



J. I. POOLE, Assistant Superintendent.

O. L. CRAIN, Assistant Superintendent.

J. A. BARNARD, Trainmaster.

H. L. BENDER,

J. A. PETERSON,

J. W. ATHY,

R. O. MORRIS,

W. N. TAYLOR,

H. C. HASSEL,

S. A. DAIGLE,

Dispatchers.

Parsons, Kansas.

S. L. FORNEY, Road Foreman of Engines.



ROAD FOREMAN OF ENGINES HAS THE SAME
AUTHORITY AS ASSISTANT SUPERINTENDENT
WHILE ON LINE OF ROAD.

SAFETY FIRST



Missouri-Kansas-Texas Railroad Company

EMPLOYES'

TIME TABLE

No. 20

OF THE
NORTHERN
DISTRICT

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

Sunday, April 4, 1943

Superseding Previous Time Table and Supplements

— For Employes Only —

C. W. WATTS,
Superintendent

J. H. LITTLE,
Superintendent of
Transportation

F. W. GRACE,
Vice-President and
General Manager

TONNAGE RATINGS

LOCOMOTIVES		64% Booster		64%		57%		47%		32%			
FROM	TO	Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	
Glen Park.....	Parsons	5	2450	61	2125	53	1995	50	1590	40	1070	27	
Moran.....	Parsons	9	4000	100	3500	88	3100	78	2400	60	1680	42	Excess
Parsons.....	Glen Park	5	2670	67	2350	59	2100	53	1680	42	1180	30	
Ringer.....	Glen Park	10	4300	108	3750	94	3375	84	2700	68	1890	47	Excess
Parsons.....	Osage.....	5	2450	61	2100	53	1890	47	1600	40	1070	27	
Parsons.....	Coffeyville.....	8	3310	84	2890	72	2600	65	2080	52	1450	36	Excess
Coffeyville.....	Bartlesville.....	7	2920	70	2520	63	2270	57	1820	46	1285	32	Excess
Osage.....	Parsons.....	8	3310	70	2940	70	2650	66	2120	53	1500	38	
Bartlesville.....	Coffeyville.....	9	3570	70	3100	70	2790	70	2280	57	1605	40	Excess
Coffeyville.....	Parsons.....	10	5000	125	4250	106	3825	96	3060	77	2125	53	Excess
Osage.....	Oklahoma City.....	5	2375	59	2050	51	1850	46	1480	37	1040	26	
Cushing.....	Fallis.....	9	4200	70	3675	70	3300	70	2640	66	1850	46	Excess
Oklahoma City.....	Osage.....	6	2470	62	2125	53	1995	50	1590	40	1070	27	
Cushing.....	Osage.....	8	3450	70	3000	70	2700	68	2160	54	1500	38	Excess
Parsons.....	Council Grove	6							1700	43	1190	30	
Council Grove.....	Junction City	5							1325	33	925	23	
Burlington.....	Council Grove	7							2050	51	1435	36	Excess
Junction City.....	Parsons	5							1300	33	910	23	
Emporia.....	Parsons	7							2000	50	1500	38	Excess
Moran.....	Iola	9									1400	35	
Iola.....	Moran	6									1200	30	

Ratings are for trains containing number of cars listed. For each additional car deduct from rating, or for each car less, add to rating the amount shown in adjustment column to give correct rating for trains of varying length.

When actual weight of load not obtainable, use following tonnage figures:

	Weight of Car & Contents	Wt. of Freight
Carload perishable moving under ice...	45 tons	16 tons
Carload per. in refrs. not under ice...	42 tons	16 tons
Refrigerators loaded with LCL mdse...	35 tons	3 tons
Other cars loaded with LCL mdse.....	27 tons	3 tons
Live stock without bedding.....	35 tons	11 tons
Live stock—bedded car.....	37 tons	11 tons
Live Poultry	36 tons	10 tons

When actual weights obtained on perishable loads in refrigerators add 3 tons for ice when moving under refrigeration.

For loaded or empty stock cars containing bedding add 2 tons to light weight of car.

Use following tonnage for Cabooses:

375 to 723, Incl. and 100014 to 100051, Incl.....	18 tons
751 to 795, Incl.....	21 tons
796 to 870, Incl.....	25 tons

Use following tonnage figures for light weights of system cars in the series shown, and on foreign cars of similar types:

40,000 series—hopper bottom.....	28 tons
40,500 series—hopper bottom.....	31 tons
40,651-40,700—ballast	30 tons
41,000 series—flat bottom.....	24 tons
43,000 series—flat bottom.....	21 tons
Other system coal cars.....	20 tons
47,000 series—stock	22 tons
60,001-60,100 auto (40'6").....	26 tons
61,001-61,025 auto (50'6").....	30 tons
62,001-62,100 auto (50'6").....	30 tons
63,001-63,025 auto (50'6").....	31 tons

When stenciled tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports and reports endorsed accordingly.

When actual tare weights are not obtained, use tonnage figures below for empty cars.

Kind	Auto	Box	Flat	LPT	Rfgr.	Stock	Tank	Ballast	Cinder
Tons	26	22	18	26	26	Clean 20	21	21	19
	Evans 27					Bedded 22			

