

MAKE EVERY TRIP A SAFETY TRIP



L. F. RYAN
Assistant Superintendent

S. L. FORNEY
Road Foreman of Engines

J. A. BARNARD
Chief Dispatcher

R. O. MORRIS
L. C. GENTRY
Q. W. SCHROER

W. N. TAYLOR
F. C. DAVIS
R. F. JONES

Train Dispatchers



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

Missouri-Kansas-Texas Railroad Company

EMPLOYEES'

TIME TABLE

No. 26

NORTHERN DIVISION

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

Monday, May 1, 1950

Superseding Previous Time Table

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYEES ONLY

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

C. W. WATTS,
Superintendent

J. H. LITTLE,
General Superintendent
of Transportation

H. M. WARDEN,
Vice-President and
General Manager

B. A. McDONALD,
Superintendent of Rules-Safety

MAXIMUM SPEED MPH OBSERVING PERMANENT SPEED RESTRICTION SIGNS, SPEED RESTRICTIONS OR OTHER RESTRICTIVE CONDITIONS. 1

Between		Paola and Parsons	Parsons and Osage	Osage and Witcher	Witcher and Ok. City	Parsons and MP-B77.1	MP-B77.1 and MP-B79.3	MP-B79.3 and MP-B123.0	MP-B123.0 and Jet. City	Moran and Iola
First Class Trains and Passenger Extras	Diesel	70	50	50	50	40	25	30	30	20
	Steam	70	50	50	50	40	25	30	30	20
Freight Trains and Light Engines	Diesel	55	40	40	40					
	Steam	45	40	40	35	30	20	20	25	20

Fr. Diesel engine handling Psgr. Trains: Authorized speed of train being handled but not exceeding 55 MPH.

Fr. Steam engines handling Psgr. Trains: Authorized speed for Frt. trains unless otherwise provided.

Through Turnouts: Passenger 20; Freight 15.

Diesel Road and Switch Engines or Road Switchers (See Note 1)

Road Service	55	40	40	40	30	20	20	25	20	
Towed in trains	45	40	40	40	30	20	20	25	20	
Yard service	All yards 25 miles per hour.									

Steam Road Engines

Towed in train (Main rods up) (See Note 2)	20	20	20	20	20	15	15	15	10
Towed in train (Main rods removed) (See Note 2)	30	25	25	25	20	15	15	15	10
Backing up (with or without cars).....	25	25	25	25	15	15	15	15	10

Steam Switch Engines

Light or towed in train	20	20	20	20	15	15	15	15	10
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Trains Handling—

Steam Derrick	35	30	30	30	15	15	15	15	10
Ditchers (Boom attached)	25	25	25	25	15	15	15	15	10
Scale Test Car X-1658, handle next ahead of caboose	25	25	25	25	15	15	15	15	10
Pile Drivers	25	25	25	25	20	15	15	15	10

Diesel Road or Switch (Exception—as provided in Note 1)

(One or more units of) Handle next to pulling engine of through train and behind short cars of train setting out or picking up.

Any Diesel Engine

Must have air brakes in operation and when set out must be coupled to car or cars with sufficient hand brakes set to hold; hand brakes must be released while being handled dead in train, and it must not be placed next to cars of pipe, poles, piling, or loads liable to shift.

Double Heading Diesel With Steam Engine

Passenger trains Operate Diesel engine in lead (Speed restrictions for steam engines applies).
Freight trains Operate steam engine in lead (Speed restrictions for steam engines applies).

Supplement to Rule 10 (h), Permanent Speed Restriction Signs:

(a) Effective on all Subdivisions, except as shown in Item (b) (Yellow Sign, black numerals) located as near one (1) mile as conditions will permit in advance of where speed restricted. Resume Speed Sign (Green) at point where restrictions end.

(b) Effective on Kansas City Subdivision (Reflector Type). Advance Warning Sign (P) as near one (1) mile as conditions will permit in advance of Speed Restriction Sign. Speed Restriction Sign (Q) at point where speed restricted and Resume Speed Sign (R) at end of restriction. Psgr. trains not exceed speed shown on speed restriction signs. Frt. trains and Light engines reduce to 10 M.P.H. below speed restriction signs, but not exceed maximum speed provided for Frt. trains and Light engines.

(c) All territories are protected by Permanent Speed Signs indicated by either Item (a) or Item (b).

NOTE 1—All 70-ton road switchers to be handled next ahead of caboose.
NOTE 2—Steam road engines must be handled not more than 10 cars from hauling engine; not less than 5 cars between hauling engine and first dead engine, or between any two dead engines.

