

MAKE EVERY TRIP A SAFETY TRIP



J. I. POOLE

Assistant Superintendents

O. L. CRAIN

S. L. FORNEY

Road Foremen of Engines

E. L. HANKS

J. A. BARNARD
Chief Dispatcher

J. A. PETERSON
R. O. MORRIS

Train Dispatchers

W. N. TAYLOR
N. G. JONES



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

Missouri-Kansas-Texas Railroad Company

SAFETY PAYS BIG DIVIDENDS

EMPLOYES'

TIME TABLE

No. 23-A

NORTHERN DISTRICT

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

Sunday, Sept. 15, 1946

Superseding Previous Time Table and Supplements

— For Employes Only —

C. W. WATTS,
Superintendent

J. H. LITTLE,
General Superintendent
of Transportation

H. M. WARDEN,
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.

(a)	Weight of Car & Contents	Wt. of Freight
Carload perishable under ice.....	45	16
Carload perishable not under ice.....	42	16
Refrigerators loaded with LCL mdse.....	35	8
Other cars with LCL mdse.....	30	8
Live stock	37	15
Live Poultry	36	10

When actual weights obtained on perishable loads in refrigerator, add three tons for ice when moving under refrigeration.

(b) Use following tonnage for tare weights on system cars:

	Tons
1. Caboose	27
341 to 350, incl.....	25
361 to 370, 796 to 820, incl.....	18
375 and 524 to 591, incl.....	21
411 to 523, 700 to 795, 871 to 907, incl.....	22
821 to 870, incl.....	22
2. Auto Cars	26
60001 to 60100, incl.....	30
61001 to 62100, incl.....	31
63000 to 63025, incl.....	31

(b) Continued.

3. Box Cars	Tons
74000 and 170000 series.....	19
76001 to 78000, incl.....	22
80001 to 80494, incl.....	25
79001 to 79157, 95000 to 96499, incl.....	23
4. Coal and Hopper Cars	
23000 to 25380, incl.....	17
32000 to 33499, incl.....	20
41000 to 41500, incl.....	24
43001 to 43500, incl.....	21
40001 to 40050, incl.....	26
40500 to 40700, incl.....	30
5. Flat Cars	
13000 to 13139, 113000 to 113120, incl.....	21
13201 to 13500, incl.....	19
6. Stock Cars	
47000 to 47500, incl.....	22
7. Tank Cars	
116000 to 117019, incl.....	22
8. For loaded and empty stock cars, add two tons for bedding.	
9. When stencilled tare weights on foreign cars are not obtained, use figures below:	

KIND	Non-Devised Auto	Devised Auto	Box	Flat	Refrigerator	Stock Bedded 22 Clean 20	Tank	Coal	Hopper
TONS	25	26	22	21	26	22	22	24	28

10. When actual tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports endorsed accordingly, for information of Assistant Auditor.

KANSAS CITY DIVISION

FOURTH CLASS	THIRD CLASS				Distance from Kansas City	TIME TABLE NO. 23-A						Signs and Car Capacity	FIRST CLASS					SECOND CLASS
	93 Way	275 Katy Klipper	277 Fast Freight	271 Bullet		281 Katy Komet	Effective 12:01 A. M. Sept. 15, 1946						25 Katy Flyer	27 Blue-bonnet	23 Katy Limited	15 Mo. Pac. Passenger	11 Mo. Pac. Passenger		37 Passenger
Tuesday Thurs. Sat.	Daily	Daily	Daily	Daily		STATIONS						Daily	Daily	Daily	Daily	Daily	Daily	
						KANSAS CITY US						AM 9.20	PM 9.35	PM 10.30				
	PM 7.30	PM 12.01	AM 9.15	PM 11.59	2.6	GLEN PARK KY						WTSO Yard P						
						Joint Track With S.L.-S.F. Ry. 40.5												
AM 9.30	PM 8.40	PM 1.15	AM 10.30	AM 1.15	43.1	N	PAOLA PD	WTO Yard P	s	AM 10.14	PM 10.29	PM 11.30	PM 8.51	PM 9.56				
					43.4		MO. PAC. JUNCTION Interlocker 0.3						8.52 PM	9.57 PM				
							SOUTH PAOLA 0.1											
9.41	8.51	1.30	10.38	1.20	43.5		3.0	52		10.17	10.32	11.33	See	See				
							RINGER 8.1	101 P		10.21	10.36	11.39	Special	Special				
9.50	8.59	1.45	10.48	1.30	46.5	D	BEAGLE B	89 P		10.30	10.45	f 11.49	Rule	Rule				
10.10	9.11	2.02	11.03	1.44	54.6	N	PARKER H	93 P		10.37	10.52	s 12.01 AM	1-c	1-c				
10.37	9.21	2.15	11.15	1.55	61.6		DUNLAY 5.2	122 P		10.43	10.58	12.08						
10.55	9.29	2.24	11.23	2.04	66.8	D	CENTERVILLE C	25 WP		10.47	11.01	f 12.12						
11.10	9.34	2.30	11.29	2.09	70.0		JOHNSON 5.3	120 P		10.53	11.07	12.21						
11.25	9.42	2.40	11.37	2.18	75.3	N	KINCAID KI	91 P		11.01	11.16	s 12.33						
11.49	9.52	2.58	11.49	2.30	82.8	D	MILDRED MR	76 P		11.06	11.21	f 12.42						
PM 12.20	9.58	3.06	11.56	2.37	87.0		MORAN 7.7	E 43 W W 90		11.14	11.29	s 12.57						
12.45 4.05	10.10	3.25	PM 12.15	2.55	94.7	N	MORAN TOWER MN Mo. Pac. Interlocker 0.1 4.2	P										
					94.8		RUTHERFORD 4.4	56 P		11.19	11.34	1.04						
4.20	10.16	3.40	12.24	3.03	99.0	D	ELSMORE UN	98 P		11.23	11.38	f 1.11						
4.35	10.22	3.50	12.30	3.09	103.4	D	SAVONBURG SG	103 P		11.26	11.41	f 1.18						
4.45	10.27	4.06	12.35	3.15	106.4		4.0											
4.53	10.33	4.15	12.42	3.22	110.4	D	STARK DK	26 P		11.31	11.46	f 1.25						
4.58	10.36	4.19	12.46	3.27	112.6		KIMBALL 7.3	93 P		11.34	11.49	f 1.30						
					119.9	N	N. E. TOWER NE A.T.&S.F. Interlocker 0.7	P										
5.15	10.47	4.30	1.00	3.40	120.6		ERIE 10.0	N 57 S 93 P		f 11.42	11.57	s 1.42						
5.33	11.02	4.44	1.20	3.55	130.6		HAYDEN 3.1	95 P		11.55	AM 12.10	1.57						
5.39	11.10	4.50	1.30	4.11	133.7	N	POOLE XO Interlocker 2.5	P		11.59	12.14	2.02						
5.50 PM	11.30 PM	5.00 PM	1.45 PM	5.00 AM	136.2	NORTH YARD 0.6						WTSYO Yard P	PM 12.02	12.17	2.05	PM 6.29		
					136.8	N	PARSONS W	Yard		12.05 PM	12.20 AM	2.10 AM		6.35 PM				
11.2	32.9	24.8	28.6	24.8		Average speed per hour.....						50.6	50.6	35.1	18.0	18.0	6.0	

