

MAKE EVERY TRIP A SAFETY TRIP



R. L. KAY
C. L. HOWARD
Assistant Superintendents

W. E. GALLEA
Road Foreman of Engines

J. A. BARNARD
Chief Dispatcher

R. O. MORRIS	W. N. TAYLOR
Q. W. SCHROER	F. C. DAVIS
B. F. DALEY	J. M. O'BRIEN

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-A

NORTHERN DIVISION

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

Sunday, Oct. 4, 1953

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	L. M. STUART General Superintendent of Transportation	H. M. WARDEN, Vice-President and General Manager
B. A. McDONALD, Superintendent of Rules-Safety		

MAXIMUM SPEED MPH—DIESEL OPERATION

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

Between	Paola and Parsons	Parsons and Osage	Osage and Okla. City	Parsons and MP-B77.1	MP-B77.1 and MP-B79.3	MP-B79.3 and MP-B123.0	MP-B123.0 and Jct. City	Moran and Iola
Passenger Trains	75	50	50	30	20	20	25	20
Freight Trains and Light Engines	55	40	40	30	20	20	25	20
Freight engines handling Passenger Trains—Authorized passenger train speed, but not exceeding 65 MPH.								
<u>Road and Switch Engines or Road Switchers</u>								
Towed in Train	45	40	40	30	20	20	25	20
Yard Service.....All Yards 25 M.P.H.								
<u>Trains Handling—</u>								
Steam Derrick.....	35	30	30	15	15	15	15	10
Ditchers (Boom attached)	25	25	25	15	15	15	15	10
Scale Test Car X-1658 (See Note 3)	25	25	25	15	15	15	15	10
Scale Test Car X-1659 (See Note 3)	35	35	35	30	20	20	25	20
Pile Drivers	25	25	25	20	15	15	15	10
Road, Switch or Road Switchers.....	Handle next to pulling engine of through train and behind short cars of train setting out or picking up. (Exception—as provided in Note 1 and Note 2.)							
Any 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.							

Through Turnouts

Passenger 20; Freight 15.

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

Advance Warning Sign (P) located as near one (1) mile as conditions will permit in advance of Speed Restriction Sign, Speed Restriction Sign (□ or ▽) at point where speed restricted and Resume Speed Sign (○ or ▽) at end of restriction.

At locations covered by REFLECTOR type signs Psgr. trains not exceed speed shown on Speed Restriction Signs. Frt. trains and Light engines reduce to 10 M. P. H. below speed shown on Speed Restriction Signs, but not exceed maximum speed provided for Frt. trains and Light engines.

NOTE 1—When more than one unit of switch engine or road switcher space 5 cars apart.

NOTE 2—All 70-ton Road Switchers to be handled next ahead of caboose.

NOTE 3—Scale test car X-1658 and X-1659 to be handled next ahead of caboose.