KANSAS CITY SUBDIVISION

FOURTH CLASS	THIRD CLASS				Distance from Kansas City	TIME TABLE No. 26		Symbols and Capacity of Sidings	FIRST CLASS				
	93	275	277	271		281	Effective 12:01 A. M. May 1, 1950		STATIONS	25	27	23	11	37
Way	Freight	Freight	Freight	Freight				Passenger	Passenger	Passenger	Mo. Pac. Passenger	Passenger	
Tuesday Thurs. Sat.	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	
					2.6		KANSAS CITY US	AM 8.40	PM 9.40	PM 10.30			
	PM 7.30	PM 12.01	AM 9.30	PM 11.45			— 2.6 — GLEN PARK KY						
							Joint Track With S.L.-S.F. Ry. 40.5						
AM 9.00	PM 8.35	PM 1.15	AM 10.35	AM 12.50	43.1		N PAOLA PD	AM 9.40	PM 10.40	PM 11.30	PM 10.01		
					43.4		0.3 MO. PAC. JUNCTION Interlocking				10.02 PM		
							0.1 SOUTH PAOLA						
9.02	8.38	1.23	10.37	12.53	43.5		— 3.0 — RINGER	46	9.42	10.42	11.33	See	
9.10	8.48	1.35	10.46	1.02	46.5		8.1 D BEAGLE B	80 P	9.48	10.48	11.39	Time	
9.24	9.03	1.50	11.01	1.16	54.6		7.0 N PARKER H	102 P	10.06	11.05	AM 12.03	Rule	
9.40	9.17	2.06	11.14	1.27	61.6		5.2 DUNLAY	114 P	10.12	11.10	12.09	1-c	
9.55	9.26	2.22	11.22	1.37	66.8		3.2 D CENTERVILLE C	23 WP	10.16	11.14	f 12.17		
10.02	9.32	2.29	11.27	1.43	70.0		5.3 VANCE	111 P	10.23	11.21	12.24		
10.23	9.42	2.38	11.40	1.55	75.3		7.5 N KINCAID KI	125 P	10.31	11.29	s 12.34		
11.00	9.52	2.50	11.54	2.05	82.8		4.2 D MILDRED MR	70 P	10.36	11.33	f 12.41		
11.30	9.59	3.00	PM 12.02	2.12	87.0		7.7 MORAN	E 40 W 82	10.45	11.40	s 12.52		
12.01 PM 4.30	10.15	3.15	12.18	2.25	94.7		0.1 N MORAN TOWER MN						
					94.8		Mo. Pac. Interlocking 4.2	P					
4.38	10.21	3.25	12.26	2.35	99.0		4.4 ARDEN	51 P	10.50	11.45	1.01		
4.46	10.29	3.33	12.34	2.42	103.4		3.0 D ELSMORE UN	91 P	10.54	11.49	f 1.08		
4.55	10.33	3.39	12.41	2.48	106.4		4.0 D SAVONBURG SG	95 P	10.57	11.52	f 1.15		
5.05	10.40	3.46	12.48	2.55	110.4		2.2 D STARK DK	18 P	11.01	11.56	f 1.22		
5.15	10.44	3.50	12.54	2.59	112.6		7.3 KIMBALL	125 P	11.04	11.58	f 1.26		
					119.9		0.7 N N. E. TOWER NE						
							A.T.&S.F. Interlocking	P					
5.35	10.55	4.05	1.10	3.13	120.6		10.0 ERIE	N 52 S 86 P	f 11.12	AM 12.06	s 1.38		
6.00	11.10	4.25	1.26	3.28	130.6		3.1 HAYDEN	86 P	11.25	12.16	1.53		
6.15	11.16	4.30	1.33	3.35	133.7		2.5 N CROSS Interlocking	XO P	11.28	12.19	1.57		
6.30 PM	11.30 PM	5.00 PM	2.00 PM	4.15 AM	136.2		0.6 NORTH YARD	WTSYO DF Yard P					PM 6.05
					136.8		136.8 N PARSONS W	Yard	11.40 AM	12.25 AM	2.05 AM		6.15 PM
93	275	277	271	281					25	27	23	11	37
9.8	31.9	24.8	27.2	27.2					46.8	53.5	36.3	18.0	3.6

.....Average speed per hour.....

FIRST CLASS					TIME TABLE No. 26	THIRD CLASS				FOURTH CLASS
38	12	26	24	28	Effective 12:01 A. M. May 1, 1950	270	274	276	272	92
Passenger	Mo. Pac. Passenger	Passenger	Passenger	Passenger		Freight	Freight	Freight	Freight	Way
Daily	Daily	Daily	Daily	Daily	STATIONS	Daily	Daily	Daily	Daily	Monday Wed. Friday
		PM 9.25	AM 11.45	AM 8.35	KANSAS CITY US 2.6					
					GLEN PARK KY	AM 11.30	PM 6.00	PM 9.00	AM 2.00	
					Joint Track With S.L.-S.F. Ry. 40.5					
	AM 5.35	PM 8.25	AM 10.45	AM 7.35	N PAOLA PD 0.3	AM 10.00	PM 3.20	PM 7.45	AM 12.45	PM 8.00
	5.34 AM				MO. PAC. JUNCTION Interlocking 0.1					
	See	8.19	10.37	7.29	SOUTH PAOLA 3.0	9.55	3.10	7.40	12.35	7.50
	Time	8.15	10.30	7.25	RINGER 8.1	9.48	2.59	7.30	12.27	7.40
	Table	8.06	10.19	7.16	D BEAGLE B 7.0	9.24	2.46	7.15	12.15	7.25
	Rule	7.57	10.06	7.08	N PARKER H 5.2	9.13	2.33	7.00	12.03 AM	7.00
	1-c	7.51	9.55	7.02	DUNLAY 3.2	9.04	2.22	6.49	11.40	6.35
		7.46	9.48	6.58	D CENTERVILLE C 5.3	8.57	2.15	6.44	11.32	6.25
		7.40	9.41	6.52	VANCE 7.5	8.49	2.05	6.35	11.21	6.12
		7.33	9.32	6.44	N KINCAID KI 4.2	8.37	1.50	6.20	11.00	5.55
		7.28	9.23	6.40	D MILDRED MR 7.7	8.30	1.41	6.11	10.53	5.35
		7.19	9.13	6.32	MORAN 0.1	8.18	1.27	5.55	10.44	5.10 12.40
					N MORAN TOWER MN Mo. Pac. Interlocking 4.2					
		7.11	9.02	6.27	ARDEN 4.4	8.11	1.17	5.40	10.35	12.26 PM
		7.07	8.56	6.23	D ELSMORE UN 3.0	8.04	1.10	5.33	10.29	11.55
		7.04	8.47	6.20	D SAVONBURG SG 4.0	7.59	1.05	5.27	10.25	11.40
		7.00	8.41	6.16	D STARK DK 2.2	7.53	12.59	5.19	10.19	11.30
		6.58	8.36	6.13	KIMBALL 7.3	7.49	12.54	5.15	10.15	11.21
					N N. E. TOWER NE A.T.&S.F. Interlocking 0.7					
		6.47	8.25	6.03	ERIE 10.0	7.34	12.33	4.50	10.03	11.12
		6.35	8.10	5.52	HAYDEN 3.1	7.18	12.17	4.25	9.47	10.25
		6.31	8.06	5.49	N CROSS XO Interlocking 2.5	7.10	12.10	4.15	9.40	10.15
					NORTH YARD 0.6	7.00 AM	12.01 PM	4.00 PM	9.30 PM	10.00 AM
	AM 5.55				N PARSONS W 136.8					
	5.50 AM	6.25 PM	8.00 AM	5.43 AM						
38	12	26	24	28		270	274	276	272	92
7.2	18.0	46.8	34.1	50.2	..... Average speed per hour.....	81.0	28.1	24.8	28.6	9.3