NORTHWARD TRAINS

KANSAS CITY DIVISION

NORTHWARD TRAINS

SECOND CLASS	FIRST CLASS				TIME TABLE NO. 23-A	THIRD CLASS				FOURTH CLASS
38 Passenger	12 Mo. Pac. Passenger	26 Katy Flyer	24 Katy Limited	28 Blue-bonnet	Effective 12:01 A. M. Sept. 15, 1946	270 Fast Freight	274 Katy Packer	276 Rocket	272 Fast Freight	92 Way
Daily	Daily	Daily	Daily	Daily	STATIONS	Daily	Daily	Daily	Daily	Monday Wed. Friday
					KANSAS CITY US					
		PM 9.50	AM 7.55	AM 7.45	GLEN PARK KY	AM 11.00	PM 6.00	PM 9.00	PM 11.45	
					Joint Track With S.L.-S.F. Ry.					
					40.5					
		AM 5.31	PM 8.56	AM 6.57	N PAOLA PD	AM 9.45	PM 4.20	PM 7.00	PM 10.15	PM 8.00
		5.30 AM	8.52		0.3					
		See	8.51	6.54	MO. PAC. JUNCTION Interlocker					
		Special	8.48	6.50	0.1					
		Rule	8.39	6.41	SOUTH PAOLA	9.41	3.55	6.45	10.03	7.40
		1-c	8.32	6.34	3.0					
					RINGER	9.35	3.42	6.31	9.54	7.30
					8.1					
					D BEAGLE B	9.21	3.25	6.15	9.39	7.05
					7.0					
					N PARKER H	9.11	3.13	5.59	9.21	6.40
					5.2					
					DUNLAY	9.03	2.59	5.46	9.08	6.15
					3.2					
					D CENTERVILLE C	8.58	2.52	5.37	9.00	6.01
					5.3					
					JOHNSON	8.50	2.40	5.25	8.51	5.45
					7.5					
					N KINCAID KI	8.39	2.12	5.05	8.40	5.15
					4.2					
					D MILDRED MR	8.32	2.04	4.50	8.32	5.01
					7.7					
					MORAN	8.20	1.50	4.30	8.18	4.40
					0.1					12.45
					N MORAN TOWER MN					
					Mo. Pac. Interlocker					
					4.2					
					RUTHERFORD	8.12	1.40	4.20	8.09	12.24
					4.4					
					D ELSMORE UN	8.04	1.32	4.12	8.01	12.10
					3.0					
					D SAVONBURG SG	7.59	1.27	4.06	7.56	12.01 PM
					4.0					
					D STARK DK	7.53	1.20	3.55	7.49	11.45
					2.2					
					KIMBALL	7.49	1.15	3.50	7.45	11.34
					7.3					
					N N. E. TOWER NE					
					A.T.&S.F. Interlocker					
					0.7					
					ERIE	7.34	1.00	3.35	7.34	11.10
					10.0					
					HAYDEN	7.18	12.35	3.17	7.19	10.50
					3.1					
					N POOLE XO	7.10	12.20	3.10	7.11	10.40
					Interlocker					
					2.5					
					NORTH YARD	7.00 AM	12.05 PM	3.00 PM	7.00 PM	10.30 AM
					0.6					
					N PARSONS W					
					136.8					
					.....Average speed per hour.....	33.9	21.6	23.3	28.6	9.8
AM 5.50										
5.45 AM										
7.2	18.0	50.6	52.5	35.1						