FOURTH CLASS	THIRD CLASS				Distance From Kansas City	TIME TABLE NO. 20					Signs and Car Capacity	FIRST CLASS				SECOND CLASS
	93 Way	273 Fast Freight	277 Fast Freight	271 Bullet		281 Katy Komet	Effective 12:01 A. M. April 4, 1943	STATIONS	25 Katy Flyer	27 Blue-bonnet		23 Katy Limited	11 Mo. Pac. Passenger	37 Passenger		
Tuesday Thurs. Sat.	Daily	Daily	Daily	Daily		KANSAS CITY Lv. US					Daily	Daily	Daily	Daily	Daily	
	PM 8.00	PM 12.01	AM 9.15	AM 2.00	2.6	Lv.	GLEN PARK	KY	WTSCO Yard P	AM 8.00	PM 6.31	PM 10.10				
	AM 9.30	PM 9.15	PM 1.30	AM 10.30	AM 3.15	43.1	Joint Track With S.L.-S.F. Ry. 40.5					WTSCO Yard P	AM 8.55	PM 7.25	PM 11.10	PM 10.16
					43.4	Mo. Pac. Junction Interlocker 0.1									A 10.17 PM	
	9.36	9.20	1.40	10.33	3.20	43.5	SOUTH PAOLA 3.0					54	9.00	7.33	11.15	See
	9.41	9.34	1.55	10.40	3.30	46.5	RINGER 4.2					103 P	9.05	7.38	11.20	Special
	9.47	9.41	2.03	10.46	3.38	50.7	BANGOR 3.9					P	9.10	7.43	11.26	Rule 4
	10.02	9.50	2.15	10.55	3.47	54.6	N	BEAGLE	B	91 P	9.16	f 7.53	11.34			
	10.25	10.02	2.35	11.07	3.59	61.6	N	PARKER	H	95 P	9.26	s 8.04	11.45			
	10.35	10.07	2.42	11.12	4.05	64.6	GOODRICH 2.2					8 P	9.30	f 8.08	11.49	
	10.45	10.12	2.48	11.17	4.11	66.8	DUNLAY 3.2					126 P	9.33	8.12	11.52	
	11.05	10.17	2.55	11.22	4.17	70.0	D	CENTERVILLE	C	80 WP	9.37	f 8.17	11.57			
	11.15	10.23	3.01	11.27	4.25	72.7	OAKWOOD 2.6					82 P	9.41	8.22	AM 12.01	
	11.34	10.27	3.06	11.34	4.30	75.3	JOHNSON 3.2					122 P	9.45	8.27	12.06	
	11.50	10.33	3.12	11.40	4.36	78.5	SELMA 4.3					12 P	9.49	f 8.33	12.10	
	PM 12.01	10.41	3.20	11.48	4.45	82.8	N	KINCAID	KI	94 P	9.54	s 8.40	12.15			
	12.20	10.50	3.30	11.56	5.05	87.0	MILDRED 2.0					80 P	10.00	f 8.50	12.21	
	12.30	10.54	3.35	11.59	5.10	89.0	BAYARD 5.7					30 P	10.03	f 8.54	12.24	
	12.45	11.03	3.45	PM 12.09	5.20	94.7	MORAN 0.1					E 47 W W 93	10.10	s 9.02	12.31	
					94.8	N MORAN TOWER Mo. Pac. Interlocker 4.2					MN	P				
	4.22	11.10	4.00	12.16	5.27	99.0	RUTHERFORD 4.4					60 P	10.16	9.12	12.38	
	4.35	11.16	4.11	12.23	5.35	103.4	N	ELSMORE	UN	96 P	10.21	f 9.18	12.43			
	4.45	11.22	4.19	12.28	5.42	106.4	D	SAVONBURG	SG	106 P	10.27	f 9.25	12.47			
	4.53	11.29	4.25	12.34	5.50	110.4	NO	STARK	DK	26 P	10.34	f 9.33	12.52			
	4.58	11.33	4.30	12.38	5.54	112.6	KIMBALL 7.3					96 P	10.38	f 9.38	12.55	
					119.9	N	N. E. TOWER	NE		P						
	5.15	11.46	4.44	12.52	6.07	120.6	A.T.&S.F. Interlocker 0.7					N 60 S 96 P	f 10.48	s 9.48	1.05	
	5.25	11.56	4.54	1.01	6.17	126.3	ERIE 5.7					30 P	10.56	9.59	1.14	
	5.33	AM 12.05	5.03	1.09	6.25	130.6	HERTHA 4.3									
	5.38	12.10	5.10	1.15	6.40	133.7	HAYDEN 3.1					97 P	11.02	10.06	1.20	
	5.50	12.35	5.30	1.45	7.00	136.2	N	POOLE	Intrkr XO	P	11.07	10.11	1.25			
					136.8	Ar. NORTH YARD 0.6					WTSYCO Yard P	11.12	10.15	1.30	PM L 6.29	
					136.8	N	PARSONS	Ar. W	Yard	11.20	10.25	1.40		AM 6.35 PM		
19.3	27.9	23.3	28.6	24.8		Average speed per hour.....					38.8	31.2	37.5	17.6	6.0	

