructions, together with any restrictions, must be attached to the waybill. If speed restrictions are required, Train Order, Form X, will be issued.)

Between	Gross Weight of Car and Lading
Lomax and Topeka.....	220,000 lbs.
MP 560 and Great Bend.....	220,000 lbs.
Dearing and Conway Springs.....	220,000 lbs.
Dexter Jct. and Silverdale.....	220,000 lbs.
Silverdale and Arkansas City.....	240,000 lbs.
Ft. Smith Suburban Railway.....	220,000 lbs.
Wich. Term. Assn. Conn., Wichita.....	220,000 lbs.
K. T. Oil Co. Spur, Wichita.....	240,000 lbs.
El Dorado and MP 462-0.....	220,000 lbs.
MP 462-0 and McPherson.....	220,000 lbs.
Frontier and Hardtner.....	220,000 lbs.
Conway Springs and Larned.....	220,000 lbs.
Olcott and Iuka.....	220,000 lbs.

7-A. Engine Restrictions:

Name of track or location	MP	Pole	Restrictions
Horace Subdiv.: Sugar City.....	841	11	Engines must not be operated on beet tipples.
Van Buren Subdiv.: Spadra.....	447	2	Engines must not be operated under coal tipples.
Spadra.....	446	28	

7-A.—Continued

Name of track or location	MP	Pole	Restrictions
Wichita Subdiv.: 25th Street Yard.....	481	40	Engines must not be moved onto or over car unloader at FARMER'S ELEVATOR.
Hardtner Subdiv.: CG Elevator..	493	26	Engines must not be moved onto or over car unloader at CG Elevator.
Salina Subdiv.: Morrison Elevator.....	491	13	Engines must not be moved onto or over unloading device Morrison Elevator and men must not ride side of cars under shed at this point.

Kansas City Subdivision:

Inside tracks at Kansas City Public Service Interchange at Dodson cannot be used. Do not put Missouri Pacific Engines over two hundred feet beyond clearance point of frog on backtrack and team track.

Salina Subdivision, Salina:

Engines must not be operated on track scales located in Brown and Brown Construction Company spur.

8. SPECIAL INSTRUCTIONS COVERING OPERATION RAILROAD CROSSING AT GRADE:

See Schedule pages for all except: North R Street Ft. Smith — ⊗SLSF — G.

North L Street Ft. Smith ⊗ KCS ⊗ and "Old Main" Hutchinson Yard ⊗ CRI & P-G.

Cars or engines must not be cut off and left between absolute signals of an interlocking except in an emergency and then conflicting routes must be protected.

Within 4000 ft. and not less than 2500 ft. of each side of crossings equipped with standard gates there is a restricted speed sign. Restricted speed at these locations shall not exceed twenty miles per hour, to apply from this sign until crossing is occupied.

9. SWITCHES.

Remote Control Switches are identified by power machine adjacent and connected to switch.

Spring Switches are identified by "SS" sign on or near switch.

All switches and turnouts are No. 10 except as shown in 9-A.

9-A. Location of No. 15, 16 or 20 Switches and Turnouts:

Location	Type of Switch
Kansas City Subdiv.:	
Dodson, both ends eastward siding and east end westward siding.....	No. 20
Dodson, West end westward siding.....	No. 16
Kenneth, both ends of siding.....	No. 20
Bucyrus, both ends of siding.....	No. 20
Wagstaff, both ends of siding.....	No. 20

Central District

9-A.—Continued

Location	Type of Switch
Kansas City Subdiv.—Continued:	
JB Siding, both ends siding.....	No. 20
Osawatomie, East End of Running Track.....	No. 20 (Equilateral)
Osawatomie:	
Running Track to Yard Lead.....	No. 16
Main Track to Yard Lead.....	No. 20
Central Div.	
Kansas Div. Main Track to Central Div. Main Track..	No. 20
Osawatomie Subdiv.:	
BW Siding, both ends.....	No. 20
Council Grove, east end of siding.....	No. 20
Council Grove Subdiv.:	
JJ Siding, both ends.....	No. 20
Hope, east end siding.....	No. 20
Elmo both ends siding.....	No. 20
MM Siding, both ends.....	No. 20
SA Jet., Council Grove and Salina Subdivs.....	No. 20
Hoisington, east yard switch.....	No. 20
Horace Subdiv.:	
Combs Jet.....	No. 20
FE Jet.....	No. 20
Hoisington Subdiv.:	
Hoisington, West Yard Switch.....	No. 20
Scott City, east end siding.....	No. 20
Coffeyville Subdiv.:	
Dixon, south end siding.....	No. 16
Wagoner Subdiv.:	
South Coffeyville.....	No. 20
Okay, North Switch of Siding.....	No. 16
Hutchinson Subdiv.:	
Wichita-3rd Street.....	No. 20
VanBuren Subdiv.:	
Scotia, south end siding.....	No. 20

11. OPERATING OVER FOREIGN LINES:**(a) Operation in Pueblo Joint Terminal:**

Pueblo Joint Terminal extends from Pueblo Yard to a point 485 feet west of switch, at end of Two Main Tracks at Coombs Jct.