SOUTHWARD TRAINS

OSAGE DIVISION

NORTHWARD TRAINS

THIRD CLASS		FIRST CLASS		Distance from Kansas City	TIME TABLE NO. 23-A		Signs and Car Capa- city	FIRST CLASS		THIRD CLASS	
271 Bullet	275 Katy Klipper	25 Katy Flyer	23 Sooner		Effective 12:01 A. M. Sept. 15, 1946			26 Katy Flyer	28 Sooner	270 Fast Freight	276 Rocket
Daily	Daily Ex- cept Sun.	Daily	Daily	STATIONS		Daily	Daily	Daily Ex- cept Sun.	Daily		
PM 2.45	AM 12.15			136.2	NORTH YARD 0.6		WTOYSP Yard		AM 5.25	PM 12.50	
2.50	12.20	PM 12.30	AM 2.25	136.8	N PARSONS W			PM 6.45	AM 3.40	5.20	12.45
				137.3	N PARSONS TOWER JG S.L.-S.F. Interlocker 4.3						
3.00	12.28	12.36	2.31	141.6	BLUM 7.4		P 80	6.30	3.32	5.05	12.36
3.13	12.40	s 12.48	2.40	149.0	Auto. Inter. { D MOUND VALLEY MD S.L.-S.F. Crossing 8.2		P 80 s	6.17	3.22	4.50	12.12 PM
3.28	12.53	s 12.59	2.52	157.2	ANGOLA 6.6		P 100 s	6.02	3.10	4.35	11.35
3.40	1.03	1.08	3.01	163.8	HUNTER 3.0		P 43	5.50	3.01	4.20	11.20
3.47	1.08	1.13	3.06	166.8	COX 0.4		P 80	5.44	2.56	4.10	11.05
				167.2	A. T. & S. F. Gate Crossing 0.5						
3.50	1.10	s 1.18	s 3.18	167.7	N COFFEYVILLE FY		P 59YW s	5.40	s 2.54	3.59	10.59
				168.3	Mo. Pac. Crossing 0.4						
4.01	1.13	1.22	3.22	168.7	EVANS 2.2		P 76	5.28	2.48	3.50	10.33
4.09	1.17	s 1.27	s 3.28	170.9	N SOUTH COFFEYVILLE SC Mo. Pac. Interlocker 5.5		P s	5.23	s 2.45	3.46	10.22
4.20	1.26	f 1.36	3.36	176.4	WILSON 6.5		P 77 f	5.14	2.38	3.36	10.04
4.32	1.36	s 1.45	3.44	182.9	WANN 6.2		P 84 s	5.04	2.28	3.14	9.46
4.54	1.46	f 1.54	3.52	189.1	ALLEN 4.6		P 80 f	4.54	2.18	3.04	9.28
5.15	2.10	s 2.01	3.58	193.7	Auto. Block { N DEWEY DE		P 80 Yard s	4.45	2.10	2.52	9.10
5.30 PM	2.15 AM	2.03 PM	4.00 AM	194.5	"D. Y." JCT. 3.2			4.41 PM	2.08 AM	2.47 AM	9.01 AM
PM 5.45	AM 2.25	s 2.16	s 4.08	197.7	Joint Track with A.T. & S.F. R.R. N BARTLESVILLE B		WYS P Yard s	PM 4.33	AM 1.59	AM 2.37	AM 8.50
PM 5.50	AM 2.27	PM 2.20	AM 4.11	198.2	"B. E." JCT. 0.5			PM 4.26	AM 1.53	AM 2.32	AM 8.35
5.55	2.30	2.23	4.13	198.7	SUTTON 9.3		P 95	4.25	1.52	2.30	8.10
6.20	2.44	f 2.37	4.26	208.0	OKESA 4.2		P 96 f	4.11	1.38	2.09	7.46
6.30	2.52	2.45	4.33	212.2	LAUENBURG 5.3		P 65	4.03	1.31	2.01	7.28
6.41	3.00	s 2.54	4.40	217.5	D NELAGONY GY M. V. Gate Crossing 8.2		P 70WY s	3.55	1.24	1.53	7.00
7.06	3.14	s 3.07	s 4.51	225.7	D WYNONA WY		P 60 s	3.42	s 1.11	1.38	6.31
7.30	3.30	s 3.27	s 5.06	236.0	D HOMINY HY		P 98 s	3.27	f 12.58	1.18	6.10
7.43	3.38	3.37	5.13	240.7	ALMQUIST 4.5		P 81	3.20	12.50	1.10	6.00
7.55 PM	3.45 AM	s 3.45 PM	5.19 AM	245.2	Auto. Block { N OSAGE JN		Yard WOYSP	3.14 PM	12.42 AM	12.52 AM	5.45 AM
21.1	81.1	83.4	87.4		Average speed per hour.....			80.8	86.5	24.0	15.3

THIRD CLASS		FIRST CLASS		Distance from Kansas City	TIME TABLE NO. 23-A		Signs and Car Capa- city	FIRST CLASS		THIRD CLASS		
271 Bullet	275 Katy Klipper	25 Katy Flyer	23 Sooner		Effective 12:01 A. M. Sept. 15, 1946			26 Katy Flyer	28 Sooner	276 Rocket	270 Fast Freight	
Daily	Daily Ex- cept Sun.	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily Ex- cept Sun.			
PM 8.45	AM 4.30	PM 3.50	AM 5.19	245.2	Auto Block N	OSAGE	JN	Yard WOYP S	s PM 3.09	AM 12.42	PM 8.00	AM 12.20
9.01	4.36	s 3.55	s 5.24	248.2	D	CLEVELAND	CN	P 45	s 3.02	s 12.37	7.50	12.12 AM
9.20	4.51	s 4.09	5.35	256.5		HALLETT		P 65	s 2.50	12.25	7.37	11.56
				257.5	N	HALLETT TOWER S. L.-S. F. Interlocker	HJ					
9.30	4.57	s 4.14	5.40	260.2	D	JENNINGS	NS	P 85	s 2.44	12.20	7.30	11.48
9.58	5.16	s 4.29	5.54	270.4	D	YALE	YA	P	s 2.29	12.05	7.10	11.28
10.00	5.17	4.30	5.55	271.0		SUN.-CO.		79	2.28	12.04 AM	7.05	11.27
				271.4	AUTOMATIC INTERLOCKER	A. T. & S. F. Gauntlet Track						
10.25	5.23	4.36	6.01	273.9		NORFOLK		P 53	2.22	11.59	6.50	11.18
11.08	5.33	4.44	6.09	279.4		DEEP ROCK		P Yard 71YW	2.14	11.51	6.40	11.08
11.15	5.38	s 4.52	s 6.16	280.2	N	CUSHING	CH	P 30	s 2.08	s 11.48	6.30	11.03
11.38	5.48	5.02	6.26	286.0		FORNEY		P 53	1.58	11.38	5.45	10.53
11.48	5.55	s 5.10	6.34	290.6		AGRA		P 65	s 1.51	11.31	5.35	10.44
AM 12.01	6.05	s 5.20	6.43	297.2	D	TRYON	RN	P 17	s 1.41	11.21	5.20	10.34
12.09	6.15	s 5.29	6.50	301.8		CARNEY		P 14	s 1.32	11.13	5.02	10.25
12.29	6.29	s 5.41	7.01	310.3		FALLIS		P 83	s 1.21	11.01	4.47	10.12
12.46	6.41	s 5.52	7.10	317.0		LUTHER		P 46	s 1.11	10.51	4.35	10.01
1.12	6.54	s 6.05	7.20	324.7		ARCADIA		P 64	s 1.00	10.41	4.21	9.48
1.30	7.07	f 6.16	7.30	332.2		WITCHER		P 59	f 12.50	10.31	4.08	9.36
1.50	7.20	6.28	7.39	339.1		OWANDA		P 22	12.41	10.20	3.56	9.25
				341.5		C. R. I. & P. Crossing						
2.01	7.25	6.33	7.43	341.6		BARNARD			12.36	10.15	3.50	9.20
2.30 AM	7.30 AM	6.37	7.46	342.8	N	TURNER	SX	Yard SWOTP	12.34	10.13	3.45 PM	9.10 PM
				343.2		C. R. I. & P. Crossing						
		6.45 PM	7.50 AM	343.9		OKLAHOMA CITY		P Yard Y	12.30 PM	10.10 PM		
17.0	32.5	33.8	39.2		.....Average speed per hour.....				37.2	38.9	23.0	30.8