TONNAGE RATINGS PER UNIT

1

From	To	EMD F3 201- 207	EMD F7 208-211 226-229	EMD FP7 121-124	ALCO Road Frts. 326-334	EMD GP7 1501- 1529 Baldwin RS 1571- 1586 1787- 1788	ALCO RS 1652- 1654	ALCO RS 1701- 1702	Baldwin 1201- 1215 EMD 1226- 1235	ALCO Psgr. 153-157	EMD E8 106-107 131-135
North Yard	Glen Park	1800	1900	1800	1900	1900				683	498
Glen Park	North Yard	1800	1900	1550	1900	1900				683	498
Glen Park	Paola	2000	2100	1300	2100	2100				760	555
Paola	Moran	1800	1900	1550	1900	1900	910			683	498
Moran	North Yard	3750	3750	3750	3750	3750				1425	1040
North Yard	Ringer	1800	1900	1800	1900	1900	840			683	498
Ringer	Glen Park	2350	2900	2350	2900	2900				890	650
Moran	Iola						1300				
Iola	Moran						990				
North Yard	Junction City				1900	1900		1444			
Junction City	North Yard				1800	1800		1368			
North Yard	Moody				2800	2800		2128			
Moody	Burlington				2175	2300		1748			
Burlington	Council Grove				3000	3000		2280			
Council Grove	White City				2400	2400		1824			
White City	Junction City				1900	1900		1444			
Junction City	White City				1800	1800		1368			
White City	Chanute				2700	2700		2052			
Chanute	Galesburg				2000	2200		1672			
Galesburg	North Yard				3000	3000		2280			
North Yard	Piqua								2500		
Piqua	North Yard								2000		
North Yard	Osage	1840	1840	1300	1840	1840			1100	700	510
North Yard	Coffeyville	2280	2280	1400	2280	2280			1200	865	633
Coffeyville	Bartlesville	2040	2040	1300	2040	2040			1100	775	570
Osage	North Yard	1680	1680	1300	1680	1680			1100	638	465
Osage	Mahan	1680	1680		1680	1680				638	465
Mahan	Nelagony	2800	2800		2800	2800				1065	775
Nelagony	Bartlesville	2440	2440		2440	2440				925	675
Bartlesville	Coffeyville	2720	2720	1500	2720	2720			1300	1033	753
Coffeyville	North Yard	2520	2520	1300	2520	2520			1100	958	698
Hunter	Mound Valley	3680	3680		3680	3680				1400	1020
Mound Valley	North Yard	3120	3120		3120	3120				1185	865
Osage	Oklahoma City	1700	1700	1400	1700	1700			1200	645	470
Oklahoma City	Osage	2240	2240	1700	2240	2240			1500	850	620
Cushing	Osage	2600	2600	1700	2600	2600			1500	988	720

Note: When unit of different make or model is operated with another unit or units, tonnage rating for all units will be that of the lowest rating of any unit of the combination except EMD E8 will not be operated in combination with other units in freight service.