Instructions of D&RGWRy, reading as follows, will govern:

"First-class trains arriving and departing Pueblo Union Depot will be registered at Pueblo Yard Office by the train dispatcher through the operator."

At Pueblo, trains and engines moving between D. & R. G. W.-M. P. crossing (near Santa Fe Ave.) and Union Ave. Viaduct, move at low speed, expecting to find tracks in use by other trains. This applies to movement over the Pueblo Union Depot and Railroad Co's. tracks and D. & R. G. W. tracks.'

Central District

11.—Continued

"Before entering upon D. & R. G. W. tracks, Missouri Pacific trains or engines will be governed by indication of two-color light dwarf signal No. A-8959 located on Missouri Pacific westward main track at "D" Street, just east of Walker Yard Lead.

Normal indication of this dwarf signal is "Stop."

Yellow indication of this signal is authority for trains and engines to enter D. & R. G. W. Ry. tracks at low speed.

In the absence of light in dwarf signal, trains and engines will communicate with switch tender located at Main Street by telephone located at cabin at "D" Street, to obtain authority to enter D. & R. G. W. Ry. tracks."

"Second and inferior class trains moving between Main Street switch shanty and East Roger switch shanty over D&RGW tracks, will be governed by signals from switchtenders."

At Pueblo, freight trains will move at restricted speed not exceeding 10 MPH between "D" Street and Dry Creek, and trains will not exceed 10 MPH over Victoria St., Union St. and Main St. crossings on Loop Track.

(b) D. & R. G. W. Special Instructions governing Operation over C. & S. Crossing, Pueblo:

Westward Home Signal 8951 and Eastward Home Signal 8952-R at C. & S. crossing are cleared by approaching engines or trains when opposing routes are not occupied. On westward movements, if conflicting routes are not occupied, signal 8951 will clear in 60 seconds after engine passes signal 8949 east of FE Jct. On eastward movements, if conflicting routes are not occupied, Signal 8952-R will clear in 60 seconds after engine passes signal case 325 feet west of signal 8952-R.

When a train or engine is stopped by a stop indication of a plant signal and no immediate conflicting movement is evident, a member of crew must operate push button in release box marked "MP" at crossing. If signal does not change its indication at expiration of three minute time interval after push button has been operated, and there is no train or engine on conflicting route and signals on conflicting routes indicate stop, train or engine may then proceed on hand signal from member of crew located at crossing.

When indicator lamp marked "C&S" is illuminated it denotes that signals on the C&S, the conflicting routes, display the stop indications.

If a train or engine is on conflicting routes, hand proceed signal must not be given until such movement is stopped. If signals on conflicting routes do not indicate stop, flag protection must be provided on conflicting routes.

(c) D. & R. G. W. Special Instructions governing Operation over D. & R. G. W. and A. T. & S. F. Crossing MP 895-37 and 895-38:

At MoPac crossing, normal indication of interlocking home signals on MoPac tracks will be "Stop."

To receive "proceed" indication on signals on MoPac tracks, switch to "Loop Line" must be reversed and after a three (3) minute interval signals will indicate "Proceed" if no conflicting movement.

D&RGW Operating Rule 667 applies at this crossing, except release is not provided.

(d) Operation over tracks of Pueblo Union Depot and Railroad Co.:

"1. No train or engine will enter or leave Depot Company tracks at east end of depot until proper signal is received from switch tender.

All trains and engines using Depot Company tracks will proceed prepared to stop unless the track is seen or known to be clear, not exceeding a speed of 10 miles per hour.

Trains and engines must enter Depot Company tracks expecting to find track occupied or switches lined for use of other trains.

2. Employes of tenant lines trains and engines will be held responsible for knowing that switches are properly lined and route is clear for the movement of their trains or engines on Depot Company tracks.

Employes on yard or other engines, except trains, must when using switches on Depot Company tracks, leave them lined as they were before using."

Central District

11.—Continued

MoPac trains entering PUD tracks at West end will be governed by track indicator just south of D&RGW Freight House crossing. Indicator normally indicates track No. 2 and switch is normally lined for track No. 2.

When indicator shows "X" instead of 2 MoPac westward trains will move thru crossover and will be governed by track indicator at track No. 5.

Switches at west end of tracks 5 and 7 are spring switches. Missouri Pacific rules governing Spring Switches apply.

(e) **At Caney, Kansas, AT&SF main track between MoPac crossing (AT&SF Mile Post 21.5) and Oklahoma-Kansas State Line (AT&SF Mile Post 22.9) will be used jointly by Mo. Pac. and AT&SF trains. AT&SF main track between points designated is automatic block territory. Switch indicators installed near all switches leading into main track. All trains run at restricted speed expecting to find main track occupied by other trains.**

(f) **Between Winfield and Belle Plaine via Mulvane, Missouri Pacific rules will be governed by Rules Operating Department, Timetables, and Special Instructions, AT&SF Railway.**

(g) **Use of KCS tracks at Pittsburg:** Use of KCS tracks in making interchange, Pittsburg, be governed by Special Instructions in KCS Time Table reading:

"Pittsburg — All trains approach and pass through this point under control expecting to find foreign line trains entering or leaving main track."