		FOURTH CLASS		SECOND CLASS	Distance from Parsons	TIME TABLE NO. 23-A		Signs and Car Capacity	SECOND CLASS		FOURTH CLASS		
		91 Way		37 Passenger			Effective 12:01 A. M. Sept. 15, 1946			38 Passenger		90 Way	
		Tuesday Thurs. Saturday		Daily		STATIONS			Daily		Monday Wed. Friday		
		AM 5.00		PM 12.35	156.8	D	JUNCTION CITY TY	WYO Yard	AM 11.50		PM 4.30		
		f 5.30		f 12.58	146.3		10.5 OLSON	14	f 11.22		f 3.40		
		f 5.40		s 1.04	143.8		2.5 SKIDDY	17	s 11.16		f 3.30		
					137.9	N	WHITE CITY TOWER WY C. R. I. P. Interlocker						
		s 6.05		s 1.19	137.6	D	WHITE CITY WC	25	s 10.59		s 2.55		
		s 7.15		s 2.01	120.0	D	COUNCIL GROVE CA	45 W	s 10.17		s 2.01		
					119.9	N	COUNCIL GROVE TOWER CG M. P. Interlocker						
		f 7.40		f 2.09	116.0		0.1 HOUCKE	20	f 10.02		f 12.25 PM		
		f 8.01		s 2.19	111.4	D	DUNLAP D	22	s 9.51		f 11.59		
		f 8.30		s 2.34	103.9	D	AMERICUS MS	38	s 9.34		f 11.30		
		s 9.15 9.59		s 2.56	95.2	D	EMPORIA RD	60 W	s 9.15		s 11.00		
					94.9	N	EMPORIA JCT. A. T. & S. F. Interlocker	X					
		f 10.25		f 3.09	89.0		0.3 CURTIS	20	f 8.54		f 9.45		
		f 10.50		s 3.25	81.8	D	HARTFORD HD	40	s 8.40		f 9.25		
		f 11.10		s 3.38	75.5		6.3 STRAWN	25	s 8.28		f 9.05		
		s 11.40		s 3.53	67.8	D	BURLINGTON BI	33 Y	s 8.15		s 8.45		
					67.5		A. T. & S. F. Crossing						
		PM f 12.22		s 4.20	55.1	N	MOODY MO M. P. Interlocker	20	s 7.47		f 8.05		
		f 12.37		s 4.29	49.8	D	NEOSHO FALLS NF	20 W	s 7.36		f 7.50		
		s 1.10		s 4.40	44.2	D	PIQUA G M. P. Gate Crossing	50 Y	s 7.24		s 7.24		
		f 1.40		s 4.59	35.1	D	HUMBOLDT HM	50 Y Yard	s 7.05		f 6.54		
					26.8		8.3 A. T. & S. F. Gate Crossing						
		s 3.15		s 5.23	25.9	D	CHANUTE U	60 SW Yard	s 6.44		s 6.20		
					23.7		2.2 A. T. & S. F. Gate Crossing						
		f 3.50		s 5.45	16.9		6.8 URBANA	18	s 6.24		f 5.50		
		f 4.15		s 5.58	10.5	D	GALESBURG A	43	s 6.11		f 5.30		
					1.1		9.4 M. K. T. Crossing						
		5.00 PM		6.29 PM	0.6		0.5 NORTH YARD	Yard	5.50 AM		5.00 AM		
		13.0		26.5			156.2 Average speed per hour.		26.0		13.6		

SOUTHWARD TRAINS

IOLA BRANCH

NORTHWARD TRAINS

				Fourth Class	Distance from Kansas City	TIME TABLE No. 23-A			Signs and Car Capacity	Fourth Class				
				59 Mixed		Effective 12:01 A. M. Sept. 15, 1946				60 Mixed				
				Daily Except Sunday		STATIONS				Daily Except Sunday				
				PM 1.15	94.7	N	MORAN	MN		PM 3.45				
				1.59 PM	107.9	D	IOLA	OA	Yard ^P	2.15 PM				
				18.0		.....Average speed per hour.....				8.8				

No. 59 IS SUPERIOR TO No. 60.

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS:

- NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
- No. 59 is superior to No. 60.
- On Kansas City Division, Mo. Pac. trains No's. 11, 12, and 15, 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 instructions, Rule 6 (a) Paragraph 5.

2. CLEARING TRAINS:

- Third and fourth class and extra trains and yard engines, will clear first class trains at least ten minutes, except between and including:
 - 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
 - Turner Yard and Barnard,
 will clear superior trains sufficiently in advance of their time to avoid delay by block signal indications.
- Yard engines will clear regular trains and protect against extra trains (including extras and work extras) between the following points within yard limits:
 - 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 block signal 2470 and yard limit board south of Mindeman.
 - Between south switch Sun-co and M.P. A-276.
 - Between yard limit board Owanda and Barnard.
 Trains and yard engines delayed between these points must protect in accordance with Rule 99, the same as though were not in yard limits. Train orders instructing extra trains to wait, when used in connection with this rule, will include both extras and work extras.

- When taking siding to meet opposing train, stop not less than 200 feet from fouling point, if length of train will permit. When standing on main track for train to enter siding, stop 200 feet from clearance point.

3. WHERE TRAINS WILL REPORT FOR ORDERS:

- All trains report for orders before leaving Paola.
- All trains to Iola Branch report for orders before leaving Moran.
- All northward trains originating at North Yard (except for the Neosho Division) report for orders at Poole.
- All Neosho Division trains originating at North Yard report for orders at telegraph office, Parsons.
- All northward trains originating at Parsons report for orders at telegraph office, Parsons.
- All trains report for orders before leaving Bartlesville.
- First Class and Extra trains originating at Oklahoma City report for orders at Turner.
- Train orders for Southward Cherokee and Osage Division trains will be placed at Parsons Tower.

4. REGISTER STATIONS:

- Parsons is train register station for first and second class trains and passenger extras only.
- North Yard is train register station for freight trains only.
- All trains except Nos. 92 and 93 register by slip at Paola. No's. 23 and 28 register by slip at Osage. First class trains and passenger extras register at Turner by slip.