SECOND CLASS	FIRST CLASS					TIME TABLE NO. 20 Effective 12:01 A. M. April 4, 1943	THIRD CLASS				FOURTH CLASS
	38 Passenger	12 Mo. Pac. Passenger	26 Katy Flyer	24 Katy Limited	28 Blue- bonnet		270 Fast Freight	274 Katy Packer	276 Rocket	272 Fast Freight	
Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	Daily	Daily	Daily	Daily	Monday Wed. Friday
		PM 10.45	PM 1.45	AM 7.15		Ar. KANSAS CITY US					
						2.6 GLEN PARK Ar. KY	PM 12.01	PM 8.00	PM 9.00	AM 8.00	
						Joint Track With S.L.-S.F. Ry. 40.5					
	AM 5.41	PM 9.45	PM 12.45	AM 6.15		N. Ar. PAOLA Ar. PD	AM 10.30	PM 6.30	PM 7.25	AM 1.30	PM 8.00
	L 5.40 AM					0.3 Mo. Pac. Junction Interlocker					
	See	9.40	12.39	6.10		0.1 SOUTH PAOLA	10.28	6.15	7.15	1.20	7.50
	Special	9.34	12.35	6.06		3.0 RINGER	10.22	6.03	7.05	1.12	7.38
	Rule 4	9.26	12.26	5.59		4.2 BANGOR	10.10	5.40	6.52	1.02	7.20
		9.21	f12.20 PM	5.54		3.9 N BEAGLE B	10.02	5.30	6.45	12.55	7.01
		9.12	s12.07	5.44		7.0 N PARKER H	9.50	5.12	6.25	12.40	6.35
		9.05	f11.57	5.37		3.0 GOODRICH	9.40	4.55	6.07	12.27	6.15
		9.02	11.52	5.34		2.2 DUNLAY	9.33	4.45	6.02	12.22	6.08
		8.57	s11.45	5.29		3.2 D CENTERVILLE C	9.10	4.35	5.48	12.16	6.01
		8.54	11.39	5.25		2.7 OAKWOOD	9.05	4.28	5.38	12.11	5.42
		8.51	11.34	5.21		2.6 JOHNSON	9.00	4.15	5.30	12.06 AM	5.35
		8.47	f11.27	5.16		3.2 SELMA	8.50	4.02	5.15	11.45	5.25
		8.40	s11.19	5.11		4.3 N KINCAID KI	8.40	3.47	5.02	11.33	5.15
		8.34	f11.10	5.05		4.2 MILDRED	8.30	3.30	4.50	11.20	5.01
		8.31	f11.04	5.01		2.0 BAYARD	8.22	3.24	4.45	11.15	4.50
		8.23	s10.52	4.52		5.7 MORAN	8.10	3.12	4.30	11.03	4.40 1.15
						0.1 N MORAN TOWER MN Mo. Pac. Interlocker					
		8.16	10.42	4.43		4.2 RUTHERFORD	7.50	3.00	4.22	10.45	12.45
		8.11	f10.33	4.37		4.4 N ELSMORE UN	7.40	2.50	4.11	10.35	12.23
		8.07	f10.27	4.32		3.0 D SAVONBURG SG	7.30	2.40	4.05	10.25	12.10 PM
		8.02	f10.20	4.27		4.0 NO STARK DK	7.20	2.27	3.59	10.15	11.59
		7.59	f10.15	4.23		2.2 KIMBALL	7.12	2.20	3.55	10.10	11.50
						7.3 N N. E. TOWER NE A.T.&S.F. Interlocker					
		7.49	s10.01	4.12		0.7 ERIE	6.48	1.55	3.38	9.48	11.33
		7.42	9.50	4.04		5.7 HERTHA	6.35	1.40	3.26	9.25	11.15
		7.37	9.44	3.59		4.8 HAYDEN	6.25	1.25	3.17	9.15	11.02
		7.33	9.39	3.54		3.1 N POOLE Intrlkr. XO	6.15	1.15	3.10	9.10	10.40
	AM A 5.50	7.30	9.35	3.50		2.5 NORTH YARD Lv.	6.00 AM	1.00 PM	3.00 PM	9.00 PM	10.30 AM
	5.45 AM	7.25 PM	9.30 AM	3.45 AM		0.6 N Lv. PARSONS W					
	7.2	17.6	40.2	28.8	87.5	136.8 Average speed per hour.....	20.7	16.9	21.1	20.7	15.3

THIRD CLASS		FIRST CLASS		Distance From Kansas City	TIME TABLE NO. 20		Signs and Car Capa- city	FIRST CLASS		THIRD CLASS		
271 Bullet	273 Fast Freight	25 Katy Flyer	23 Sooner		Effective 12:01 A. M. April 4, 1943			28 Sooner	26 Katy Flyer	270 Fast Freight	276 Rocket	
Daily	Daily Ex- cept Sun.	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily			
PM 2.30	AM 1.01			136.2	Leave	NORTH YARD	Arrive	WCOYSP Yard			AM 5.30	PM 12.45
2.35	1.03			136.8	Leave	PARSONS	Arrive	W	AM 3.35	PM 6.40	5.22	12.40
				137.3	N	PARSONS TOWER S.L.-S.F. Interlocker	JG					
2.48	1.10			141.6		BLUM		P 80	3.23	6.27	5.12	12.30
3.05	1.26			149.0	Auto. Inter.	D MOUND VALLEY	MD	P 80	3.12	s 6.14	4.57	12.07 PM
				149.1		S.L.-S.F. Crossing						
3.23	1.41			157.2		ANGOLA		P 109	2.59	s 5.59	4.39	11.35
3.37	1.52			163.8		HUNTER		P 43	2.48	5.48	4.25	11.20
3.43	1.57			166.8		COX		P 80	2.43	5.42	4.15	11.05
				167.2		A. T. & S. F. Gate Crossing						
3.48	2.01			167.7	N	COFFEYVILLE	FY	P 59YW	s 2.40	s 5.38	4.10	10.59
				168.3		Mo. Pac. Crossing						
4.08	2.06			168.7		EVANS		P 76	2.32	5.27	3.59	10.33
4.24	2.10			170.9	N	SOUTH COFFEYVILLE	SC	P	s 2.28	s 5.22	3.50	10.22
4.35	2.21			176.4		Mo. Pac. Interlocker						
5.01	2.40			182.9		WILSON		P 77	2.21	f 5.12	3.35	10.04
5.15	3.02			189.1		WANN		P 84	2.12	s 5.01	3.20	9.46
						ALLEN		P 80	2.03	f 4.50	3.02	9.28
5.30	3.34			193.7	Auto. Block	D DEWEY	DE	P 80 Yard	1.56	s 4.40	2.49	9.10
5.35 PM	3.45 AM			194.5		Ar. "D. Y." JCT.	Lv.		1.54 AM	4.35 PM	2.47 AM	9.01 AM
						3.2						
PM 5.45	AM 3.51			197.7	N	Joint Track With A. T. & S. F. R. R. BARTLESVILLE	B	WYS P Yard	s AM 1.45	s PM 4.25	AM 2.35	AM 8.50
5.50 PM	3.56 AM			198.2	Lv.	"B. E." JCT.	Ar.		1.40 AM	4.19 PM	2.32 AM	8.35 AM
5.55	3.59			198.7		SUTTON		P 95	1.38	4.18	2.30	8.10
6.20	4.15			208.0		OKESA		P 96	1.24	f 4.04	2.08	7.46
6.30	4.25			212.2		LOUENBURG		P 65	1.17	3.56	1.57	7.28
6.42	4.35			217.5	D	NELAGONY	GY	P 70WY	1.10	s 3.47	1.47	7.00
6.52	4.45			221.0		M. V. Gate Crossing						
7.05	4.55			225.7		PERSHING		P 32	1.04	s 3.40	1.40	6.30
7.30	5.12			236.0	D	WYNONA	WY	P 60	s 12.57	s 3.33	1.31	6.15
7.43	5.25			240.7	D	HOMINY	HY	P 98	f 12.43	s 3.17	1.09	5.46
7.55 PM	5.45 AM			245.2	Auto. Block	ALMQUIST		P 81	12.36	3.08	12.59	5.25 AM
20.1	22.7					N Ar. OSAGE	Lv. JN	Yard WCOYSP	12.27 AM	2.59 PM	12.45 AM	5.05 AM
						109.0			34.6	29.4	23.0	14.2