"Pittsburg — Connection leading to Missouri Pacific Yard — All trains and engines keep sharp lookout for Missouri Pacific trains using this connection."

(h) **Operation on KO&G RR at Wagoner.** Missouri Pacific trains and engines may use KO&G main track within KO&G yard limits at Wagoner, authority of Uniform Code of Operating Rule 93.

11-A. Operation in Terminals on Connecting Divisions:

Kansas City Terminal:

Use of tracks on Kansas City Terminal Division will be governed by Northern District timetable.

Little Rock Terminal:

Use of tracks between XO Jct., North Little Rock and Little Rock governed by Southern District Timetable.

Nevada and Rich Hill Jct. Be governed by Northern District Timetable.

11-B. Operation of Foreign Line Trains over Missouri Pacific Tracks:

(a) **Between Silverdale and Midland Valley Jct.,** Midland Valley trains operate over MoPac tracks and are governed by Central District timetable, Uniform Code of Operating Rules and special instructions.

(b) **Dardenelle and Russellville Railroad** trains and engines operate over a portion of main track and on certain yard tracks within yard limits at **Russellville,** and are governed by Central District time table, Uniform Code of Operating Rules and General orders.

Before D. & R. trains or engines enter Missouri Pacific main track, permission must be obtained from Operator at Russellville.

(c) **Between Mile Post 509 Pole 13 and Mile Post 509 Pole 16 at Fort Smith, Kansas City Southern** trains and engines operate over Missouri Pacific tracks and are governed by Rule 93 of the Uniform Code of Operating Rules.

(d) **After securing permission from Mo. Pac. dispatcher** KO&G trains and engines may use Missouri Pacific main track within yard limits at Wagoner and Okay authority of Uniform Code of Operating Rule 93.

Central District

12. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIMETABLE:

Name	Miles From St. Louis	Capacity
Kansas City Subdiv.:		
★Vance.....	285.17	4 cars
★Missy.....	285.62	11 cars
Hy-Tex.....	286.17	20 cars
★Hytex Run Around Track.....	286.17	17 cars
Red Bridge.....	293.14	4 cars
★Redel.....	301.31	20 cars
Stillwell.....	306.66	20 cars
★International Paper Co. Spur.....	296.27	6 cars
★Asylum Spur.....	331.85	65 cars
Oswatomie Subdiv.:		
Pomona.....	364.75	24 cars
Vassar.....	375.33	35 cars
Miller.....	395.38	45 cars
Allen.....	405.86	45 cars
Bushong.....	411.08	33 cars
Comiskey.....	419.38	19 cars
Council Grove Subdiv.:		
Delavan.....	443.94	15 cars
Dillon.....	462.85	15 cars
Frederick.....	530.49	22 cars
Procco.....	535.48	65 cars
Redwing.....	552.86	27 cars
Salina Subdiv.:		
Mackie.....	516.56	15 cars
Kipp.....	484.73	25 cars
Smolan.....	504.59	17 cars
Hoisington Subdiv.:		
Boyd.....	562.98	20 cars
Hargrave.....	598.08	23 cars
Pen Dennis.....	649.44	29 cars
Manning.....	671.49	29 cars
Coronado.....	704.10	37 cars
Whitelaw.....	724.55	Track No. 1 24 cars Track No. 2 75 cars
Horace Subdiv.:		
Aster.....	736.90	15 cars
Kanco.....	742.63	20 cars
Brandon.....	766.21	23 cars
Galatea.....	799.14	32 cars
Arlington.....	821.46	41 cars
Crowley.....	851.94	40 cars
Olney Springs.....	857.32	18 cars
Werme.....	874.16	25 cars
Boone.....	876.10	20 cars
Nyburg.....	883.95	45 cars
Great Bend Subdiv.:		
Kanbrick.....	561.24	8 cars
Dent.....	564.15	9 cars
Brick Plant.....	567.39	15 cars
Topeka Subdiv.:		
Pauline.....	401.71	150 cars
Hardtner Subdiv.:		
Murray Gill.....	493.36	90 cars
CG&F Elevator.....	493.86	262 cars
Waterworks.....	543.96	5 cars

★Note—Trains or engines with or without cars will not be permitted to clear main track. While switching these tracks main track must be occupied or main track switch left open.