5. MAXIMUM SPEED (M.P.H.) OBSERVING PERMANENT SLOW BOARDS, SLOW ORDERS AND OTHER RESTRICTIONS:

Between:	Passenger Trains	Freight and Mixed Trains
Paola and Parsons	70	45
Parsons and Osage	50	35
Osage and Oklahoma City	50	35
Parsons and M.P. B-77.1	40	30
M.P. B-77.1 and M.P. B-79.3	25	20
M.P. B-79.3 and M.P. B-123.0	30	20
M.P. B-123.0 and Junction City	30	25
Moran and Iola .....	.....	20

EXCEPTIONS

Trains No's. 270 and 275 on Osage and Oklahoma Divn. 40

- Freight engines handling passenger trains not exceed maximum speed authorized for freight trains, unless otherwise provided.
- Maximum speed entering or leaving main line turnouts: Passenger trains 20 M.P.H. Freight Trains 15 M.P.H.
- Maximum speed road engines backing up, with or without cars, 25 M.P.H. except on Neosho Division and Iola Branch, 15 M.P.H.
- Maximum speed road engines running light, 25 M.P.H., except on Neosho Division and Iola Branch, 15 M.P.H.
- Maximum speed switch engines, with or without cars, 20 M.P.H. except 0-8-0 Type 15 M.P.H.
- Trains handling scale test car X-1658, 25 M.P.H., except where maximum speed less than 25 M.P.H., and handle just ahead of caboose.

6. SPEED AND OTHER RESTRICTIONS:

a. KANSAS CITY DIVISION:

ALL TRAINS AND ENGINES RUN AT YARD SPEED BETWEEN AUTOMATIC BLOCK SIGNAL 1357 KANSAS CITY DIVISION, AUTOMATIC BLOCK SIGNAL 3862 SEDALIA DIVISION AND THE NORTHWARD HOME SIGNALS PARSONS TOWER, OSAGE AND CHEROKEE DIVISIONS. THIS DOES NOT RELIEVE CREWS ON TRAINS CARRYING PASSENGERS FROM PROTECTING IN ACCORDANCE WITH RULE 93(b). ANY TRAIN OR ENGINE STANDING OR MOVING UNDER OBSCURE CONDITIONS MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(b).

ALL TRAINS AND ENGINES MOVING ON INBOUND AND OUTBOUND FREIGHT MAIN TRACKS WILL RUN AT YARD SPEED APPROACHING AND PASSING OVER NEOSHO DIVISION CROSSING AT THE NORTH END OF NORTH YARD, PARSONS, AND TO OR THROUGH THE SWITCHES LEADING TO OR FROM THE YARD TRACKS AT THIS POINT.

Do not exceed 15 M.P.H. over Bridge 384.8 on inbound and outbound tracks, freight cut-off between Poole and North Yard.

Do not exceed 35 M.P.H. over Mo. Pac. crossing, Moran.

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.

b. OSAGE DIVISION:

ALL TRAINS AND ENGINES RUN AT YARD SPEED BETWEEN AUTOMATIC BLOCK SIGNAL 1357 KANSAS CITY DIVISION, AUTOMATIC BLOCK SIGNAL 3862 SEDALIA DIVISION AND THE NORTHWARD HOME SIGNALS PARSONS TOWER, OSAGE AND CHEROKEE DIVISIONS. THIS DOES NOT RELIEVE CREWS ON TRAINS CARRYING PASSENGERS FROM PROTECTING IN ACCORDANCE WITH RULE 93(b). ANY TRAIN OR ENGINE STANDING OR MOVING UNDER OBSCURE CONDITIONS MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(b).

Do not exceed 20 M.P.H. between home signals, Parsons Tower.

Passenger trains not exceed 45 M.P.H. and freight trains 30 M.P.H. around curves not marked by permanent slow boards.

Do not exceed 20 M.P.H. between home signals SL-SF Ry. crossing, Mound Valley.

ALL TRAINS AND ENGINES WILL MOVE AT YARD SPEED BETWEEN "RESTRICTED" SIGNS LOCATED 2 POLES NORTH OF MILE POST A-167 AND 10 POLES SOUTH OF MILE POST A-167, COFFEYVILLE YARDS, AND LOOK OUT FOR AT&SF RY. ENGINES AND CARS OCCUPYING MAIN TRACK. "RESTRICTED" SIGN 2 POLES NORTH OF MILE POST A-167 IS LOCATED ON EAST SIDE OF MAIN TRACK. "RESTRICTED" SIGN 10 POLES SOUTH OF MILE POST A-167 IS LOCATED ON WEST SIDE OF MAIN TRACK.

ALL TRAINS AND ENGINES WILL MOVE AT YARD SPEED BETWEEN MO. PAC. CROSSING, COFFEYVILLE YARDS, AND THE "RESTRICTED" SIGN LOCATED 12 POLES NORTH OF M.P. A-169.

Do not exceed 15 M.P.H. over AT&SF Ry. Crossing, MP A-167.2, Coffeyville.

Do not exceed 10 M.P.H. through spring switch "B.E." Junction MP A-198.2.

Do not exceed 15 M.P.H. over switch "D.Y." Junction MP A-194.5.

Do not exceed 15 M.P.H. over MV Ry. Crossing, MP A-217.5, Nelagony.

c. OKLAHOMA DIVISION:

Passenger trains not exceed 45 M.P.H. and freight trains 30 M.P.H. around curves not marked by permanent slow boards.

Do not exceed 25 M.P.H. over Bridge A-246.0.

Do not exceed 35 M.P.H. over SL-SF Ry. Crossing, M.P. A-257.5, Hallett Tower.

Passenger trains not exceed 20 M.P.H. and freight trains 15 M.P.H. between home signals Gauntlet track M.P. A-271.4.

Do not exceed 20 M.P.H. passing Deep Rock Refinery, MP A-279.4.

Passenger trains not exceed 40 M.P.H. and freight trains 30 M.P.H. between MP A-298.0 and Carney.

d. NEOSHO DIVISION:

ALL TRAINS AND ENGINES MOVING ON THE NEOSHO DIVISION WILL STOP AT THE CROSSING OF THE TWO FREIGHT MAIN TRACKS AT THE NORTH END OF NORTH YARD, PARSONS, COMPLYING WITH RULE 556.

ALL TRAINS AND ENGINES WILL RUN AT YARD SPEED BETWEEN THE NORTHBOUND YARD LIMIT BOARD LOCATED 9 POLES SOUTH OF M.P. B-34 AND THE SOUTH-

BOUND YARD LIMIT BOARD LOCATED 2 POLES NORTH OF M.P. B-36, SHOWN IN TIME TABLE AS YARD LIMITS FOR HUMBOLDT-MONARCH INCLUSIVE. THIS DOES NOT RELIEVE CREWS ON TRAINS CARRYING PASSENGERS FROM PROTECTING IN ACCORDANCE WITH RULE 93(b). ANY TRAIN OR ENGINE STANDING OR MOVING UNDER OBSCURE CONDITIONS MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(b).