FOURTH CLASS	THIRD CLASS			Distance from Kansas City	TIME TABLE No. 26-A				Symbols and Capacity of Sidings	FIRST CLASS				
	93	275	271		281	Effective 12:01 A. M. OCTOBER 4, 1953				5	25	27	11	
Way	Freight	Freight	Freight		STATIONS				Passenger	Passenger	Passenger	Mo. Pac. Passenger		
Tuesday Thursday Saturday	Daily	Daily	Daily						Daily	Daily	Daily	Daily		
					KANSAS CITY US									
				2.6	— 2.6 —				FGSTW		AM	PM		
	PM 7.30	AM 9.30	PM 11.45		GLEN PARK KY				Yard P		8.40	9.40		
					Joint Track With S.L.-S.F. Ry. 40.5									
AM 9.00	PM 8.35	AM 10.35	AM 12.50	43.1	N PAOLA PD				FTW	s AM	s PM	PM		
				43.4	— 0.3 —				Yard P	9.40	10.40	10.01		
					MO. PAC. JUNCTION Interlocking				NS				10.02 PM	
					— 0.1 —				P					
9.03	8.38	10.37	12.53	43.5	SOUTH PAOLA				46	P	9.41	10.41	SEE	
					— 3.0 —									
9.46	8.46	10.46	1.02	46.5	RINGER				96	P	9.46	10.45	TIME	
					— 8.1 —									
10.01	8.59	11.01	1.16	54.6	D BEAGLE B				80	P	f 9.54	10.52	TABLE	
					— 7.0 —									
10.20	9.10	11.14	1.28	61.6	N PARKER H				102	P	s 10.04	10.59	RULE	
					— 5.2 —									
10.30	9.16	11.22	1.35	66.8	DUNLAY				114	P	10.09	11.04	1-b	
					— 3.2 —									
10.36	9.21	11.27	1.40	70.0	D CENTERVILLE C				23	WP	f 10.13	11.07		
					— 5.3 —									
10.43	9.33	11.40	1.54	76.3	VANCE				111	P	10.19	11.13		
					— 7.5 —									
10.55	9.43	11.54	2.05	82.8	D KINCAID KI				125	P	s 10.26	11.20		
					— 4.2 —									
11.30	9.49	PM 12.02	2.12	87.0	MILDRED				70	P	f 10.33	11.25		
					— 7.7 —									
12.01 PM 4.30	9.58	12.18	2.22	94.7	MORAN					WP				
					— 0.1 —				E 40		s 10.40	11.33		
				94.8	N MORAN TOWER MN				W 125					
					Mo. Pac. Interlocking				NS	P				
					— 8.6 —									
4.46	10.11	12.30	2.35	103.4	D ELSMORE UN				91	P	f 10.51	11.41		
					— 3.0 —									
4.55	10.26	12.35	2.40	106.4	D SAVONBURG SG				95	P	f 10.54	11.44		
					— 4.0 —									
5.05	10.31	12.40	2.46	110.4	D STARK DK				18	P	f 10.58	11.48		
					— 2.2 —									
5.15	10.35	12.44	2.50	112.6	KIMBALL				125	P	f 11.01	11.50		
					— 7.3 —									
				119.9	N N. E. TOWER NE				NS	P				
					A.T.&S.F. Interlocking									
					— 0.7 —									
5.27	10.46	12.55	3.01	120.6	ERIE				N 52	S 86	P	s 11.08	11.57	
					— 10.0 —									
6.01	11.01	1.08	3.18	130.6	HAYDEN				86	P	11.19	AM 12.06		
					— 3.1 —									
6.15	11.05	1.15	3.25	133.7	N CROSS XO				NS	P	AM 11.12	11.22	12.09	
					Interlocking									
					— 2.5 —									
6.30 PM	11.30 PM	2.00 PM	4.15 AM	136.2	NORTH YARD				FGSTWY	Yard P				
					— 0.6 —									
				136.8	N PARSONS W				Yard		11.25 AM	11.35 AM	12.20 AM	
					— 136.8 —									
93	275	271	281								5	25	27	11
9.8	31.9	27.2	27.2								14.0	48.8	56.2	18.0
					Average speed per hour.....									

FIRST CLASS				TIME TABLE No. 26-A				THIRD CLASS			FOURTH CLASS	
	12 Mo. Pac. Passenger	6 Passenger	26 Passenger	28 Passenger	Effective 12:01 A. M. OCTOBER 4, 1953				270 Freight	274 Freight	272 Freight	92 Way
	Daily	Daily	Daily	Daily	STATIONS				Daily	Daily	Daily	Monday Wed. Friday
			PM 9.25	AM 8.35	KANSAS CITY US 2.6							
					GLEN PARK KY				AM 11.30	PM 6.00	AM 2.00	
					Joint Track With S.L.-S.F. Ry. 40.5							
	AM 5.35		PM 8.25	AM 7.35	N	PAOLA PD		AM 10.00	PM 3.20	AM 12.45		PM 8.00
	5.34 AM				0.3 MO. PAC. JUNCTION Interlocking							
	SEE		8.19	7.29	0.1 SOUTH PAOLA				9.55	3.02	12.25	7.50
	TIME		8.15	7.25	3.0 RINGER				9.46	2.57	12.20	7.40
	TABLE		f 8.06	7.16	D	BEAGLE B		9.20	2.44	AM 12.07		7.25
	RULE		s 7.57	7.08	N	PARKER H		9.07	2.32	11.56		7.01
	1-b		7.51	7.02	5.2 DUNLAY				8.59	2.22	11.46	6.35
			s 7.46	6.58	D	CENTERVILLE C		8.53	2.16	11.40		6.25
			7.40	6.52	5.3 VANCE				8.45	2.09	11.33	6.12
			s 7.33	6.44	D	KINCAID KI		8.33	1.59	11.20		5.55
			f 7.27	6.40	4.2 MILDRED				8.26	1.53	10.55	5.35
			s 7.18	6.32	7.7 MORAN				8.15	1.42	10.44	5.10 PM 12.05
					N	MORAN TOWER MN						
					0.1 Mo. Pac. Interlocking							
			f 7.06	6.23	D	ELSMORE UN		8.01	1.28	10.31		11.50
			f 7.01	6.20	8.6 3.0				7.56	1.22	10.26	11.40
			f 6.56	6.16	D	SAVONBURG SG						
			f 6.52	6.13	4.0 2.2				7.50	1.15	10.20	11.30
					D	STARK DK						
					7.3 KIMBALL				7.45	1.10	10.16	11.21
					N	N. E. TOWER NE						
					0.7 A.T.&S.F. Interlocking							
			s 6.45	6.05	10.0 ERIE				7.30	12.55	10.02	11.08
					3.1 HAYDEN				7.16	12.22	9.47	10.25
			PM 6.51	6.31	N	CROSS XO						
					2.5 Interlocking				7.10	12.15	9.40	10.15
					0.6 NORTH YARD				7.00 AM	12.01 PM	9.30 PM	10.00 AM
					N	PARSONS W						
					186.8				270	274	272	92
	12	6	26	28Average speed per hour.....				31.0	28.1	28.6	9.3
	18.0	31.0	46.8	51.1								