Central District

12.—Continued

Name	Miles From St. Louis	Capacity
Hutchinson Subdiv.:		
Wichita Sand, Inc.....	490.58	12 cars
Superior Sand Co. Inc.....	490.96	28 cars
Berwet.....	496.06	13 cars
Lock-Joint.....	497.77	24 cars
KG&ECo.....	498.35	22 cars
Small Spur.....	511.12	5 cars
Iuka Subdiv.:		
Carmi.....	623.99	17 cars
Coffeyville Subdiv.:		
Hasty.....	395.30	10 cars
Rose.....	405.35	10 cars
Hilford.....	432.30	17 cars
Blake.....	453.35	139 cars
Conway Springs Subdiv.:		
Rogers.....	464.61	12 cars
Taussig.....	484.89	6 cars
Wagoner Subdiv.:		
South Coffeyville.....	660.02	80 cars
Peerless.....	653.00	12 cars
Jackmont.....	648.12	24 cars
Delaware.....	645.56	15 cars
Nowata Stock Yards.....	638.64	6 cars
Public Service of Okla.....	621.40	40 cars
McFarlin.....	601.03	11 cars
Neodesha.....	588.66	17 cars
Gore.....	546.52	28 cars
Van Buren Subdiv.:		
Co-op Spur.....	462.95	18 cars
Ark. Stripping Co.....	449.57	20 cars
Kemp-Johnson Coal Co.....	446.91	9 cars
Hoyt.....	445.86	10 cars
Knoxville.....	433.54	91 cars
London.....	425.46	3 cars
Jeffery Storage Track.....	349.54	65 cars
Clarksville Subdiv.:		
Lambriek Spur.....	440.71	12 cars
Ward.....	442.61	11 cars
King Switch.....	441.95	36 cars
Wichita Subdiv.:		
Redfield.....	336.09	8 cars
Uniontown.....	341.59	22 cars
Athens.....	378.91	33 cars
Neal.....	407.67	26 cars
Landergin.....	425.09	18 cars
Reece.....	430.56	5 cars
Sallyards.....	435.18	32 cars
Rosalia.....	441.90	17 cars
Towanda.....	463.60	35 cars
Greenwich.....	474.40	17 cars
Benton.....	469.11	8 cars
Speedy Mix.....	476.09	13 cars
McPherson Subdiv.:		
Oil Hill.....	456.75	10 cars
Standard Construction Co.....	485.47	12 cars
Marvel Industries.....	488.85	9 cars
Zimmerdale.....	491.71	10 cars
Central Kansas Hatchery.....	500.92	4 cars

Central District

12.—Continued

Name	Miles From St. Louis	Capacity
Paris Subdiv.:		
Barling.....	518.14	9 cars
Lavaca.....	526.30	12 cars
Branch.....	540.02	8 cars
Ratcliff.....	544.16	9 cars
Pittsburg Subdiv.:		
Stine Spur.....	407.05	7 cars
Rich Hill Subdiv.:		
Hayden Spur.....	329.26	2 cars
Abbott Spur.....	329.91	1 car
Arma.....	348.97	19 cars

13. SPECIAL INSTRUCTIONS GOVERNING PROTECTION OF PUBLIC CROSSINGS, SUPPLEMENTING RULE 103:

At street or highway crossing protected by automatic crossing signals: (1) When Train or Engine moving on main track has been stopped, delayed or is moving at low speed within one-half mile in approach to crossing, or (2) When Train or Engine has passed over grade crossing, and a reverse movement onto or over crossing is to be made, movement toward crossing must be made at restricted speed, and movement must be protected by a member of the crew unless it has been determined that crossing signals are operating.

When using track between Avondale and Government Classification Yard at Pueblo Ordnance Depot, trains or engines passing over the entrance road to the Ordnance Depot will afford flag protection on highway in addition to sounding proper whistle signal.

Hutchinson: Trains and engines stop at Main Street crossing and proceed only after member of crew has protected.

Stafford: Trains and Engines stop at Main and Broadway St. Crossings and proceed only after member of crew has protected.

Newton: Trains and Engines stop at crossing of East Eighth Street—U. S. Highway 50—South and proceed only after member of crew has protected.

14. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF ENGINES:

1. Diesel Units must not be separated until hostler or engineer handling units knows that all electric cables, air hose and steam connections have been separated.

2. When diesel power is being hostled from mechanical facility to trains or from trains to the mechanical facility, by either hostlers or engine crews, the power will be handled by the engineer or hostler from the lead unit even though it may be necessary that the controls be changed in order to operate the consist of power from the lead unit.

3. INSTRUCTIONS RELATING TO EMPLOYES IN CAB OF ENGINES:

On Trains 11 and 12 a fireman shall be in the cab at all times when the train is in motion. Firemen who violate these instructions will be subject to discipline. This does not prohibit inspection of remotely controlled switches by firemen in compliance with Rule 104(c).

Engineers and firemen employed on these trains must arrange for patrol of the engine room during the time station work is being performed, or when train is stopped a sufficient length of time for any other reason.

During all the stops referred to firemen must patrol engine room, check gauges, adjust shutter, give necessary attention to purulator, and make general observation of condition of all equipment.

If the alarm sounds while the train is in motion, stops will be made, cause ascertained, and such corrective measures taken as conditions may require.