Do not exceed 20 M.P.H. between home signals Moody.

Do not exceed 20 M.P.H. between home signals Emporia Jet.

Do not exceed 20 M.P.H. between home signals Council Grove tower.

Do not exceed 20 M.P.H. between home signals White City tower.

Trains handling loaded cars of 70 tons or over will not exceed 10 M.P.H. 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.

Do not exceed 15 M.P.H. 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-112.3, 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.

38% type, or heavier, engines must not be double-headed over Bridge 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.

e. CITY ORDINANCE SPEED RESTRICTIONS:

<u>KANSAS CITY DIVISION:</u>	<u>M.P.H.</u>
Erie	25
<u>OSAGE DIVISION:</u>	
Coffeyville	25
Dewey	35
<u>OKLAHOMA DIVISION:</u>	
Cushing	20
Yale	25
Oklahoma City	25
<u>NEOSHO DIVISION:</u>	
Americus	10
Emporia	20
Burlington	20
<u>IOLA BRANCH:</u>	
Iola	15

7. AUTOMATIC BLOCK SIGNALS:

KANSAS CITY DIVISION:

Between Paola and Parsons.

OSAGE DIVISION:

Between MP A-192.9 and MP A-194.4.

Between MP A-240.9 and Osage.

OKLAHOMA DIVISION:

Between Osage and MP A-247.0.

Between MP A-341.7 and MP A-343.2.

- a. Grade Signal, black letter "G" on yellow disc, on mast of automatic block signal, will be authority for trains to proceed without stopping for such automatic block signal displaying "stop" indication, observing the 10 and 5 M.P.H. speed restrictions and other requirements of Rule 343, Paragraph "P".

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

c. INSTRUCTIONS COVERING MOVEMENTS AND SIGNAL OPERATION:

BETWEEN BARNARD AND OKLAHOMA CITY:

Trains and engines may proceed against overdue superior trains at, and between switch located at north end Turner 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 track to north end of Turner Yards.

8. AUXILIARY SIGNALS:

- a. Color light signal located on pole north 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.

9. REMOTE CONTROL SWITCHES:

a. OSAGE DIVISION:

"D.Y." Junction, MP A-194.5, connection of MKT Ry. and AT&SF Ry. tracks.

10. SPRING SWITCHES:—Designated by letter "S" attached to switch stand below target. (Rule 104-f).

- a. At "B.E." Junction, MP A-198.2 connects MKT Ry., and AT&SF Ry. tracks. It is a spring switch for northward movements and is a hand throw switch for southward movements. Back up movements by northward trains must not be made without throwing switch by hand. Northward signal 414 on MKT tracks, "B.E." Junction is three position home signal and is operated from telegraph office Bartlesville. Normal position of this home signal is STOP. If home signal is in STOP position communicate with operator and be governed by his instructions. Telephone on pole adjacent to MKT home signal.

11. NORMAL POSITION OF SWITCHES:

a. OSAGE DIVISION:

"D.Y." Junction MP A-194.5 is for AT&SF Ry.

"B.E." Junction MP A-198.2 is for AT&SF Ry.

b. OKLAHOMA DIVISION:

Switch connecting OCA&A Ry., and MKT Ry. Barnard, MP A-341.6 is for MKT Ry.

c. NEOSHO DIVISION:

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

12. RAILROAD CROSSINGS**a. KANSAS CITY DIVISION:**

Paola MP A-434, Mo. Pac. Ry., interlocked.
 Moran MP A-94.8, Mo. Pac. Ry., interlocked.
 Erie MP A-119.9, AT&SF Ry., interlocked.
 Poole MP A-133.7, MKT Ry., interlocked.

b. OSAGE DIVISION:

Parsons Tower—MP A-137.3, SL-SF Ry., interlocked.

Mound Valley—MP A-149.0, SL-SF Ry., automatic interlocker. Interlocking Rules and following instructions govern: 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 SL-SF Ry. tracks, a member of crew will turn knob in relay box at crossing (MKT 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 trains approaching on SL-SF Ry. track, train will move forward beyond home signal but remain clear of crossing. If member of crew then finds home signals on SL-SF Ry. in both directions indicate STOP, he may give signal to proceed.

If home signal on SL-SF Ry. does not indicate STOP, flagman must protect against train movements in that direction on SL-SF Ry. track before train fouls crossing. If both home signals on SL-SF Ry. track do not indicate STOP, flagman must protect in both directions on SL-SF Ry. track 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. Train or engine in the clear on house track, Mound Valley, with house track switch closed, desiring to move southward to main track, must not foul the main track until a member of the crew has gone to crossing, seen that no trains are approaching on the SL-SF Ry., turned MKT release knob in the relay box, opened house track switch and waited two minutes before fouling main track.

Coffeyville—MP A-167.2, AT&SF Ry. Protected by gate normally set against AT&SF Ry. Approach crossing at restricted speed. (See Rule 556-a).

MP A-168.3, Mo. Pac. Ry. Stop sign. (See Rule 556).

South Coffeyville—MP A-170.9, Mo. Pac. Ry., interlocked.

Nelagony—MP A-217.5, MV. Ry. Protected by gate normally set against MV Ry. Approach crossing at restricted speed. (See Rule 556-a).

c. OKLAHOMA DIVISION:

Hallett Tower—MP A-257.5, SL-SF Ry., interlocked.

Gauntlet Track—MP A-271.4, AT&SF Ry. Controlled by Automatic Interlocker. Interlocking Rules and following instructions will govern:

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 Ry., train will move forward beyond home signal but remain clear of AT&SF Ry. track. If home signal in same direction on AT&SF Ry. is at STOP, flagman will cross bridge and, if flagman finds opposing home signal on AT&SF Ry., at STOP, will give his train signal to proceed.

If a home signal on AT&SF Ry. does not indicate STOP, flagman must protect against train movements in that direction on AT&SF Ry. track before train fouls crossing. If both home signals on AT&SF Ry. track do not indicate STOP, flagman must protect in both directions on AT&SF Ry. 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 MKT dispatcher on telephone located at north end of bridge.

CRI&P Ry. Crossing—MP A-341.5, just north of Barnard. Stop Sign. (See Rule 556.)