Automatic Block Signals

THIRD CLASS		FIRST CLASS		Distance from Kansas City	TIME TABLE No. 26		Symbols and Capacity of Sidings	FIRST CLASS		THIRD CLASS			
271	275	25	23		Effective 12:01 A. M. May 1, 1950			26	28	270	276		
Freight	Freight	Passenger	Passenger	Daily	Daily	STATIONS	Passenger	Passenger	Daily Ex. Monday	Daily			
Daily	Daily Ex. Sunday	Daily	Daily										
PM 3.45	AM 1.00			136.2		NORTH YARD 0.6	WTOYSP Yard DF			AM 5.15	PM 2.15		
		PM 12.05	AM 2.30	136.8	N	PARSONS	W	PM 5.45	AM 4.50				
3.55	1.05	12.06	2.31	137.3	N	POOLE S. L.-S. F. Interlocking	JG	5.35	4.38	5.08	1.52		
4.05	1.15	12.12	2.36	141.6		BLUM		P 71	5.26	4.30	4.55	1.42	
4.18	1.28	s12.21	2.45	149.0	Auto. Inter.	D MOUND VALLEY S.L.-S.F. Crossing	MD	P 72	s 5.15	4.18	4.40	1.15	
4.32	1.43	s12.33	2.55	157.2		ANGOLA		P 99	s 5.01	4.05	4.20	12.55	
4.51	1.54	12.43	3.03	163.8		HUNTER		P 36	4.51	3.54	4.08	12.43	
4.59	1.59	12.47	3.07	166.8		COX		P 72	4.46	3.48	4.00	12.15	
				167.2		A.T.&S.F. Crossing Gate							
5.09	2.03	s12.55	s 3.24	167.7	N	COFFEYVILLE	FY	P 44YW	s 4.43	s 3.45	3.55	12.10 PM	
				168.3		Mo. Pac. Crossing Unprotected							
5.19	2.09	12.59	3.29	168.7		EVANS		P 65	4.33	3.29	3.29	11.56	
		s 1.03	f 3.33	170.9	N	SOUTH COFFEYVILLE	SC	P	s 4.29	f 3.22			
5.39	2.24	f 1.11	3.40	176.4		NOXIE		P 70	f 4.20	3.14	3.01	11.40	
5.53	2.37	s 1.20	3.48	182.9		WANN		P 76	s 4.11	3.05	2.37	11.24	
6.09	2.56	f 1.28	3.56	189.1		WAYSIDE		P 71	f 4.01	2.56	2.24	11.08	
6.29	3.04	s 1.36	4.02	193.7	Auto. Block	N DEWEY	DE	P 71 Yard	s 3.53	2.49	2.17	10.55	
6.34 PM	3.06 AM	1.38 PM	4.04 AM	194.5		"D Y" JCT.			3.50 PM	2.47 AM	2.13 AM	10.46 AM	
PM 6.50	AM 3.17	s 1.50	s 4.12	197.7	Joint Track	with A.T.&S.F. Ry. BARTLESVILLE	B	WYS P Yard	PM s 3.45	AM s 2.40	AM 2.04	AM 10.35	
PM 6.55	AM 3.20	PM 1.52	AM 4.15	198.2		"B E" JCT.			PM 3.36	AM 2.34	AM 2.00	AM 10.20	
7.00	3.23	1.54	4.17	198.7		SUTTON		P 83	3.34	2.33	1.57	9.55	
7.30	3.42	f 2.10	4.30	208.0		OKESA		P 84	f 3.19	2.19	1.41	9.31	
7.40	3.49	2.16	4.37	212.2		UTLEY		P 58	3.12	2.12	1.31	9.13	
8.00	3.57	s 2.26	4.44	217.5	D	NELAGONY M.V. Crossing Gate	GY	P 61Y	s 3.05	2.05	1.18	8.45	
8.25	4.10	s 2.45	s 4.54	225.7	D	WYNONA	WY	P 53	s 2.45	s 1.54	1.03	8.16	
9.01	4.27	s 3.06	s 5.09	236.0	D	HOMINY	HY	P 88	s 2.30	f 1.40	12.44	7.55	
9.15	4.35	3.13	5.16	240.7		MAHAN		P 72	2.22	1.33	12.35	7.45	
9.30 PM	4.50 AM	s 3.20 PM	5.22 AM	245.2	Auto. Block	N OSAGE	JN	Yard DF WOYSP	2.15 PM	1.27 AM	12.20 AM	7.30 AM	
271	275	25	23						26	28	270	276	
18.9	28.4	33.4	37.8			Average speed per hour.....			31.0	32.0	22.2	16.1	

TIME TABLE No. 26

Effective 12:01 A. M.
May 1, 1950

STATIONS

THIRD CLASS		FIRST CLASS		Distance from Kansas City	Auto Block	Symbols and Capacity of Sidings	FIRST CLASS		THIRD CLASS	
271	275	25	23				26	28	276	270
Freight	Freight	Passenger	Passenger			Passenger	Passenger	Freight	Freight	
Daily	Daily Except Sun.	Daily	Daily			Daily	Daily	Daily	Daily Except Sun.	
PM 10.45	AM 5.30	PM 3.25	AM 5.22	245.2	N OSAGE JN	Yard DF WOYSP	s PM 2.10	AM 1.27	PM 8.00	PM 11.50
10.55	5.37	s 3.31	s 5.26	248.2	D CLEVELAND CN	P 57	s 2.05	s 1.22	7.50	11.40
11.22	5.52	s 3.45	5.36	256.5	HALLETT	P 59	s 1.52	1.09	7.30	11.22
				257.5	N HALLETT TOWER HJ					
				260.2	S. L.-S. F. Interlocking					
11.35	5.59	s 3.50	5.41	260.2	D JENNINGS NS	P 98	s 1.46	1.04	7.20	11.14
11.57	6.16	s 4.06	5.56	270.4	D YALE YA	P	s 1.30	12.51	7.01	10.55
11.59	6.27	4.08	5.57	271.0	SUN-CO.	71	1.28	12.50	6.58	10.53
				271.4	Auto. Inscr. A. T. & S. F. Gauntlet Track					
AM 12.10	6.43	4.13	6.02	273.9	NORFOLK	P 45	1.23	12.45	6.50	10.44
12.37	6.55	4.21	6.09	279.4	DEEP ROCK	P Yard 63YW	1.16	12.37	6.30	10.34
1.20	6.59	s 4.27	s 6.16	280.2	N CUSHING CH	P 27	s 1.11	s 12.32	6.20	10.29
1.30	7.10	4.37	6.26	286.0	WARD	P 47	1.01	12.22	5.59	10.19
1.40	7.18	s 4.45	6.34	290.6	AGRA	P 59	s 12.54	12.16	5.50	10.11
1.55	7.30	s 4.55	6.43	297.2	D TRYON RN	P 12	s 12.44	12.07	5.38	9.59
2.10	7.38	s 5.05	6.50	301.8	CARNEY	P 11	s 12.37	12.01 AM	5.30	9.51
2.30	7.53	s 5.17	7.01	310.3	FALLIS	P 74	s 12.24	11.50	5.17	9.36
2.50	8.05	s 5.28	7.10	317.0	LUTHER	P 89	s 12.13	11.40	4.43	9.24
3.10	8.19	s 5.41	7.20	324.7	ARCADIA	P 57	s 12.02 PM	11.30	4.29	9.10
3.35	8.32	f 5.53	7.30	332.2	WITCHER	P 52	f 11.52	11.20	4.14	8.57
3.55	8.44	6.04	7.39	339.1	OWANDA	P 17	11.42	11.11	3.59	8.45
				341.5	C. R. I. & P. Crossing Unprotected					
4.20	8.50	6.10	7.43	341.6	Automatic Block BARNARD		11.37	11.06	3.50	8.39
5.00 AM	9.00 AM	6.15	7.46	342.8	N TURNER SX	Yard DF SWOTP	11.34	11.03	3.45 PM	8.30 PM
				343.2	C. R. I. & P. Crossing Unprotected					
		6.25 PM	7.50 AM	343.9	OKLAHOMA CITY	P Yard Y	11.30 AM	11.00 PM		
271	275	25	23				26	28	276	270
15.6	27.9	32.9	40.0				37.0	40.8	23.0	29.3