14.—Continued

4. OPERATING DIESEL ENGINES THROUGH WATER:

Unless otherwise directed by officer at point of high water, diesel engines or gas-electric motor cars must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If any probability of water having entered motors, covers on motors should be removed and motor examined. If water has entered motor, motor must be cut out.

5. OPERATION OF ENGINES OVER RAILROAD CROSSING:

When operating engines at speeds exceeding 25 MPH, reduce the throttle to Run 4 position at least 8 seconds before the engine reaches a rail crossing. If the engine is already operating in Run 4 position or lower, allow the same interval and place the throttle in the next lower position. Do not advance the throttle until all units of the consist have passed over the crossing.

6. IDENTIFYING NUMBERS ON MULTIPLE UNITS:

Rule 206, fifth paragraph, changed to read:

"Diesel engines when composed of multiple units: Identifying numbers are the numbers on the lead (operating control) unit. Such identifying numbers equipped for illumination must be continuously illuminated on operating control unit only while engine is in train service.

7. COUPLING ROAD-SWITCH DIESEL UNITS TO STANDARD ROAD DIESEL UNITS:

Employes must not pass from one unit to another while units are in motion, except between A units coupled back to back, B units, and between rear of A units and adjoining B unit.

8. MAINTAINING POSITION OF AUTOMATIC BRAKE:

Maintaining position will not be used during initial terminal train brake tests. After leakage is checked and the additional five pound brake pipe reduction is made, automatic brake valve will be placed in lap. This modifies rule 802 (3) "Brown Book."

9. BACK-UP MOVEMENTS:

GP units 110-446, 505-33 and 935-99 **DO NOT** have alignment controlled couplers and to avoid the possibility of jack-knifing between units in a back-up move involving 20 or more cars, the following precautions must be taken when any two of these units are adjacent to each other in a consist of four or more units:

(a) When three units or less are in consist, full power may be used on all units and no special precautions are necessary.

(b) When four or more units are in consist, power must be used only on the three units next to the train and all other units must be taken off line.

10. QUALIFICATIONS OF LOCOMOTIVE ENGINEER AND FIREMAN:

(a) **For passenger service**, an engineer must have had one year of service as road engineer, and must have had a trip as engineer or fireman, in either passenger or freight service, over the subdivision during the preceding 150 days. Having made such a trip as fireman, but not as engineer, he may be qualified by making this fact known to his conductor and, before starting the trip, the two of them thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period. Not having had such service as either engineer or fireman, he may qualify by making a round trip over said subdivision either as engineer or fireman in freight service, or as a student to familiarize himself with changed conditions.

In the application of the foregoing, an engineer will be considered as having had one year of service as a road engineer when he has made two or more trips in road service per month for twelve months. The twelve months need not be consecutive months.

(b) **For freight service**, an engineer must have made a road trip over the subdivision as engineer or fireman during the preceding twelve months. Not having had such service, he may qualify by making a round trip over said subdivision as a student to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during the preceding 150 days,

14.—Continued

will make this fact known to his conductor and, before starting the trip, the two of them will thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period. Qualifications for engineers in this paragraph will also apply to engineers handling troop trains.

(c) Firemen, working in road or yard service, who have failed to pass the required examinations for promotion to engineer and are restricted in their service, are not to operate locomotives in road or yard service, in some extreme emergency, when the engineer might be physically incapacitated and unable to perform his duties as engineer.

15. UNIFORM CODE OF OPERATING RULES THAT ARE CHANGED AND SPECIAL SAFETY RULES:

Rule 2. That portion of Rule 2 requiring employes to submit watches for inspection monthly is cancelled. See Circular 43-E for special time instructions.

Rule 11(a) amended as follows:

Torpedo Signals.—Torpedoes must be placed on the rail 80-feet apart on engineer's side.

Rule 12(j): Yellow fuseses may be used in lieu of green fuseses but must not be used within interlocking limits, except as provided for by interlocking rules.

Rule 19: A single electric light of prescribed type which must show red to the rear from sunset to sunrise and when day signals can not be plainly seen is authorized and fulfils the requirements of the rule.

Rule 19(a): Changed to read as follows: "Outside of ABS territory, a train on the main track passing a train on an adjacent track with markers displaying red to the rear, must move at restricted speed until the main track is seen to be clear. The turning or removal of markers to avoid the requirements of this rule is prohibited."

Rules 20 and 20(a): The use of flags are discontinued and the requirements of these rules will be fulfilled by displaying the required lights.

Rule 35 is changed to read: "The following signals will be used by flagmen:

Day Signals/A red flag
 {Not less than 10 torpedoes and 6 red fuseses
 Night Signals/A white light
 {Not less than 10 torpedoes and 6 red fuseses."

Rule 99(d): Will not apply in territory where ABS rules are in effect and there are at least two automatic block signals to rear (except in state of Kansas.)

Rule 99(j): Revised as follows: (except in state of Kansas).

Where ABS rules are in effect, and a train or engine is standing on a main track with at least two automatic block signals to the rear, unless otherwise provided, protection against following trains or engines on that track is not required.