THIRD CLASS		FIRST CLASS		Distance From Kansas City	TIME TABLE NO. 20		Signs and Car Capa- city	FIRST CLASS		THIRD CLASS				
271 Bullet	273 Fast Freight	25 Katy Flyer	23 Sooner		Effective 12:01 A. M. April 4, 1943			26 Katy Flyer	28 Sooner	270 Fast Freight	276 Rocket			
Daily	Daily Ex- cept Sun.	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily Ex- cept Sun.					
PM 8.45	AM 7.00	PM 3.26	AM 5.05	245.2	Auto Block {	N Lv. OSAGE Ar. JN	Yard WCOYP S	PM 2.55	AM 12.27	AM 12.15	AM 3.00			
8.52	7.10	s 3.33	s 5.10	248.2		D CLEVELAND CN	P 45	s 2.49	s 12.20	12.05 AM	2.50			
9.15	7.30	s 3.49	5.24	256.5		HALLETT	P 65	s 2.36	12.07	11.50	2.30			
				257.3	N	HALLETT TOWER HJ S. L.-S. F. Interlocker								
9.22	7.36	s 3.56	5.30	260.2	D	JENNINGS NS	P 85	s 2.30	12.01 AM	11.40	2.20			
9.48	8.05	s 4.13	5.45	270.4	D	YALE YA	P	s 2.15	11.46	11.16	1.55			
9.50	8.07	4.14	5.46	271.0	AUTOMATIC INTERLOCKER {	SUN-CO.	79	2.14	11.45	11.15	1.42			
				271.4			A. T. & S. F. Gauntlet Track							
9.58	8.15	4.21	5.52	273.9		NORFOLK	P 53	2.08	11.39	11.05	1.33			
				279.4		DEEP ROCK	P Yard 71YW	2.00	11.31	10.50	1.20			
10.40	8.45	s 4.40	s 6.10	280.2	N	CUSHING CH	P 30	s 1.54	s 11.26	10.40	12.55			
10.52	9.05	4.51	6.19	286.0		FORNEY	P 53	1.44	11.15	10.28	12.40			
11.08	9.16	s 5.01	6.27	290.6		AGRA	P 65	s 1.36	11.08	10.18	12.21			
11.30	9.30	s 5.12	6.37	297.2	D	TRYON RN	P 17	s 1.25	10.58	10.05	12.10 AM			
11.55	9.45	s 5.21	6.44	301.8		CARNEY	P 14	s 1.16	10.51	9.55	11.55			
AM 12.25	10.05	s 5.35	6.56	310.3		FALLIS	P 83	s 1.02	10.38	9.38	11.30			
12.45	10.19	s 5.47	7.05	317.0		LUTHER	P 46	s 12.51	10.28	9.25	11.14			
1.10	10.34	s 5.59	7.15	324.7		ARCADIA	P 64	s 12.39	10.17	9.09	10.56			
1.30	10.49	f 6.10	7.25	332.2		WITCHER	P 59	f 12.28	10.07	8.53	10.39			
1.50	11.04	6.20	7.34	339.1		OWANDA	P 22	12.18	9.57	8.38	10.22			
				341.5	Automatic Block {	C. R. I. & P. Crossing								
2.01	11.10	6.25	7.38	341.6			Ar. BARNARD Lv.		12.12	9.51	8.33	10.17		
2.30 AM	11.45 AM	6.30 PM	7.41 AM	342.8		N Ar. SHAW Lv. SX	Yard SWOTP	12.09 PM	9.48 PM	8.30 PM	10.13 PM			
				343.2		C. R. I. & P. Crossing								
		6.35 PM	7.45 AM	343.9		Ar. OKLAHOMA CITY Lv.	P Yard Y	12.05 PM	9.45 PM					
17.0	20.5	81.8	87.0					84.8	86.5	26.0	25.8			
					98.7									

Southward Trains

IOLA BRANCH

Northward Trains

				Fourth Class	Distance from Kansas City	TIME TABLE NO. 20		Signs and Car Capacity	Fourth Class				
				59 Mixed		Effective 12:01 A. M. April 4, 1943			60 Mixed				
				Daily Except Sunday		STATIONS			Daily Except Sunday				
				PM 1.15	94.7	N Lv. MORAN Ar. MN		PM 3.45					
				1.59 PM	107.9	D Ar. IOLA Lv. OA	Yard P	2.15 PM					
				18.0		Average speed per hour		8.8					

No. 59 IS SUPERIOR TO No. 60.