CRI&P Ry. Crossing—MP A-343.2, just north of Oklahoma City. Stop Sign. (See Rule 556.)

d. NEOSHO DIVISION:

MKT Ry. Crossing—MP B-1.1 at North end of North Yards. Stop Sign. (See Rule 556.)

AT&SF Ry. Crossing—MP B-23.7 protected by gate normally set against MKT Ry. (See Rule 556-a.)

AT&SF Ry. Crossing—MP B-26.8 just north of Chanute. Electrically locked gate, normally set against MKT Ry. Instructions on inside of mechanism case. (See Rule 556-a.)

Piqua—MP B-44.2, Mo. Pac. Ry. crossing protected by gate normally set against MKT Ry. (See Rule 556-a.)

Moody—MP B-55.1, Mo. Pac. Ry. interlocked.

AT&SF Ry. Crossing—MP B-67.5. Stop Sign. (See Rule 556.)

Emporia Jct.—MP B-94.9, AT&SF Ry. interlocked.

Council Grove Tower—MP B-119.9, Mo. Pac. Ry. interlocked.

White City Tower—MP B-137.9—CRI&P Ry. interlocked.

13. DOUBLE TRACK:**KANSAS CITY DIVISION:**

Between Poole Tower, MP A-133.7 and North Yard two main tracks known as "cut-off", will be used as double track and double track rules will govern unless otherwise directed.

14. YARDS PROTECTED BY YARD LIMIT BOARDS:**a. KANSAS CITY DIVISION:**

Paola—South Paola, inclusive.
 Poole—North Yard—Parsons, inclusive.

b. OSAGE DIVISION:

North Yard—Parsons, inclusive.
 Hunter—South Coffeyville, inclusive.
 Dewey Stock Yard—Dewey—"D.Y." Junction, inclusive.
 "B.E." Junction—Sutton, inclusive.
 Almquist—Osage, inclusive.

c. OKLAHOMA DIVISION:

Osage—Mindeman, inclusive.
 Yale—Cushing, inclusive.
 Owanda—Oklahoma City, inclusive.

d. NEOSHO DIVISION:

North Yard—Parsons, inclusive.
Chanute
Monarch—Humboldt, inclusive.
Junction City.

e. IOLA BRANCH:

Iola.

15. BULLETIN BOOKS LOCATED AT:

Kansas City Telegraph Office	Coffeyville Engine House
Glen Park Yard Office Engine House	Osage Telegraph Office
Parsons Telegraph Office Enginehouse Crawford Avenue Passenger Station Base- ment	Oklahoma City Register Room
North Yard Yard Office	Turner Telegraph Office Enginehouse
	Junction City Telegraph Office

16. STANDARD CLOCKS LOCATED AT:

Kansas City Telegraph Office	Osage Telegraph Office
Glen Park Yard Office	Cushing Telegraph Office
Parsons Telegraph Office	Oklahoma City Passenger Station
North Yard Yard Office	Turner Yard Office
Coffeyville Telegraph Office	Junction City Telegraph Office

17. IMPAIRED CLEARANCES:

a. Main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4 1/2 inches.

Division	Mile Post	
Kansas City	A-0	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.

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

Division	Mile Post	
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

c. 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, by buildings, platforms and other structures alongside main and other tracks.

18. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE PAGES:

Station	Location	End Connected	Capacity
Bangor	M.P. A- 50.7	South	16
Selma	M.P. A- 78.5	North	4
Bayard	M.P. A- 89.0	South	14
Hertha	M.P. A-126.3	North	12
Penfield	M.P. A-152.3	South	7
South Coffeyville			
Stock Yards	M.P. A-171.1	North	18
Dewey Stock			
Yards	M.P. A-192.0	Both	6
Torpedo	M.P. A-201.3	North	4
Fite	M.P. A-204.3	North	10
Kiheki	M.P. A-213.6	North	17
Pershing	M.P. A-221.0	Both	30
Manion	M.P. A-231.6	North	4
Mindeman	M.P. A-249.3	Both	20
Gano	M.P. A-277.6	Both	40
Petrolia	M.P. B- 30.5	South	5
Monarch	M.P. B- 34.0	North & South	Yard
Brown	M.P. B- 63.6	Both	17
Normal	M.P. B- 97.0	South	2
Henry	M.P. B-123.0	North	5
Downing	M.P. B-127.1	Both	17
Flint	M.P. B-129.3	South	2
Parkerville	M.P. B-132.6	Both	14
LaHarpe	M.P. T-102.1	Both	20

19. UNLESS OTHERWISE SPECIFIED, TIME TABLE OR TRAIN ORDER RESTRICTIONS WILL APPLY:

- a. Erie—At north siding.
- b. Osage—For first class trains and passenger extras—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.
- c. Cushing—At track opposite station known as coach track.

20. GOVERNING TIME TABLES AND RULES:

- a. Kansas City Terminal Railway Time Table and Rules govern movements over their tracks at Kansas City.
- b. SL-SF Ry. Time Table and Rules govern movements between Paola and Kansas City Terminal Railway tracks.
- c. AT&SF Ry. Time Table and Rules govern movements between "D.Y." Junction and "B.E." Junction.
- d. OCA&A Ry. trains use MKT Ry. tracks between Barnard and Oklahoma City; MKT Time Table and Rules govern.
- e. Small figures shown at Kansas City, Glen Park and Bartlesville indicate the advertised leaving and arriving time only.

21. MAIL CRANES LOCATED AT OTHER THAN STATIONS SHOWN ON SCHEDULE PAGES:

Kansas City Division, .M.P. A-78.5 Selma

22. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES: (For revenue passengers unless otherwise provided).

a. KANSAS CITY DIVISION:

Train	Station
23, 28 .....M.P.A- 78.5	Selma

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

b. OKLAHOMA-OSAGE DIVISIONS:

Pershing is regular stop for trains 25 and 26.

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 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.

c. NEOSHO DIVISION:

Parkerville and Petrolia are regular stops for Trains 37 and 38.