Automatic Block Signals

THIRD CLASS		FIRST CLASS	Distance from Kansas City	TIME TABLE No. 26-A		Symbols and Capacity of Sidings	FIRST CLASS	THIRD CLASS	
271 Freight Daily	275 Freight Daily Ex. Sunday	25 Passenger Daily		Effective 12:01 A. M. OCTOBER 4, 1953	STATIONS		26 Passenger Daily	270 Freight Daily Ex. Monday	276 Freight Daily
PM 3.45	AM 1.00		136.2	NORTH YARD 0.6	FGSTWY P Yard		AM 5.15	PM 2.15	
		PM 12.05	136.8	N PARSONS W 0.5		PM 5.45			
3.55	1.05	12.06	137.3	N POOLE JG S. L.-S. F. Interlocking 4.3	NS	5.30	4.35	1.30	
4.05	1.13	12.12	141.6	BLUM 7.4	P 71	5.23	4.27	1.20	
4.18	1.26	s 12.21	149.0	Auto. Inter. { D MOUND VALLEY MD S.L.-S.F. Crossing 8.2	P 72	s 5.13	4.12	1.00	
4.32	1.40	s 12.35	157.2	ANGOLA 6.6	P 99	s 5.01	3.55	12.35	
4.51	1.51	12.43	163.8	HUNTER 8.0	P 86	4.51	3.41	PM 12.05	
4.56	1.56	12.47	166.8	COX -0.4	P 38	4.47	3.15	11.59	
			167.2	A.T.&S.F. Crossing-Gate 0.5					
5.01	2.01	s 12.55	167.7	N COFFEYVILLE FY 0.6	WY P 44	s 4.43	3.10	11.55	
			168.3	Mo. Pac. Crossing Unprotected 0.4					
5.19	2.05	12.59	168.7	EVANS 2.2	P 65	4.33	3.05	11.45	
		s 1.02	170.9	N SOUTH COFFEYVILLE SC Mo. Pac. Interlocking 5.5	P NS	s 4.29			
5.37	2.19	f 1.10	176.4	NOXIE 6.5	P 70	f 4.20	2.50	11.30	
5.48	2.37	s 1.18	182.9	WANN 6.2	P 76	s 4.11	2.37	11.15	
5.59	2.48	f 1.26	189.1	WAYSIDE 4.6	P 71	f 4.01	2.24	11.01	
6.15	2.59	s 1.35	193.7	Auto. Block { D DEWEY DE 0.8	P 71 Yard	s 3.53	2.17	10.50	
6.34 PM	3.06 AM	1.38 PM	194.5	"D Y" JCT. 3.2	NS	3.50 PM	2.13 AM	10.46 AM	
PM 6.50	AM 3.17	PM s 1.50	197.7	Joint Track with A.T.&S.F. Ry. N BARTLESVILLE B 0.5	SY P Yard	PM s 3.45	AM 2.04	AM 10.35	
PM 6.55	AM 3.20	PM 1.52	198.2	"B E" JCT. 0.5	NS	PM 3.36	AM 2.00	AM 10.20	
7.05	3.23	1.54	198.7	SUTTON 9.3	P 83	3.34	1.57	9.55	
7.25	3.42	f 2.10	208.0	OKESA 4.2	P 84	f 3.19	1.41	9.30	
7.35	3.51	2.16	212.2	UTLEY 5.3	P 58	3.12	1.31	9.15	
7.45	4.00	s 2.25	217.5	D NELAGONY GY M.V. Crossing-Gate 8.2	Y P 61	s 3.05	1.18	8.50	
8.05	4.15	s 2.45	225.7	D WYNONA WY 10.3	P 53	s 2.45	1.03	8.25	
8.25	4.35	s 3.02	236.0	D HOMINY HY 4.7	P 88	s 2.30	12.44	8.05	
8.35	4.43	3.08	240.7	MAHAN 4.5	P 72	2.22	12.35	7.43	
9.20 PM	4.50 AM	s 3.15 PM	245.2	Auto. Block { N OSAGE JN 109.0	FGSWY P Yard	2.15 PM	12.20 AM	7.30 AM	
271	275	25				26	270	276	
19.4	28.4	34.2	Average speed per hour.....		31.0	22.2	16.1	