This rule will not apply to any unit of equipment which will not actuate the block signals; nor does this rule modify the requirements of providing full protection:

- "(1) Against opposing trains, when required
- "(2) Against following trains when making back-up movement."

Rule 99(j) does not apply to a light engine.

Rule 104(c): Any member of a Train or engine crew may examine a remote control switch.

Rule 104(8): In addition to the present requirements, the following sentence is added: "Trains or Engines entering a track protected by derails, the employe handling switch must know the derail (except pipe connected derail) is lined before lining switch for track to be used."

A yellow stripe around switch staff or operating lever of switch will indicate track protected by derail.

Rule 111: In addition to the present requirements, the following sentence is added: "When a passenger train is stopped in an emergency, entire train must be inspected on both sides before proceeding."

Rule 221(c) is amended as follows:

Lights on train order signals will be displayed continuously. (If so equipped) Semaphore Type — If light absent, day indication governs.

15.—Continued

Color Light Type — If light absent and Operator not on duty, train may proceed without clearance upon verbal advice from Train Dispatcher in these words: "No orders for (Train) at (Station); proceed without clearance."

Rule 221(d) is changed to read:

"Operators must have the following signal appliances ready for immediate use:

1 red flag
 1 white light
 10 torpedoes
 6 red fuseses"

Rule 284. Approach Medium Indication is amended as follows: "Proceed reducing to 35 MPH before reaching next signal."

Rule 330: Five minutes or more will be considered delay.

Rule 508(8) is changed to read as follows:

When diesel engines are left unattended with motors running, throttle must be in "idle" position, transition lever in "off" position, all switches except those for battery, fuel pump and control in "off" position, reverser handle removed, hand brake on the controlling unit set and independent brakes applied.

When diesel engines with motors shut off are left unattended, throttle must be in "idle" position, transition lever in "off" position, all switches in "off" position, reverser handle removed, hand brake on controlling unit set and, if necessary, wheels blocked.

Rule 510 is changed as follows:

"Employes will not ride on leading footboard of an engine except when necessary to make cut between engine and first car in switching."

Head brakeman on freight trains will ride in lead unit.

Employees are prohibited from riding or walking on the roof of any moving car.

On locomotive cranes and M of W machines equipped with foot boards, employe operating such machines or helping around such cranes or machines, will not be permitted to ride on foot board in direction crane or machine is moving except on bridge erecting cranes while working on bridges, one man may be permitted to ride on each side of coupler on foot board in direction crane is moving.

When telephone or radio is used to transmit, receive, or relay messages or instructions affecting the movement of trains or condition of track, bridges or structures, all numerals must first be pronounced as whole numbers, then each figure pronounced separately thus: "One Thirty Five" "One-Three-Five."

Train orders forms G and V may be combined.

Pulling Air Hose apart, brake pipe charged:

When necessary to part the air hose, after not less than a full service brake pipe reduction has been made, angle cocks on each side of hose to be parted must be closed, after which the brake pipe hose may be pulled apart.

Exception: When cutting off pusher while running, the air hose may be allowed to pull apart after angle cocks are closed.

16. PROTECTION ORDERS:

1. The use of Form Y train orders authorized on all subdivisions.
2. Approach Orders (Form X). (Example)

"8:35 AM to 5:35 PM approach (—————)
 gang between MP 18 pole 10 and MP 20 prepared to stop and proceed on hand signal given with yellow flag or yellow light.

16.—Continued

After receiving proceed signal do not exceed 30 MPH within limits of this order — or —

After receiving proceed signal maximum speed may be resumed."

Limits of order must be held to a minimum.

Order may be used both day and night.

When used at night, proceed signal will be given with a yellow light. Yellow fusee will not be used in giving this signal.

Where there are two or more main tracks, order must specify track or tracks covered by order.

Temporary restricted and resume speed signs will be displayed as required in Uniform Code of Operating Rule 10(g).

Trains and engines must enter limits of order prepared to stop, and stop will be made before entering gang unless proceed signal given with a yellow flag or yellow light is received.

When proceed signal given with a yellow flag or yellow light is received, speed may be increased as stated in order.

In event gang is not encountered train or engine will proceed prepared to stop until outer limit of order is passed.

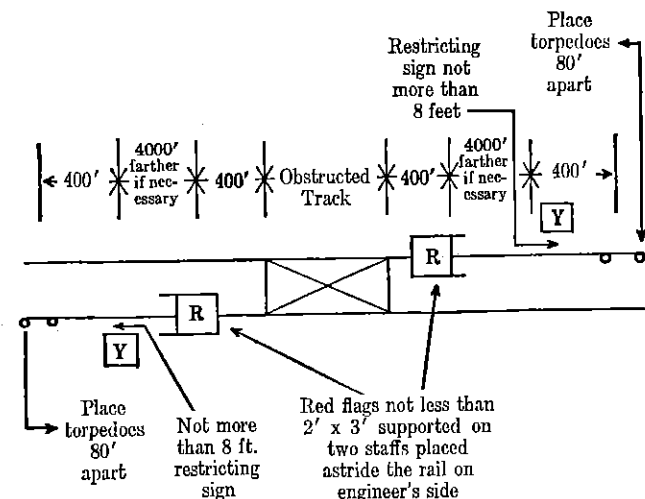
3. Stop Order (Form X):

This form of order may be used to afford protection to workmen without furnishing flag protection. Train order to be in following form:

"(7:01 AM until 4:01 PM stop before passing over bridge 54 MP 198 Pole 10 between Holly Grove and Clarendon and do not proceed until orally authorized by foreman in charge."