.....Average speed per hour.....

FOURTH CLASS		FOURTH CLASS	FIRST CLASS	Distance from Parsons	TIME TABLE No. 26		Symbols and Capacity of Sidings	FIRST CLASS	FOURTH CLASS
91		90	37		Effective 12:01 A. M. May 1, 1950	38		38	90
Way		Way	Passenger		STATIONS		Daily	Monday Wed. Friday	
Tuesday Thurs. Saturday		Monday Wed. Friday	Daily		D	JUNCTION CITY TY	WYO Yard	AM	PM
AM		PM	PM	156.8	— 10.5 —		11.45	4.00	
5.00		12.15	12.15		OLSON		14	f 11.17	f 3.25
f 5.30		f 12.37	f 12.37	146.3	— 2.5 —				
f 5.40		s 12.43	s 12.43	143.8	SKIDDY		17	s 11.11	f 3.10
				137.9	— 5.9 —				
					N	WHITE CITY TOWER WY			
					C. R. I. P. Interlocking				
s 6.05		s 12.57	s 12.57	137.6	— 0.3 —				
s 7.15		s 1.35	s 1.35	120.0	D	WHITE CITY WC	25	s 10.57	s 2.40
				119.9	— 17.6 —				
					D	COUNCIL GROVE CA	45 W	s 10.19	s 1.35
					— 0.1 —				
					N	COUNCIL GROVE TOWER CG			
					M. P. Interlocking				
					— 3.9 —				
f 7.40		f 1.45	f 1.45	116.0	HAUCKE		20	f 10.09	f 1.01
f 8.01		s 1.55	s 1.55	111.4	— 4.6 —				
f 8.30		s 2.11	s 2.11	103.9	DUNLAP		22	s 9.59	f 12.45
					— 7.5 —				
s 9.23		s 2.32	s 2.32	95.2	D	AMERICUS MS	38	s 9.43	f 12.25 PM
				94.9	— 8.7 —				
					D	EMPORIA RD	60 W	s 9.23	s 11.55
					— 0.3 —				
					N	EMPORIA JCT. X			
					A. T. & S. F. Interlocking				
					— 5.9 —				
f 10.25		f 2.46	f 2.46	89.0	CURTIS		20	f 9.06	f 10.10
f 10.50		s 3.02	s 3.02	81.8	— 7.2 —				
f 11.10		s 3.17	s 3.17	75.5	D	HARTFORD HD	40	s 8.50	f 9.45
s 11.40		s 3.33	s 3.33	67.8	— 6.3 —				
				67.5	STRAWN		25	s 8.35	f 9.20
					— 7.7 —				
					D	BURLINGTON BI	38 Y	s 8.19	s 8.55
					— 0.3 —				
					A. T. & S. F. Crossing Unprotected				
					— 12.4 —				
PM					N	MOODY MO	20	s 7.53	f 8.10
f 12.22		s 4.00	s 4.00	55.6	M. P. Interlocking				
					— 5.3 —				
f 12.37		s 4.11	s 4.11	49.8	D	NEOSHO FALLS NF	20 W	s 7.42	f 7.55
s 1.10		s 4.23	s 4.23	44.2	— 5.6 —				
f 1.40		s 4.43	s 4.43	35.1	D	PIQUA G	50 Y	s 7.31	s 7.31
					M.P. Crossing Gate				
					— 9.1 —				
					D	HUMBOLDT HM	50 Y Yard	s 7.11	f 6.55
					— 8.3 —				
					A.T.&S.F. Crossing Gate				
s 3.15		s 5.05	s 5.05	25.9	— 0.9 —				
				23.7	D	CHANUTE U	60 W Yard	s 6.50	s 6.25
					— 2.2 —				
					A.T.&S.F. Crossing Gate				
					— 6.8 —				
f 3.50		s 5.27	s 5.27	16.9	URBANA		18	s 6.31	f 5.50
f 4.15		s 5.43	s 5.43	10.5	— 6.4 —				
					D	GALESBURG A	43	s 6.17	f 5.30
					— 9.4 —				
					M. K. T. Crossing Unprotected				
					— 0.5 —				
5.00 PM		6.05 PM	6.05 PM	0.6	NORTH YARD		Yard	5.55 AM	5.00 AM
91		37	37		— 156.2 —				
13.0		26.8	26.8					38	90
					.....Average speed per hour.....			26.8	14.2