THIRD CLASS		FIRST CLASS		Distance from Kansas City	TIME TABLE No. 26-A		Symbols and Capacity of Sidings	FIRST CLASS		THIRD CLASS	
271	275	25			Effective 12:01 A. M. OCTOBER 4, 1953			26	276	270	
Freight	Freight	Passenger		Daily	STATIONS		Passenger	Freight	Freight		
Daily	Daily Except Sun.	Daily			Daily			Daily	Daily	Daily Except Sun.	
PM 10.35	AM 5.30		PM 3.20	245.2		Auto Block } N OSAGE JN	FGSWY P Yard	s 2.10	PM 8.00	PM 11.50	
10.42	5.37		s 3.26	248.2	D CLEVELAND CN	P 57	s 2.05	7.30	11.27		
11.09	5.52		s 3.40	256.5	HALLETT		P 59	s 1.52	7.16	11.09	
				257.5	Auto Inter. } HALLETT TOWER S. L.-S. F. Crossing			NS			
11.19	5.59		s 3.45	260.2	D JENNINGS NS	P 98	s 1.46	7.09	11.00		
11.42	6.16		s 4.01	270.4	D YALE YA	P NS	s 1.30	6.52	10.39		
11.44	6.27		4.03	271.0	SUN-CO.		71	1.28	6.50	10.37	
				271.4	Auto Inter. } A. T. & S. F. Gauntlet Track						
11.52	6.43		4.08	273.9	NORFOLK		P 45	1.23	6.42	10.30	
12.05 AM	6.55		4.16	279.4	DEEP ROCK		FGWY P Yard 63	1.16	6.30	10.20	
12.15	6.59		s 4.27	280.2	N CUSHING CH	P 27	s 1.11	6.10	10.15		
12.30	7.10		4.37	286.0	WARD		P 47	1.01	5.59	10.03	
12.43	7.18		s 4.45	290.6	AGRA		P 59	s 12.54	5.50	9.56	
1.01	7.30		s 4.55	297.2	D TRYON RN	P 12	s 12.44	5.38	9.46		
1.15	7.38		s 5.05	301.8	CARNEY		P 11	s 12.37	5.30	9.39	
1.40	7.53		s 5.17	310.3	FALLIS		P 74	s 12.24	5.17	9.26	
2.01	8.05		s 5.28	317.0	LUTHER		P 39	s 12.13	4.43	9.15	
2.25	8.19		s 5.40	324.7	ARCADIA		P 57	s 12.02 PM	4.29	9.03	
2.50	8.32		f 5.51	332.2	WITCHER		P 52	f 11.52	4.14	8.51	
3.15	8.44		6.02	339.1	OWANDA		P 17	11.42	3.59	8.40	
				341.5	C. R. I. & P. Crossing Unprotected						
3.30	8.50		6.07	341.6	Automatic Block } BARNARD	NS	11.37	3.50	8.34		
5.00 AM	9.00 AM		6.10	342.8	N TURNER SX	FGSTW P Yard	11.34	3.45 PM	8.30 PM		
				343.2	C. R. I. & P. Crossing Unprotected						
			6.25 PM	343.9	OKLAHOMA CITY		P Yard Y	11.30 AM			
271	275		25				26	276	270		
15.2	27.9		32.0		Average speed per hour.....		37.0	23.0	29.3		