SPECIAL INSTRUCTIONS

- NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
- No. 37 is superior to No. 24.
No. 59 is superior to No. 60.
- All trains and engines will run at restricted speed between puzzle switch 700 feet north of Paola passenger depot and Mo. Pac. Junction-interlocker south of Paola passenger depot expecting to find main track occupied or switches set against them.
- 3-a. Southward freight trains handling one-half or more of their tonnage rating departing Paola, will leave main track switch south end of passing track set for siding.
4. On Kansas City Division, Mo. Pac. trains No.'s 11 and 12 more than thirty minutes behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by special instruction, Rule 3.
5. Third and Fourth class trains, extra trains and yard engines will clear first class trains at least ten minutes, except between, and including, Parsons and Paola. Inferior trains will clear superior trains sufficiently in advance of their time to avoid delay by automatic block signal indications.
6. First and second class trains and passenger extras moving between automatic block signal 135.7 Kansas City division, automatic block signal 386.2 Sedalia division and the northward home signals to South Tower Osage and Cherokee divisions, Parsons, must run prepared to stop the same as required of third and fourth class and extra trains under provisions of rule 93. Responsibility rests with the approaching train or engine regardless of superiority or class.
7. Yard engines must secure train order authority to move against over due third class and extra trains within yard limits at the following locations:
Between yard limit board north of Hunter and M.P. A-166.
Between M.P. A-170 and yard limit board south of South Coffeyville.
Between South Switch Sunco and M.P. A-276.
Between block signal 247.0 and yard limit board south of Mindeman.
Between yard limit board Owanda and Barnard.
Third class trains and extras WILL NOT run prepared to stop between points shown as prescribed by rule 93. All movements delayed between these points must be protected as per rule 99 the same as between stations not within yard limits.
8. Trains and engines may proceed against overdue superior trains at, and between switch located at north end Shaw Yard and Barnard when automatic block signals or indicators are at proceed, but must comply with rule 343 when signals indicate stop.
All first class and passenger extras must run prepared to stop the same as required of third and fourth class and extra trains under provision of rule No. 93 between Oklahoma City passenger station and switch leading from main line to north end of Shaw Yard.
9. First class trains will run at restricted speed between Missouri Pacific crossing, Coffeyville, and the "Restricted" sign located 12 poles north of MP A-169.

10. MAXIMUM SPEED (miles per hour), observing permanent slow boards, slow orders or other restrictions:

Between:	Passenger Trains	Mixed and Freight Trains
Paola and Parsons	60	35
Parsons and Osage	50	35
Osage and Oklahoma City	50	35
Parsons and MP-B-77.1	40	30
MP-B-77.1 and MP-B-79.3	25	20
MP-B-79.3 and MP-B-123.0	30	20
MP-B-123.0 and Junction City	30	25
Moran and Iola	20

- 10-a. On Kansas City, Osage and Oklahoma Divisions, maximum speed for freight engines on passenger trains. 64% engines thirty-five miles an hour, other freight engines, forty-five an hour.

11. Permanent Slow Boards with black numerals on yellow face are located on engineers side 12 feet from center line of Main Track, one-half mile in advance of that portion of track where speed is restricted. The first number indicates Speed Restriction for passenger trains, the second number, Speed Restriction for freight trains. Where only one number is shown, it indicates the Speed Restriction for all trains. Resume speed boards, green face on black post is located at a point where normal speed is to be resumed.

12. All trains not exceed 15 miles per hour through turnouts and through sidings.

Road engines backing up with or without cars 15 M. P. H.

Engines running light, 25 miles per hour.

25 miles per hour Scale Test Car X-1658, to be moved only on local freight trains, just ahead of caboose on rear of train.

Do not exceed 35 miles per hour over Mo. Pac. crossing, Moran.

Time table and train order restrictions at Erie apply at the North siding unless otherwise directed.

Southward trains do not exceed 20 miles per hour between home signals, Parsons Tower.

13. Osage and Oklahoma Divisions passenger trains 45 M. P. H. and freight trains 30 M. P. H. around curves not marked by permanent slow boards.

14. A.T.&S.F. Crossing M.P. A-167.2 Coffeyville protected by gate normally set against A.T.&S.F. Approach crossing at restricted speed and do not exceed 15 M. P. H. over crossing.

All trains not exceed 10 M. P. H. through spring switch "B. E." Junction 15 M. P. H., over switch "D. Y." Junction.

Spring switch at "B. E." Junction connects M-K-T and AT&SF main tracks. This is a hand throw switch for southward movements. Back up movements by northward trains must not be made without throwing switch by hand.

M.V. crossing Nelagony protected by crossing gate normally set against M.V. trains. Approach crossing at restricted speed and do not exceed 15 M. P. H. over crossing.

20 M. P. H. passing Deep Rock Refinery, Cushing.

Passenger trains reduce to forty miles per hour, freight trains to thirty miles per hour between Forney and Carney.

15. Two position color light signal 414 located 392 feet south of spring switch at "B. E." Junction governs northward movements over switch and is provided with clearing section three rail lengths south of signal which will operate to proceed indication when this section is occupied by train or engine and opposing train on AT&SF has passed switch. When signal 414 on the MKT at BE Junction Bartlesville is in stop position trains or engines must wait five minutes on the clearing circuit, which extends 100 feet in advance of the signal, unless the signal assumes proceed indication, and if there is still no indication of train or engine moving on opposing route, they will hand signal their train or engines over the junction switch, then proceed in accordance with AT&SF Rule 830.

16. S.L.-S.F. crossing Mound Valley is controlled by automatic interlocker. Interlocking rules and following instructions govern:

Do not exceed 20 M. P. H. between home signals. The track circuit, that should clear home signal, when train moves onto it, extends from distant signal to home signal.

In case home signal does not clear and no train approaching on S.L.-S.F. tracks, a member of crew will turn knob in relay box at crossing (M-K-T switch lock) as far as it will go and release it. Signal should clear in 2 minutes.