SOUTHWARD TRAINS

IOLA SUBDIVISION

NORTHWARD TRAINS

				Fourth Class	Distance from Kansas City	TIME TABLE No. 26			Symbols and Capacity of Sidings	Fourth Class					
				59 Mixed		Effective 12:01 A. M. May 1, 1950	STATIONS			60 Mixed					
				Daily Except Sunday						Daily Except Sunday					
				PM 1.00	94.7	N	MORAN	MN		PM 3.45					
				1.59 PM	107.9	D	IOLA	OA	Yard ^P	2.15 PM					
				59						60					
				13.4		.....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 Subdivision, Mo. Pac. trains Nos. 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 per Special Instructions Rule 8(a).
- Between M.P. A-341, North of Barnard and Oklahoma City Psgr. Station trains have no timetable superiority and trains and engines will run at "RESTRICTED SPEED" between these points, expecting other trains, engines or cars standing or moving in either direction on any track.
- Between Poole and Signal 3862 (Sedalia Subdivision), and between Poole and Signal 1357 (Kansas City Subdivision); trains have no timetable superiority and trains and engines will run at "RESTRICTED SPEED" expecting to find other trains, engines or cars standing or moving in either direction on any track.

2. RULE 99 (j) AUTHORIZED ON:

Kansas City Subdivision.

3. FORM Y TRAIN ORDER AUTHORIZED ON:

All Subdivisions.

4. EXCEPTIONS TO RULE 93(a):

In the following territory, third and inferior class trains, extra trains and engines may accept a "PROCEED" indication per Rule 281, of a block signal to supersede requirements of Rule 93(a).

OSAGE SUBDIVISION

Between signal 2409, south of switch siding Mahan and signal 2443 north of Osage.

5. EXCEPTIONS TO RULE 93:**OSAGE SUBDIVISION**

Between Signal 2409 and Signal 2443 main track yard movements must secure train order form "E" against all trains.

6. WHERE TRAINS WILL REPORT FOR CLEARANCE OTHER**THAN AS REQUIRED BY RULE 83(a) (last paragraph):****KANSAS CITY SUBDIVISION**

Cross, instead of North Yard.

NEOSHO SUBDIVISION

Parsons, instead of North Yard.

OSAGE SUBDIVISION

Poole, instead of North Yard.

Poole, instead of Parsons.

Bartlesville—all trains.

OKLAHOMA SUBDIVISION

Turner, instead of Oklahoma City.

7. REGISTER STATIONS:

- All trains, except Nos. 92 and 93, register at Paola by ticket. First class trains register at Osage and Turner by ticket.
- Following trains will register at other than register stations:

STATION	ARRIVAL	DEPARTURE
Glen Park	All trains	All trains
Moran	Iola Subdiv. trains	Iola Subdiv. trains
North Yard	All Freight trains	All Freight trains
Cross (by ticket)	All except first class	All except first class
Poole (by ticket)	All except first class	All except first class
Monarch	First class trains	First class trains

8. SPEED AND OTHER RESTRICTIONS:**a. KANSAS CITY SUBDIVISION**

ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN PUZZLE SWITCH 700 FEET NORTH OF PAOLA PASSENGER STATION AND MO. PAC. JCT. INTERLOCKING SOUTH OF PAOLA PASSENGER STATION EXPECTING TO FIND MAIN TRACK OCCUPIED OR SWITCHES SET AGAINST THEM.

Moran, 35 M.P.H. over Mo. Pac. Crossing.

Movement of trains are authorized without train orders between North Yard and Cross on two tracks, known as "Cutoff" and designated as:

- (1) West track for southward movements.
- (2) East track for northward movements.

Movements must use designated track unless otherwise instructed by Yardmaster. Rule 105.

b. OSAGE SUBDIVISION

Poole and Mound Valley, 20 M.P.H. between absolute signals.

Coffeyville Yard, all trains and engines approach and pass between the "restricted" signs located 2 poles north (on east side of track) and 10 poles south (on west side of track) of M.P. A-167, and between Mo. Pac. crossing and "restricted" sign located 12 poles north of M.P. A-169, expecting to find engines or cars standing or moving.

Coffeyville, 15 M.P.H. over AT&SF Ry. Crossing M.P. A-167.2.

"BE" Jct. M.P. A-198.2, 10 M.P.H. through spring switch.

"DY" Jct. M.P. A-194.5, 15 M.P.H. over switch.

Nelagony, 15 M.P.H. over MV R.R. Crossing, M.P. A-217.5.

c. OKLAHOMA SUBDIVISION

Bridge A-246.0, 25 M.P.H.

Gauntlet track M.P. A-271.4, passenger trains 20 M.P.H. and freight trains 15 M.P.H. between absolute signals. Passing Deep Rock Refinery M.P. A-278, 20 M.P.H.

Movements from OCA&A main track, before opening switch or obstructing MKT main track at Barnard, must receive "CLEAR" indication on signal 3417 Per Rule 281 and display lighted red fusee on MKT main track north of Barnard before proceeding. This does not relieve approaching trains or engines on MKT main track from moving at "RESTRICTED SPEED."

d. NEOSHO SUBDIVISION

Moody, Emporia Jct., Council Grove and White City, 20 M.P.H. between absolute signals of interlocking.

Emporia, all trains flag 6th Avenue crossing.

Council Grove, all northward trains flag Main St. crossing.

Main track switch at north end of lead from North Yard to Neosho Subdivision 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.

Trains handling loaded cars of 70 tons or heavier, not exceed 10 M.P.H.; trains with 38% or heavier type engines not exceed 15 M.P.H.; and 38% or heavier type engines must not be doubleheaded over following bridges: B-31.1, B-34.2, B-58.3, B-60.4, B-72.1, B-77.4, B-89.2, B-97.2, B-112.3, B-144.0, B-151.6, B-152.2.

e. ALL SUBDIVISIONS

"Capacity of Sidings" as shown on schedule pages are based on 48 feet less 160 feet allowable for 3 unit Diesel engines.

Unless authorized, Diesel Electric engines will not be operated, either by towing or using traction motors for power, through water having depth over top of rail greater than shown below.

Type of engine	Depth
Passenger (36" wheels)	3 inches
Freight (40" wheels)	5 inches
Switch (40" wheels)	5 inches
Rail cars (M-11 and M-12) (36" wheels)	3 inches
Maximum speed 3 M.P.H.	

9. EXCEPTIONS TO RULE 5; TIMETABLE OR TRAIN ORDER**RESTRICTIONS APPLY AT:**

Erie—North Siding.