6 NEOSHO SUBDIVISION

SOUTHWARD TRAINS

NORTHWARD TRAINS

FOURTH CLASS	Distance from Parsons	TIME TABLE No. 26-A		Symbols and Capacity of Sidings	FOURTH CLASS
91 Way Tuesday Thursday Saturday		Effective 12:01 A. M. OCTOBER 4, 1953	STATIONS		90 Way Monday Wed. Friday
AM 5.00	156.8	D	JUNCTION CITY TY	FWY Yard	PM 4.00
f 5.30	146.3		10.5 OLSON	14	f 3.25
f 5.40	143.8		2.5 SKIDDY	17	f 3.10
	137.9	N	WHITE CITY TOWER WY C. R. I. P. Interlocking	NS	
s 6.05	137.6	D	WHITE CITY WC	25	s 2.40
s 7.15	120.0	D	COUNCIL GROVE CA	45	s 1.35
	119.9	N	COUNCIL GROVE TOWER CG M. P. Interlocking	NS	
f 7.40	116.0		0.1 HAUCKE	20	f 1.01
f 8.01	111.4		4.6 DUNLAP	22	f 12.45
f 8.30	103.9	D	AMERICUS MS	38	f 12.25 PM
s 9.23	95.2	D	EMPORIA RD	60 W	s 11.55
	94.9	N	EMPORIA JCT. A. T. & S. F. Interlocking	NS	
f 10.25	89.0		0.3 CURTIS	20	f 10.10
f 10.50	81.8	D	HARTFORD HD	40	f 9.45
f 11.10	75.5		5.3 STRAWN	25	f 9.20
s 11.40	67.8	D	BURLINGTON BI	33 Y	s 8.55
	67.5		0.3 A. T. & S. F. Crossing Unprotected		
PM 12.22	55.6	N	MOODY MO M. P. Interlocking	20	f 8.10
f 12.37	49.8	D	NEOSHO FALLS NF	20	f 7.55
s 1.10	44.2	D	PIQUA G M.P. Crossing-Gate	50 Y	s 7.31
f 1.40	35.1	D	HUMBOLDT HM	50 Y Yard	f 6.55
	28.8		8.3 A.T.&S.F. Crossing-Gate		
s 3.15	25.9	D	CHANUTE U	60 W Yard	s 6.25
	23.7		0.9 A.T.&S.F. Crossing-Gate		
f 3.50	16.9		6.8 URBANA	18	f 5.50
f 4.15	10.5	D	GALESBURG A	48	f 5.30
	1.1		9.4 M. K. T. Crossing Unprotected		
5.00 PM	0.6		0.5 NORTH YARD	FGSTWY Yard P	5.00 AM
91			156.2		90
18.0		Average speed per hour.....			14.2