If home signal then does not clear and no train approaching on S.L.-S.F. tracks, train will move forward beyond home signal but remain clear of crossing. If member of crew then finds home signals on S.L.-S.F. in both directions indicate STOP, he may give signal to proceed.

If a home signal on S.L.-S.F. does not indicate STOP, flagman must protect against train movements in that direction on S.L.-S.F. track before train fouls crossing. If both home signals on S.L.-S.F. tracks do not indicate STOP, flagman must protect in both directions on S.L.-S.F. tracks before train fouls crossing.

Southward trains holding main track against Northward trains will stop clear of fouling point sign opposite distant signal and wait until Northward train has entered siding.

17. AT&SF gauntlet track, Oklahoma Division, M.P. A-271.9 just south of Sunco, is controlled by automatic interlocker. Interlocking rules and following instructions will govern: Passenger trains not exceed 20 M. P. H., and freight trains 15 M. P. H. between home signals.

Track circuit that should clear home signal when train moves onto it extends 1500 feet before reaching home signal.

In case home signal does not clear, trains will move to within 100 feet of home signal.

In case home signal does not clear after moving onto track circuit 100 feet from home signal and no train approaching on AT&SF, train will move forward beyond home signal but remain clear of AT&SF track. If home signal in same direction on AT&SF is at STOP, flagman will cross bridge, and, if flagman finds opposing home signal on AT&SF at STOP, will give his train signal to proceed.

If a home signal on AT&SF does not indicate stop, flagman must protect against train movements in that direction on AT&SF track before train fouls crossing. If both home signals on AT&SF track do not indicate STOP flagman must protect in both directions on AT&SF track before train fouls crossing. Should it be necessary for train to stop between distant and home signals, for reasons other than home signal at STOP, the track circuit 100 feet before reaching home signal must not be occupied until it is desired to proceed through interlocker. In case signals are inoperative, notify M-K-T Dispatcher on telephone located at north end of bridge.

18. NEOSHO DIVISION: Railroad Crossing Gates

M. P. B-23.7: Normal position of gate against M-K-T. Rule 556.
 M. P. B-26.8: Electrically locked gate, normal position against M-K-T. Instructions on inside mechanism case, Rule 556.
 M. P. B-44.2: Normal position of gate against M-K-T. Rule 556.

Do Not Exceed—

20 miles per hour between home signals Moody, Emporia, Council Grove and White City.

10 miles per hour for trains handling loaded cars of 70 tons over bridges B-34.2, B-58.3, B-60.4, B-72.1, B-77.4, B-89.2, B-112.3, B-144.0, B-151.6, B-152.2.

15 miles per hour with 38%, 44% and 47% type engines over bridges B-31.1, B-34.2, B-58.3, B-60.4, B-72.1, B-77.4, B-89.2, B-112.4, B-144.0, B-151.6, B-152.2.

38% type, or heavier, engines must not be double-headed over bridges B-31.1, B-34.2, B-58.3, B-60.4, B-72.1, B-77.4, B-89.2, B-112.3, B-144.0, B-151.6, B-152.2.

All trains will flag 6th Street crossing, Junction City.

All trains will flag 6th Avenue crossing, Emporia.

Normal position of main line switch at north end of lead from North Yard to Neosho Division main track, nine poles south of Mile Post B-3, will be for the lead. All trains approach this switch at restricted speed expecting to find switch set against them.

19. AUTOMATIC BLOCK SIGNALS IN SERVICE:

Between Paola and Parsons.

M.P. A-192.9 and M.P. A-194.4.

M.P. A-240.9 and M.P. A-247.0.

Shaw Yard and Barnard.

Home Signals located M.P. A-271.8 and M.P. A-272.2.

Trains must remain back of fouling point indicated by insulated rail joints at signals to permit clearing signals.

Parsons is train register station for passenger trains only.

North Yard is train register station for freight trains only.

All trains will report for orders before leaving Paola.

All Northward trains originating at North Yard (except for the Neosho Division) will report for orders at Poole.

Train orders for Southward Cherokee and Osage Division trains will be placed at Parsons Tower.

All trains originating at Parsons will report for orders at Telegraph office.

All trains report for orders before leaving Bartlesville.

First Class and Extra trains originating at Oklahoma City will report for orders at Shaw.

All Neosho Division trains originating at North Yard will report for orders at telegraph office, Parsons.

All trains to Iola Branch report for orders before leaving Moran.

20. Small figures shown at Kansas City, Glen Park, Bartlesville, and Oklahoma City indicate the advertised leaving and arriving time only. See special instructions, Rules 8, 24, 24-a, and 24-b.

21. List of main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4½ inches.

Division	Mile Post	
Kansas City	Kansas City	Train shed, passenger station, Penn. Ave. Tower K. C. Terminal Ry.
Neosho	B-152.2	Bridge No. B-152.2
All	Various	Swing spouts on water tanks.
All	Various	All mail cranes when pouches are hung.

List of main track bridges and structures having vertical clearance above top of rail less than 21 feet 6 inches.

Kansas City	A-6.5	Highway overpass Frisco joint track
Neosho	B-34.2	Bridge No. B-34.2
Neosho	B-58.3	Bridge No. B-58.3
Neosho	B-77.4	Bridge No. B-77.4
Neosho	B-97.2	Bridge No. B-97.2
Neosho	B-112.3	Bridge No. B-112.3
Neosho	B-151.6	Bridge No. B-151.6
Neosho	B-152.2	Bridge No. B-152.2

Attention is called to the fact that engines, cars and loads on open top cars are of various heights and widths and that there are also other bridges and structures over main and other tracks in approaching and passing which it is dangerous to stand erect on top of a covered car or high load on open top car; also that it is dangerous to be on the side of a car while passing through bridges, buildings, platforms and other structures alongside main and other tracks.