Osage—First class trains and Psgr. Extras at the track immediately east of station extending from the first main track switch north to first main track switch south of station.

Cushing—at track opposite station known as "Coach" track.

10. AUTOMATIC BLOCK SIGNALS BETWEEN:

Paola and Parsons.

M.P. A-193.1 and M.P. A-194.2.

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

M.P. A-341.7 and M.P. A-343.2.

AUXILIARY SIGNALS:

Color light signal located on pole north of Scale House near North Yard Office indicates operator Poole ready for movement;

(1) "Green" Cherokee Subdivision.

(2) "Yellow" Osage Subdivision.

If light absent be governed by instructions of Yardmaster.

At "BE" Junction, MP A-198.2, if signal 414 is in "STOP" position, communicate by telephone located near signal, with control operator and be governed by his instructions.

ALL SUBDIVISIONS

Rule 350 applies where absolute dwarf signals are located at spring switches at fouling point on siding. After opposing movements passes and backward movement is made out of siding or reverse movement made on main track, and Absolute Signal on main track displays "STOP" indication, operate switch after which main track absolute signal may indicate "PROCEED".

BLOCK INDICATORS RULE 355:

Color light block indicators at spring switches are located at fouling point, and are designated by the letter "B".

11. REMOTE CONTROL SWITCHES:

"DY" Jct. M.P. A-194.5.

12. SPRING SWITCHES: Designated by letter "S" attached to Switch Stand.

Beagle—north switch, siding.

Parker—both switches, siding.

Kincaid—both switches, siding.

Kimball—both switches, siding.

"BE" Jct. M.P. A-198.2 MKT-AT&SF Connection.

Osage—south switch, yard to main track.

13. RAILROAD CROSSINGS:**a. KANSAS CITY SUBDIVISION**

Paola.....M.P. A-43.4, Mo. Pac. R.R. Interlocking.

Moran.....M.P. A-94.8, Mo. Pac. R.R. Interlocking.

Erie.....M.P. A-119.9, AT&SF Ry. Interlocking.

Cross.....M.P. A-133.7, MKT R.R. Interlocking.

b. OSAGE SUBDIVISION

Poole—M.P. A-137.3, SL-SF Ry. Interlocking.
 Mound Valley—M.P. 149.0, SL-SF Ry. Automatic Interlocking. Rule 344.
 Coffeyville—M.P. A-167.2, AT&SF Ry. Gate. Normally against AT&SF. Rule 98.
 Coffeyville—M.P. A-168.3, Mo. Pac. R.R. Stop Signs. Rule 98.
 South Coffeyville—M.P. A-170.9, Mo. Pac. R.R. Interlocking.
 Nelagony—M.P. A-217.5, MV R.R. Gate. Normally against MV. Rule 98.

c. OKLAHOMA SUBDIVISION

Hallett Tower—M.P. A-257.5, SL-SF Ry. Interlocking.
 Gauntlet Track—M.P. A-271.4, AT&SF Ry. Automatic Interlocking. If absolute signal does not clear, train should stop within 100 feet of signal and if no opposing or AT&SF trains approaching, move train by signal but stop clear of AT&SF track. If AT&SF signal can then be seen at "STOP", flagman will cross bridge and if opposing AT&SF and MKT signals are at stop, flagman may give proceed signal. If any opposing absolute signal does not indicate "STOP" full protection must be given before fouling gauntlet. When necessary to stop between approach and absolute signal for reason other than "STOP" absolute signal, stop must be made at least 100 feet in advance of absolute signal until ready to proceed, then move to within 100 feet of absolute signal. If signals inoperative notify MKT dispatcher. Telephone north end of bridge.

Barnard—M.P. A-341.5, CRI&P R.R. Stop signs. Rule 98.

Oklahoma City—M.P. A-343.2, CRI&P R.R. Stop signs. Rule 98.

d. NEOSHO SUBDIVISION

White City Tower—M.P. B-137.9, CRI&P R.R. Interlocking.
 Council Grove Tower—M.P. B-119.9, Mo. Pac. R.R. Interlocking.
 Emporia Jct.—M.P. B-94.9, AT&SF Ry. Interlocking.
 Burlington—M.P. B-67.b, AT&SF Ry. Stop Signs. Rule 98.
 Moody—M.P. B-55.6, Mo. Pac. R.R. Interlocking.
 Piqua—M.P. B-44.2, Mo. Pac. R.R. Gate. Normally against MKT. Rule 98.

Chanute—M.P. B-26.8, AT&SF Ry. Electrically locked gate. Normally against MKT. Instructions in mechanism case. Rule 98.

Chanute—M.P. B-23.7, AT&SF Ry. Gate. Normally against MKT. Rule 98.

M.P. B-1.1, north end North Yard. Stop Signs. Rule 98.

14. YARDS PROTECTED BY YARD LIMIT SIGNS:

<u>KANSAS CITY SUBDIVISION</u>		<u>NEOSHO SUBDIVISION</u>	
Paola	} One Yard	North Yard	} One Yard
South Paola		Poole	
Cross	} One Yard	Chanute	} One Yard
North Yard		Monarch	
Poole		Humboldt	
		Piqua	
		Junction City	

OSAGE SUBDIVISION

North Yard }
 Poole } One Yard

Hunter }
 Coffeyville }
 South Coffeyville } One Yard

Dewey Stock Yard }
 Dewey }
 "DY" Jct. } One Yard

"BE" Jct. }
 Sutton } One Yard

Mahan }
 Osage } One Yard

OKLAHOMA SUBDIVISION

Osage }
 Mindeman } One Yard

Yale }
 Cushing } One Yard

Owanda }
 Oklahoma City } One Yard

IOLA SUBDIVISION

Iola

15. STANDARD TIME:**a. WATCH INSPECTION—TIME COMPARISON**

Watches that have been examined and certified to by a designated watch inspector, must be used by Superintendents, Assistant Superintendents, Trainmasters, Road Foremen of Engines, District Engineers, Roadmasters, Yardmasters, Train Dispatchers, Conductors, Engineers, Brakemen, Flagmen, Firemen, Hostlers, Engine Foremen, Yardmen, Switch Tenders, Train Porters, Signal Supervisors, Signal Maintainers, Line Repairers, Water Service Foremen, Bridge and Building, Track and other Maintenance of Way Foremen and any employee in charge of or responsible for obstructing main track with motor cars or other maintenance cars, machinery or equipment.