"10:01 AM until 4:01 PM stop before passing over track MP 135 to MP 135 Pole 20 between Amity and Glenwood and do not proceed until orally authorized by foreman in charge."

Chart for placing signals is as follows:



Trains and engines will stop before reaching red flag and will not proceed until orally authorized by foreman in charge.

This Form of train order may be used on following subdivisions only:

Topeka	Roper	Iuka
Great Bend	Paris	McPherson
Conway Springs	Hardtner	Hutchinson
Arkansas City	Larned	Rich Hill
Clarksville	Pittsburg	Wichita
	Salina	

16.—Continued

4. Trains authorized on following Subdivisions —
Wichita (between Fort Scott and Durand)

Larned

Hardtner (between Conway Springs and Hardtner)

Clarksville

Paris

Conway Springs

Topeka

Pittsburg

Rich Hill

McPherson (between Potwin and McPherson)

Will not protect against following trains or engines unless instructed to do so by train order, except, protection must be provided to the rear when required, within the limits of a work extra.

Dispatchers must not authorize one train to follow another until trains affected have been instructed by Train Order to protect to rear as prescribed by Rule 99.

A preceding train, except work extras, must not be passed without Train Order authority.

When work extras are authorized on a Subdivision, all other trains authorized on that Subdivision must be furnished copy of work Order.

23. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES MUST PROVIDE THEMSELVES:

Rules and Instructions Governing the Operation of a Railroad Radio Communication System.

Circular 81, Rules and Instructions For the Government and Protection of Employes Whose Duties Require Them to Go Between, Under or About Engines or Cars.

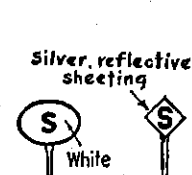
Ass't Chief Dispatchers—Osawatomie, Kan.

F. H. Austin F. E. Nigh E. L. Graybeal

Train Dispatchers—Osawatomie, Kan.

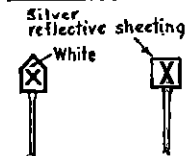
H. F. Logsdon	F. J. Howell	L. T. Wallace
H. Winn	A. P. Hoyt	B. H. Galatian
V. B. Smith	J. A. Parker	R. R. Galatian
P. C. Ray, Jr.	H. R. Otteson	J. H. Fry
G. E. Dannels	R. A. Talbott	R. D. Harbour
W. R. Harper	J. H. Simpson	V. E. Anderson
J. F. Dodge	C. D. McGaugh	

ROADWAY SIGNS



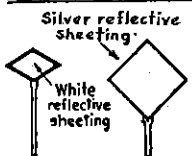
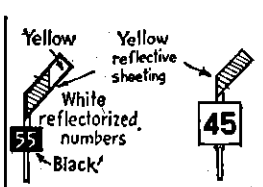
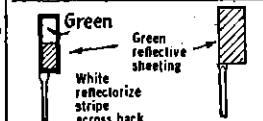
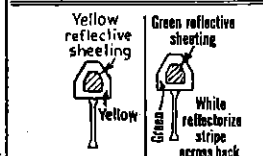
STATION ONE MILE SIGN

See Rule 14 (m)
(One mile from station or first switch of siding, whichever is nearer, on single track in train order territory. Not to be used on branch lines.)



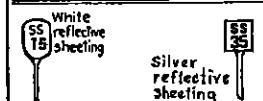
HIGHWAY GRADE CROSSING WHISTLE SIGN

When sign is used to protect more than one crossing, numeral will be attached to stand designating number of crossings protected. Whistle signal 14 (l) applies at each crossing.

RAILROAD CROSSING-JUNCTION-DRAW BRIDGE- (except when protected by interlocking), ONE MILE SIGN
See Rule '98PERMANENT SPEED RESTRICTION SIGN
See Rule 10(h) and Timetable Special Instructions Section 4PERMANENT RESUME SPEED SIGN
See Rule 10(h)
Used in connection with Permanent Speed Restriction Sign

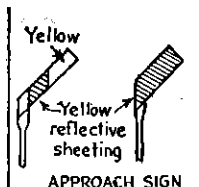
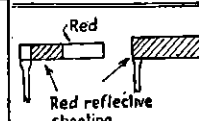
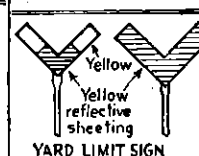
TEMPORARY SPEED RESTRICTION SIGN