22. STATION AND TRACKS NOT SHOWN ON SCHEDULE PAGE:

Name	Location MP	End Connected to main track	Car Capacity
Lorton	B 39	North	11
Carmean	B 56	South	5
Throck	B 61	South	5
Blue	B 85	South	4
Normal	B 97	South	8
Wayman	B 101	South	4
Henry	B 123	North	5
Olson	B 146	Both	14
La Harpe	102.1	Both	20
Gano	MP A277.6	Both	40
Mindeman	MP A249.3	Both	20
Manion	MP A231.6	North	20
Kiheki	MP A213.6	North	17
Fite	MP A204.3	North	10
Torpedo	MP A201.8	North	4
Dewey Stock Yds.	MP A192.0	Both	6
South Coffeyville			
Stock Yards	MP A171.1	North	18
Penfield	MP A152.3	South	7

Track at Bangor is south end connected, holds 20 cars.

Track at Goodrich is north end connected, holds 6 cars.

Track at Hertha is north end connected and holds 10 cars.

23. Speed through city limits, as prescribed by ordinances:

KANSAS CITY DIVISION		NEOSHO DIVISION	
Erie	25 M.P.H.	Americus	10 M.P.H.
OSAGE-OKLA. DIVISION		Emporia	20 M.P.H.
Coffeyville	25 M.P.H.	Burlington	20 M.P.H.
Dewey	35 M.P.H.	IOLA BRANCH	
Cushing	20 M.P.H.	Iola	15 M.P.H.
Yale	25 M.P.H.		
Oklahoma City	25 M.P.H.		

24. Kansas City Terminal Railway Time Table and Rules govern movement over their tracks at Kansas City.
- 24-a. SL-SF Ry. Time Table and Rules govern between Paola and Kansas City Terminal Railway tracks.
- 24-b. AT&SF rules and current time table governs movements between "D. Y." Junction and "B. E." Junction.
- 24-c. OCAA trains use M-K-T tracks between Barnard and Oklahoma City; M-K-T time table, rules and regulations govern.
- 24-d. Double track rules apply on cut-off between Poole and North Yard, unless otherwise directed.

25. FLAG STOPS NOT SHOWN ON SCHEDULE PAGE:

IOLA BRANCH:

Train	Station	Rev.Passgrs.
59, 60.....MP	102.1, La Harpe	" "
59, 60.....MP	104.5, Gas	" "

NEOSHO DIVISION:

37, 38.....MP	B-22, Austin	" "
37, 38.....MP	B-58.9, Richey	" "
37, 38.....MP	B-61, Throck	" "
37, 38.....MP	B-85, Blue	" "
37, 38.....MP	B-101, Wayman	" "
37, 38.....MP	B-146, Olson	" "

KANSAS CITY DIVISION:

- No. 26, Erie to discharge passengers from stations south of Parsons and pick up passengers destined Kansas City and beyond.
- No. 28, Kincaid and Parker to discharge passengers from stations south of Parsons.

OKLAHOMA-OSAGE DIVISION:

- No. 25 at any station to discharge from Parsons and North.
- No. 26 at any station to receive for Kansas City and stations South Mound to St Louis inclusive.
- No. 28 at Yale, Osage, Pershing, Dewey, Mound Valley to discharge from Oklahoma City, and to receive for regular stops north of Parsons including Kincaid and Parker, and Neosho Division points.

No. 23 at Mound Valley, Dewey, Pershing, Osage, Yale, Agra, Tryon and Carney to discharge from Kansas City and Paola.

No. 23 at Mound Valley, Dewey, Pershing, Osage, and Yale to receive for Oklahoma City.

Trains No.'s 90 and 91 on Neosho Division will carry passengers.

26. At Osage, time table and train order restrictions for first class trains and passenger extras apply at the track immediately east of depot extending from the first main track switch north of depot to first main track switch south of depot.
27. At Cushing, time table and train order restrictions for all trains apply at track opposite passenger station known as Coach Track.
28. Normal position of switch "D. Y." Junction is for the AT&SF Ry.
Normal position of switch B. E. Junction is for AT&SF Ry.
Normal position of switch Barnard is for M-K-T Railroad.
29. Color light signal located on north end of scale house near office North Yard displaying green for Cherokee division and yellow for Osage division trains will be authority for third and fourth class and extra trains to move from North Yard to Parsons Tower without orders observing rule 93. In absence of light, trains be governed by instructions of yardmaster.
30. Engine whistle signal code, SL-SF Interlocker, Parsons:

Cherokee Division main track.....	—
Osage Division main track.....	— —
Joplin track to Cherokee Division main track.	— o
Through South Cross-over.....	o —
Through North Cross-over.....	o o o
Joplin track to Osage Division main track....	— — o

31. Engine whistle signal code, Interlocker, Poole:

Kansas City to Parsons, or Parsons to Kansas City.....	—
Kansas City to North Yard, or North Yard to Kansas City.....	— o —
Sedalia to North Yard, or North Yard to Sedalia.....	o — o
Sedalia to Parsons, or Parsons to Sedalia.....	o o —

ABBREVIATIONS:

- W—Water.
- T—Turntable.
- S—Track Scales.
- Y—Wye.
- P—Telephone.
- C—Coal.
- O—Oil.
- D—Day Telegraph Office only.
- N—Day and Night Telegraph Office.
- NO—Night Telegraph Office only.
- M. P. H.—Miles per hour.

EMPLOYEES' HOSPITAL ASSOCIATION:

Dr. R. S. Yancey, Chief Surgeon, Medical Arts Bldg., Dallas, Texas.