The above named employes, upon entering service, and annually in July, must provide themselves with Form CT-90 Standard, to be issued by designated watch inspector on an order from the Superintendent, or in return for Form CT-90 Standard of the immediately preceding period. They must submit watch for inspection, and card CT-90 Standard for making record thereon, to designated watch inspector as provided for in Rule 2 of Uniform Code of Operating Rules (or similar Maintenance of Way Rules); except, such Maintenance of Way and Bridge and Building employes who are unable to comply with this rule monthly, must do so as nearly monthly as possible. Form CT-90 Standard must be in employe's possession while on duty and presented for examination when called for by an officer.

b. STANDARD CLOCKS LOCATED AT:

Kansas City Telegraph Office	Osage Telegraph Office Enginehouse
Glen Park Yard Office Enginehouse	Cushing Telegraph Office
Parsons Telegraph Office, Psgr. Sta.	Oklahoma City Passenger Station
North Yard Yard Office Enginehouse Diesel Enginehouse	Turner Yard Office Enginehouse
Coffeyville Telegraph Office	Junction City Telegraph Office

c. 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 Helzberg Jewelers, 1100 Walnut St. .
Kansas City, Kansas	Mace's-Jones, 726 Minnesota
Paola, Kansas	Paola Jewelry Co. Zurcher Jewelry Co., 231 S. Ohio St.
Coffeyville, Kansas	A. C. Hamlin
Osage, Okla.	J. Skelton
Cleveland, Oklahoma.....	Giddens Jewelry Co.
Oklahoma City, Okla.	Jack C. Bryant Co., 204 Equity Bldg. B. D. Clark, 113 North Harvey
Junction City, Kansas ...	W. G. Glick

16. 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 4½ inches.

Subdiv.	Mile Post	
Kansas City	A-0	Train shed, passenger station, Penn. Ave. Tower, K. C. Terminal Ry. Bridge No. B-152.2.
Neosho	B-152.2	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.

Subdiv.	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. It is dangerous to stand erect on top of engine, a high load on an open top car, or on top of a covered car, also on side of a car or engine while passing through bridges, by buildings, platforms and other structures along side main and other tracks, due to the fact that engines, cars and loads on open top cars are of various heights and widths, which impairs clearances.

17. 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	5
Bayard	M.P. A- 89.0	South	12

Hertha	M.P. A-126.3	North	16
Penfield	M.P. A-152.3	South	8
South Coffeyville			
Stock Yards	M.P. A-171.1	North	27
Dewey Stock			
Yards	M.P. A-192.0	Both	10
Torpedo	M.P. A-201.8	North	2
Fite	M.P. A-204.3	North	21
Kiheki	M.P. A-213.6	North	15
Pershing	M.P. A-221.0	Both	26
Manion	M.P. A-231.6	North	6
Mindeman	M.P. A-249.3	Both	30
Gano	M.P. A-277.6	Both	33
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
Blue	M.P. B- 85.6	North	3
Normal	M.P. B- 97.0	South	2
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

18. GOVERNING TIMETABLE AND RULES:

- Kansas City Terminal Railway, over tracks at Kansas City.
- SL-SF Ry. between Paola and Kansas City Terminal tracks.
- AT&SF Ry. between "DY" Jct. and "BE" Jct.
- OCA&A trains use MKT tracks between Barnard and Oklahoma City.
- Small figures Kansas City, Glen Park and Bartlesville for information.

19. GENERAL ORDER BOOKS LOCATED AT:

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

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

Kansas City Subdivision.....M.P. A-78.5	Selma
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21. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:

(For revenue passengers unless otherwise provided).

a. KANSAS CITY SUBDIVISION:

Train	Station
23, 24.....M.P. A-78.5	Selma
23, 24.....M.P. A-89.0	Bayard

No. 25, Moran to receive for Regular Stops No 5.

No. 26, Erie and Moran to discharge from stations south of Parsons and receive for Kansas City and beyond.

No. 27, Paola to receive for regular stops Nos. 7-27.

b. OKLAHOMA-OSAGE SUBDIVISIONS:

Pershing is regular stop for Nos. 25 and 26.

No. 28 Yale, Osage, Pershing, Dewey, Mound Valley to discharge from Oklahoma City, and to receive for regular stops north of Parsons and Neosho Subdivision stations.

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

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

c. NEOSHO SUBDIVISION:

Parkerville and Petrolia are regular stops for Nos. 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

Nos. 90 and 91 will carry passengers.

d. IOLA SUBDIVISION:

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

22. ENGINE WHISTLE SIGNAL CODE AT INTERLOCKINGS:

a. CROSS:

Kansas City to Parsons, or	_____
Parsons to Kansas City	_____
Kansas City to North Yard, or	_____ o _____
North Yard to Kansas City	_____
Sedalia to North Yard, or	o _____ o
North Yard to Sedalia	_____
Sedalia to Parsons, or	o o _____
Parsons to Sedalia	_____

b. POOLE:

Cherokee Subdivision main track, to or from	_____
Passenger station	_____ o
Osage Subdivision main track, to or from	_____
Passenger station	_____ o
Cherokee Subdivision main track, to or from	_____
Cherokee Subdivision freight lead	_____
Osage Subdivision main track, to or from	_____
Osage Subdivision freight lead	_____
Through south cross-over	o _____
Through north cross-over	o o o

c. ALL OTHER INTERLOCKINGS:

Main Track to Main Track	_____
Main Track to Siding, or reverse	_____ o _____
Main Track to Industry or	_____
Transfer Track, or reverse	_____ o o _____
Main Track to Branch Line or to Main	_____
Track of other Railroad, or reverse	o o _____

23. ABBREVIATIONS

- a. W—Water DF—Diesel Fuel
- T—Turntable O—Oil
- S—Track Scales D—Day Telegraph Office Only
- Y—Wye N—Day and Night Telegraph Office
- P—Telephone NO—Night Telegraph Office Only


- b. The following letters before figures of schedule indicate:
 - “s”—Regular stop.
 - “f”—Flag stop to receive or discharge passengers or freight.


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

- A—Kansas City, Osage and Oklahoma Subdivisions.
- B—Neosho Subdivision.
- T—Iola Subdivision.