To be used per chart on Page 130, Uniform Code of Operating Rules
See Rule 10 (g)



TEMPORARY RESUME SPEED SIGN

When moving points in trailing movements

APPROACH SIGN
See definition of Restricted Speed and Special Instructions supplementary to Operating RulesSTOP SIGN
At point where stop requiredYARD LIMIT SIGN
See Rule 93SWITCHING LIMIT SIGN
Used to designate Switching Limits

The term "Company Surgeon" in Rules 601, 602 and 603 of the Uniform Code of Operating Rules will mean a Company Medical Officer. Whenever the services of a physician are required to attend to an injured employe, a Medical Officer must be called or the employe sent to a Medical Officer for treatment. If it is necessary to call a physician under present rules in the case of a personal injury of a passenger or other persons, a Medical Officer must be called.

CENTRAL DISTRICT

MEDICAL OFFICERS AUTHORIZED TO GIVE PHYSICAL EXAMINATIONS INCLUDING PRE-EMPLOYMENT EXAMINATIONS

DISTRICT MEDICAL OFFICERS

Paul W. Hoover, M. D.
Medical Arts Bldg.
Little Rock, Ark.

Graham Owens, M. D.
152 W. Mezzanine
Union Station
Kansas City 8, Mo.

EMERGENCY STATION — Little Rock

Baptist Hospital
1700 West 13th St.

DIVISION MEDICAL OFFICERS

Stephen S. Ellis, M. D.
1411 West 4th St.
Doctors Bldg.
Coffeyville, Kansas

Robert F. Shaw, M. D.
351 West 10th St.
Hoisington, Kansas

LOCAL MEDICAL OFFICERS

W. T. Read, M. D.
1411 W. 4th St.
Coffeyville, Kansas

W. R. Veine, M. D.
1815 West 4th St.
Coffeyville, Kansas

Harlan C. Holmes, M. D.
Medical Arts Bldg.
Little Rock, Ark.

Ed Hopkins, M. D.
M. C. Edds, M. D.
11th & Chestnut Sts.
Van Buren, Ark.

W. C. Goodpasture, M. D.
2110 E. Douglas
Wichita, Kansas

MEDICAL OFFICERS AUTHORIZED TO GIVE ALL PHYSICAL EXAMINATIONS EXCEPT PRE-EMPLOYMENT EXAMINATIONS

LOCAL MEDICAL OFFICERS

Roscoe F. Morton, M. D.
Garland L. Campbell, M. D.
507 A. C. Office Bldg.
Arkansas City, Kansas

Royal A. Barker, M. D.
Council Grove Medical Center
Council Grove, Kansas

Willard F. Werner, M. D.
Donald D. Goering, M. D.
Tribune Clinic
Tribune, Kansas

John C. Mitchell, M. D.
P. O. Box 922
617 United Bldg.
Salina, Kansas

George R. Lee, M. D.
111 South State St.
Yates Center, Kansas

R. H. Melroy, M. D.
Pueblo Clinic
Pueblo Clinic Bldg.
Pueblo, Colo.

W. O. Appeneller, M. D.
524 Brown Ave.
Osawatomie, Kansas

William C. Weston, M. D.
218 A. C. Office Bldg.
Arkansas City, Kansas

R. M. Brian, M. D.
F. E. Dillenbeck, M. D.
El Dorado Clinic
300 South Main St.
El Dorado, Kansas

Raymond J. Beal, M. D.
600 Madison St.
Fredonia, Kansas

M. E. Nunemaker, M. D.
201 N. Main St.
Hutchinson, Ks.

Paul A. Stoez, M. D.
415 West Second
Hutchinson, Ks.

D. M. Williams, M. D.
D. H. Lowery, M. D.
809 West Main
Russellville, Ark.

J. T. Fowler, M. D.
507 Sixth St.
Osawatomie, Kansas

Galen W. Fields, M. D.
P. O. Box 97
Scott City, Kansas 67871

P. G. Adams, M. D.
E. L. Adams, M. D.
218 Market St.
Osage City, Kansas

AVOID DAMAGE

SWITCH CUSTOMER'S CARS CAREFULLY

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this Data will be helpful in your efforts to prevent Rough Handling.

Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.

Sec- onds	40		50	
	Foot Car	Foot Car	Miles Per Hour	Miles Per Hour
1.....	28	35		
2.....	14	17.5		
3.....	9.3	11.6		
4.....	7	8.7		
5.....	5.6	7		
6.....	4.7	5.9		
7.....	4	5		
8.....	3.5	4.4		
9.....	3.1	3.9		
10.....	2.8	3.5		
11.....	2.5	3.1		
12.....	2.3	2.9		
13.....	2.15	2.7		
14.....	2	2.5		

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR — A BRISK WALK.**

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

	Car Coupled at	Units of Destructive Force
Safe	1 mph	1
	2 "	4
	3 "	9
	4 "	16
Damaging	5 "	25
	6 "	36
	7 "	49
	8 "	64
	9 "	81
	10 "	100