STATION	NAME
Parsons, Ks.....	Dr. N. C. Morrow, Div. Surg., Examiner, M.K.T. Hospital..... Dr. J. D. Pace, Div. Surg..... Dr. T. D. Blasdel, Oculist..... Dr. A. D. Lucas, Oral Surgeon..... Dr. G. K. Geissmann, Oral Surgeon.....
Americus, Ks.....	Dr. Albert Beam.....
Burlington, Ks.....	Dr. A. B. McConnell.....
Bartlesville, Okla.....	Dr. H. G. Crawford.....
Coffeyville, Ks.....	Dr. J. D. McMillion.....
Cushing, Okla.....	Dr. Benjamin Davis.....
Cleveland, Okla.....	Dr. E. T. Robinson, Examiner.....
Council Grove, Ks.....	Dr. B. E. Miller.....
Dewey, Okla.....	Dr. L. D. Hudson.....
Emporia, Ks.....	Dr. Frank Foncannon, Examiner, 511 Commercial.....
Erie, Ks.....	Dr. E. C. Bryan.....
Humboldt, Ks.....	Dr. J. J. Michalak.....
Hominy, Okla.....	Dr. G. I. Walker.....
Iola, Ks.....	Dr. A. R. Chambers, Loc. Surgeon.....
Junction City, Ks.....	Dr. A. E. O'Donnell.....
Kansas City, Mo.....	Dr. Robt. Uhlmann, Loc. Surgeon, 1314 Bryant Building..... Dr. Chas. L. Schaefer, 3937 Main St..... Dr. A. W. McAlester, Jr., Oculist.....
Moran, Ks.....	Dr. R. R. Nevitt.....
Oklahoma City, Okla.....	Dr. Geo. LaMotte, Examiner..... Dr. P. E. Heskett, Div. Surgeon-Examiner.. Dr. Ellis Moore, Orologist..... Dr. Leo F. Cailley, Oculist.....
Osage, Okla.....	Dr. M. M. Carmichael, Div. Surgeon.....
Osawatomie, Ks.....	Dr. W. L. Speer, Loc. Surgeon.....
Paola, Ks.....	Dr. P. A. Pettitt.....
Rosedale, Ks.....	Dr. C. E. Sanders, Div. Surgeon, 1401 S-W Blvd. Dr. J. W. Young, Div. Surgeon, 1401 S-W Blvd.
Tyron, Okla.....	Dr. H. B. Jenkins.....

BULLETIN BOOKS LOCATED AT:

Telegraph Offices: Parsons
Kansas City
Coffeyville
Osage
Shaw
Junction City
Yard Offices: Glen Park
North Yard
Round Houses: Glen Park
Parsons
Crawford Ave. Parsons

STANDARD CLOCKS ARE LOCATED:

Telegraph Offices: Kansas City
Parsons
Glen Park
Junction City
Coffeyville
Osage
Cushing
Yard Offices: North Yard
Shaw
Passenger Station: Oklahoma City

WATCH INSPECTORS:

St. Louis, Mo..... American Railroad Time Service, 720 Olive Street.....
Parsons, Ks..... Pfeiffer Jewelry Co.....
F. G. Winkler.....
Kansas City, Mo..... J. H. Mace Co., Union Station.....
J. H. Mace's, Inc., 1100 Grand Ave.....
Kansas City, Ks..... Mace's-Jones, 726 Minnesota.....
Paola, Ks..... Paola Jewelry Co.....
Junction City, Ks..... W. G. Glick.....
Oklahoma City, Okla..... L. G. Meyerding Co.....

YARDS PROTECTED BY YARD LIMIT BOARDS:

Parsons—North Yard including Stocker, Poole and Parsons Tower.
Oklahoma City to Owanda incl. (See special rule 7)
Cushing to Yale inclusive. (See special rule 7)
Mindeman to Almquist inclusive. (See special rule 7)
“D-Y” Junction to Dewey stockyards inclusive.
“B-E” Junction to Sutton inclusive. (See special rule 7)
South Coffeyville to Hunter inclusive (See special rule 7)
Paola to South Paola inclusive.
Iola
Chanute
Humboldt
Junction City

SPEED TABLE

Speed Per Hour	TIME OF PERFORMANCE		
	¼ Mile	½ Mile	1 Mile
Miles	M. S.	M. S.	M. S.
10	1 30	8 0	6 00
11	1 21	2 43	5 27
12	1 15	2 30	5 00
13	1 09	2 18	4 37
14	1 04	2 08	4 17
15	1 00	2 00	4 00
16	0 56	1 52	3 45
17	0 52	1 46	3 31
18	0 50	1 40	3 20
19	0 47	1 34	3 09
20	0 45	1 30	3 00
21	0 42	1 25	2 51
22	0 40	1 21	2 43
23	0 39	1 18	2 36
24	0 37	1 15	2 30
25	0 36	1 12	2 24
26	0 34	1 09	2 18
27	0 33	1 06	2 13
28	0 32	1 04	2 08
29	0 31	1 02	2 04
30	0 30	1 00	2 00
31	0 29	0 58	1 56
32	0 28	0 56	1 52
33	0 27	0 54	1 49
34	0 26	0 53	1 45
35	0 25	0 51	1 42
36	0 25	0 50	1 40
37	0 24	0 48	1 37
38	0 23	0 47	1 34
39	0 23	0 46	1 32
40	0 22	0 45	1 30
41	0 21	0 43	1 27
42	0 21	0 42	1 25
43	0 20	0 41	1 23
44	0 20	0 40	1 21
45	0 20	0 40	1 20
46	0 19	0 39	1 18
47	0 19	0 38	1 16
48	0 18	0 37	1 15
49	0 18	0 36	1 13
50	0 18	0 36	1 12
51	0 17	0 35	1 10
52	0 17	0 34	1 09
53	0 17	0 34	1 08
54	0 16	0 33	1 07
55	0 16	0 32	1 06
56	0 16	0 32	1 05
57	0 15	0 31	1 04
58	0 15	0 31	1 03
59	0 15	0 30	1 02
60	0 15	0 30	1 00