24. SUPPLEMENT TO RULES 230 AND 232:

Nunn Type Train Order Signal

-  Aspect—Parallel with track, “Green” light.
- Indication—Proceed, “No Orders”.
- Name—Clear Train Order Signal.

-  Aspect—At right angle to track, “Red”light.
- Indication—Stop, unless clearance received.
- Name—Stop Train Order Signal.

TONNAGE RATINGS

ENGINES		DIESEL								STEAM								
FROM	TO	4500 HP		3000 HP		1500 HP		600 HP		Tons Adj.	64%		57%		47%		32%	
		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Glen Park	Parsons	5400	135	3600	90	1800	45	910	23	5	2125	53	1995	50	1590	40	1070	27
Moran	Parsons									9	3500	88	3100	78	2400	60	1680	42
Parsons	Glen Park	4650	116	3100	78	1550	39	840	21	5	2350	59	2100	53	1680	42	1180	30
Ringer	Glen Park	6090	152	4060	102	2030	51			10	3750	94	3375	84	2700	68	1890	47
Parsons	Osage			3120	78	1560	39			5	2100	53	1890	47	1600	40	1070	27
Parsons	Coffeyville			3400	85	1700	43			8	2890	72	2600	65	2080	52	1450	36
Coffeyville	Bartlesville			3120	78	1560	39			7	2520	61	2270	57	1820	46	1285	32
Osage	Parsons			2900	73	1450	36			8	2940	70	2650	66	2120	53	1500	38
Bartlesville	Coffeyville			3870	97	1935	48			9	3100	70	2790	70	2280	57	1605	40
Coffeyville	Parsons			4150	105	2075	52			10	4250	106	3825	96	3060	77	2125	53
Osage	Okla. City			3400	85	1700	43			5	2050	51	1850	46	1480	37	1040	26
Okla. City	Osage			4200	105	2100	53			6	2125	53	1995	50	1590	40	1070	27
Cushing	Osage			4200	105	2100	53			8	3000	70	2700	68	2160	54	1500	38
Parsons	Co. Grove									6					1700	43	1190	30
Co. Grove	Jct. City									5					1325	33	925	23
Burlington	Co. Grove									7					2050	51	1435	36
Jct. City	Parsons									5					1300	33	910	23
Emporia	Parsons									7					2000	50	1500	38
Moran	Iola							1330	33	9							1400	35
Iola	Moran							990	25	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.

EMPLOYEES' HOSPITAL ASSOCIATION

Dr. Roland S. Kieffer, Chief Surgeon, 1831 Railway Exchange Building, St. Louis 1, Missouri

STATION	NAME	TITLE
Americus, Ks.....	Dr. Albert Beam.....	
Bartlesville, Okla.....	Dr. H. G. Crawford.....	
Bartlesville, Okla.....	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. E. O. Martin.....	
Cushing, Okla.....	Dr. W. Orville Davis.....	
Dewey, Okla.....	Dr. L. D. Hudson.....	
Emporia, Ks.....	Dr. Frank Focannon.....	
Emporia, Ks.....	Dr. F. W. Focannon.....	
Erie, 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. Harry O'Donnell.....	
Kansas City, Mo.....	Dr. Robt. Uhlmann.....	Physical Diagnostician.....
Kansas City, Mo.....	Dr. A. E. Eubank.....	Ear, Nose & Throat Specialist.....
Kansas City, Mo.....	Dr. Thos. G. Orr.....	Consulting Surgeon.....
Kansas City, Mo.....	Dr. C. D. Fitzwilliam.....	Consulting Pathologist.....
Kansas City, Mo.....	Dr. Edwin L. Pfuetze.....	Dermatologist.....
Kansas City, Mo.....	Dr. Chas. L. Schaefer.....	Local Surgeon.....
Kansas City, Mo.....	Dr. A. W. McAlester, Jr.....	Oculist.....
Kansas City, Mo.....	Dr. A. W. McAlester, III.....	Oculist.....
Kansas City, Mo.....	Dr. H. E. Carlson.....	Urologist.....
Kansas City, Mo.....	Dr. J. D. Bennett.....	Local Surgeon.....
Kansas City, Mo.....	Dr. C. E. Sanders.....	Consulting Surgeon.....
Kansas City, Ks.....	Dr. C. L. Francisco.....	Orthopedic Surgeon.....
Kansas City, Ks.....	Dr. J. W. Young.....	Division Surgeon.....
Moran, Ks.....	Dr. R. R. Nevitt.....	
Mound Valley, Ks.....	Dr. Paul Jones.....	
Osage, Okla.....	Dr. M. M. Carmichael.....	Division Surgeon.....
Oklahoma City, Okla.....	Dr. Geo. LaMotte.....	Local Surgeon.....
Oklahoma City, Okla.....	Dr. Chas. A. Garland.....	Oral Surgeon.....
Oklahoma City, Okla.....	Dr. Ellis Moore.....	Urologist.....
Oklahoma City, Okla.....	Dr. S. F. Wildman.....	Urologist.....
Oklahoma City, Okla.....	Dr. Leo F. Cailey.....	Oculist.....
Oklahoma City, Okla.....	Dr. Carl L. Brundage.....	Dermatologist.....
Oklahoma City, Okla.....	Dr. Fowler Border.....	Consulting Surgeon.....
Oklahoma City, Okla.....	Dr. Joe M. Parker.....	Consulting Surgeon.....
Oklahoma City, Okla.....	Dr. Glen F. Wade.....	Division Surgeon.....
Oklahoma City, Okla.....	Dr. Tom Wainwright.....	Local Surgeon.....
Oklahoma City, Okla.....	Dr. S. R. Shaver.....	Oculist.....
Osawatomie, Ks.....	Dr. W. L. Speer.....	
Paola, Ks.....	Dr. P. A. Pettitt.....	
Parsons, Ks.....	Dr. A. C. Baird.....	Division Surgeon.....
Parsons, Ks.....	Dr. N. C. Morrow.....	Division Surgeon.....
Parsons, Ks.....	Dr. J. D. Pace.....	Assistant Division Surgeon.....
Parsons, Ks.....	Dr. T. D. Blasdel.....	Oculist.....
Parsons, Ks.....	Dr. J. E. Lightfoot.....	Oral Surgeon.....
Parsons, Ks.....	Dr. G. K. Giessman.....	Oral Surgeon.....
Yale, Okla.....	Dr. F. K. Oehschlager.....	

SPEED TABLE

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