Train	Station
37, 38 .....M.P.B- 22.	Austin
37, 38 .....M.P.B- 59.5.....	Richey
37, 38 .....M.P.B- 61.	Throck
37, 38 .....M.P.B- 85.	Blue
37, 38 .....M.P.B-101.....	Wayman
37, 38 .....M.P.B-127.1.....	Downing
37, 38 .....M.P.B-130.1.....	Sylvan Park
37, 38 .....M.P.B-152.0.....	Brant

Trains Nos. 90 and 91 on Neosho Division will carry passengers.

d. IOLA BRANCH:

Train	Station
59, 60 .....M.P.T-102.1.....	LaHarpe
59, 60 .....M.P.T-104.5.....	Gas

23. ENGINE WHISTLE SIGNAL CODES AT INTERLOCKING PLANTS:

a. POOLE:

Kansas City to Parsons, or Parsons to Kansas City	—
Kansas City to North Yard, or North Yard to Kansas City	— 0 —
Sedalia to North Yard, or North Yard to Sedalia	0 — 0
Sedalia to Parsons, or Parsons to Sedalia	0 0 —

b. PARSONS TOWER:

Cherokee Division main track	—
Osage Division main track	—
Joplin track to Cherokee Division main track ..	— 0
Through South Cross-over	0 0
Through North Cross-over	0 0 0
Joplin track to Osage Division main track	— — 0

24. WATCH INSPECTORS:

St. Louis, Mo.	American Railroad Time Service, 720 Olive Street.
Parsons, Kansas	Pfeiffer Jewelry Co., 1810 Main St. ... F. G. Winkler, 1802 Main Street
Kansas City, Mo.	J. H. Mace Co., Union Station J. H. Mace's, Inc., 1100 Grand Avenue
Kansas City, Kansas	Mace's-Jones, 726 Minnesota
Paola, Kansas	Paola Jewelry Co.
Coffeyville, Kansas	A. C. Hamlin
Osage, Oklahoma	J. Skelton
Oklahoma City, Okla.	Jack C. Bryant Co., 204 Equity Bldg.
Junction City, Kansas ...	W. G. Glick

25. 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.

a. ABBREVIATIONS IN CONNECTION WITH M.P. LOCATIONS:

A—Kansas City Division, Osage Division, Oklahoma Division.
B—Neosho Division.
T—Iola Branch.

EMPLOYEES' HOSPITAL ASSOCIATION:

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

STATION NAME

SPEED TABLE

Americus, Ks.....	Dr. Albert Beam.....
Bartlesville, Okla.....	Dr. H. G. Crawford.....
	Dr. Forrest S. Etter.....
Burlington, Ks.....	Dr. A. B. McConnell.....
Chanute, Ks.....	Dr. R. Herbert Rollow.....
Cleveland, Okla.....	Dr. E. T. Robinson.....
Coffeyville, Ks.....	Dr. J. H. Low.....
Council Grove, Ks.....	Dr. B. E. Miller.....
Cushing Okla.....	Dr. Benjamin Davis.....
	Dr. E. O. Martin.....
Dewey, Okla.....	Dr. L. D. Hudson.....
Emporia, Ks.....	Dr. Frank Foncannon, 511 Commercial....
Eric, Ks.....	Dr. E. C. Bryan.....
Hominy, Okla.....	Dr. G. I. Walker.....
Humboldt, Ks.....	Dr. Chas. E. Vestle.....
Iola, Ks.....	Dr. A. R. Chambers.....
Junction City, Ks.....	Dr. A. E. O'Donnell.....
Kansas City, Mo.....	Dr. Robt. Uhlmann, Physical Diagnostician, Professional Bldg.....
	Dr. A. E. Eubank, Ear, Nose & Throat 1404 Bryant Bldg.....
	Dr. Thos. G. Orr, Consulting Surgeon, University of Kansas Hospital.....
	Dr. Chas. C. Dennie, Dermatologist.....
	Dr. Chas. L. Schaefer, 3937 Main St.....
	Dr. A. W. McAlester, Jr., Oculist, 2003 Bryant Bldg.....
	Dr. A. W. McAlester, III, 2003 Bryant Bldg.
Kincaid, Ks.....	Dr. Francis M. Stone, Jr.....
Moran Ks.....	Dr. R. R. Nevitt.....
Mound Valley, Ks.....	Dr. Paul Jones.....
Oklahoma City, Okla....	Dr. Geo. LaMotte, Colcord Bldg.....
	Dr. P. E. Haskett, Div. Surgeon, 506-511 Hales Bldg.....
	Dr. Chas. A. Garland, Oral Surgeon, Hales Bldg.
	Dr. Ellis Moore, Urologist, Medical Arts Bldg.....
	Dr. S. F. Wildman, Urologist, 316 Medical Arts Bldg.....
	Dr. Leo F. Cailey, Oculist, Medical Arts Bldg.....
	Dr. Carl L. Brundage, Dermatologist, 1200 N. Walker St.....
	Dr. Fowler Border, Consulting Surgeon, 330 N. W. 10th.....
Osawatomic, Ks.....	Dr. W. L. Speer.....
Paola, Ks.....	Dr. P. A. Pettitt.....
Parsons, Ks.....	Dr. N. C. Morrow, Div. Surgeon, M.K.T. Hospital.....
	Dr. A. C. Baird, Div. Surgeon, M.K.T. Hospital.....
	Dr. J. D. Pace, Div. Surgeon.....
	Dr. T. D. Blasdel, Oculist.....
	Dr. A. D. Lucas, Oral Surgeon.....
	Dr. G. K. Giessman, Oral Surgeon.....
Kansas City, Ks.....	Dr. C. E. Sanders, Consulting Surgeon, 1401 S-W Blvd.....
	Dr. J. W. Young, Div. Surgeon, 1401 S-W Blvd.....
Tryon, Okla.....	Dr. H. B. Jenkins.....
Yale, Okla.....	Dr. F. K. Oehlschlager.....

MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN	
	Min.	Sec.		Min.	Sec.
6	10		46	1	18
8	7	30	47	1	17
10	6		48	1	15
12	5		49	1	13
15	4		50	1	12
16	3	45	51	1	11
17	3	31	52	1	09
18	3	20	53	1	08
19	3	9	54	1	07
20	3		55	1	06
21	2	51	56	1	05
22	2	43	57	1	03
23	2	36	58	1	02
24	2	30	59	1	01
25	2	24	60	1	
26	2	18	61	0	59
27	2	13	62	0	58
28	2	8	63	0	57
29	2	4	64	0	56
30	2		65	0	55
31	1	56	66	0	55
32	1	52	67	0	54
33	1	49	68	0	53
34	1	46	69	0	52
35	1	43	70	0	51
36	1	40	71	0	51
37	1	37	72	0	50
38	1	35	73	0	49
39	1	32	74	0	49
40	1	30	75	0	48
41	1	28	76	0	47
42	1	26	77	0	47
43	1	24	78	0	46
44	1	22	79	0	46
45	1	20	80	0	45