IOLA SUBDIVISION

SOUTHWARD TRAINS

NORTHWARD TRAINS

Fourth Class	Distance from Kansas City	TIME TABLE No. 26-A		Symbols and Capacity of Sidings	Fourth Class
59 Way Daily Except Sunday		Effective 12:01 A. M. OCTOBER 4, 1953	STATIONS		60 Way Daily Except Sunday
PM 1.00	94.7	N	MORAN MN	W	PM 3.45
1.59 PM	107.9	D	IOLA OA	Yard P	2.15 PM
59			13.2		60
13.4		Average speed per hour.....			8.8

No. 59 IS SUPERIOR TO No. 60.

EMPLOYES' HOSPITAL ASSOCIATION

Dr. Roland S. Kieffer, Chief Surgeon, 1832 Railway Exchange Building, St. Louis 1, Missouri

Local Surgeons

Station	Name	Title
Americus.....	Dr. Albert Beam.....	
Bartlesville.....	Dr. Forrest S. Etter.....	
Burlington.....	Dr. A. B. McConnell.....	
Chanute.....	Dr. R. Herbert Rollow.....	
Cleveland.....	Dr. E. T. Robinson.....	
Cleveland.....	Dr. M. L. Saddoris.....	
Coffeyville.....	Dr. J. H. Low.....	
Coffeyville.....	Dr. Homer L. Bryant.....	Oculist
Council Grove.....	Dr. B. E. Miller.....	
Cushing.....	Dr. W. Orville Davis.....	
Cushing.....	Dr. E. O. Martin.....	
Dewey.....	Dr. L. D. Hudson.....	
Emporia.....	Dr. F. W. Focannon.....	
Erie.....	Dr. E. C. Bryan.....	
Hominy.....	Dr. G. I. Walker.....	
Humboldt.....	Dr. Charles E. Vestle.....	
Iola.....	Dr. A. R. Chambers.....	
Junction City.....	Dr. Harry O'Donnell.....	
Kansas City, Kansas.....	Dr. J. W. Young.....	
Kansas City, Kansas.....	Dr. C. L. Francisco.....	Division Surgeon
Kansas City, Missouri.....	Dr. J. D. Bennett.....	Orthopedic Surgeon
Kansas City, Missouri.....	Dr. Carl H. Brust.....	
Kansas City, Missouri.....	Dr. Charles L. Schaefer.....	
Kansas City, Missouri.....	Dr. A. W. McAlester, Jr.....	Oculist
Kansas City, Missouri.....	Dr. A. W. McAlester, III.....	Oculist
Kansas City, Missouri.....	Dr. John R. Rufe.....	Oculist
Kansas City, Missouri.....	Dr. H. E. Carlson.....	Urologist
Kansas City, Missouri.....	Dr. Thomas G. Orr.....	Consulting Surgeon
Kansas City, Missouri.....	Dr. Edwin L. Pfuetze.....	Dermatologist
Kansas City, Missouri.....	Dr. John Clair Howard, Jr.....	Consulting Otolaryngologist
Moran.....	Dr. R. R. Nevitt.....	
Mound Valley.....	Dr. Paul Jones.....	
Oklahoma City.....	Dr. Glen F. Wade.....	Division Surgeon
Oklahoma City.....	Dr. George A. LaMotte.....	
Oklahoma City.....	Dr. Charles S. Garland.....	Oral Surgeon
Oklahoma City.....	Dr. Joe M. Parker.....	Consulting Surgeon
Oklahoma City.....	Dr. S. F. Wildman.....	Urologist
Oklahoma City.....	Dr. Dick M. Lowry.....	Consulting Eye, Ear, Nose and Throat Specialist
Osage.....	Dr. M. M. Carmichael.....	Division Surgeon
Osawatomic.....	Dr. W. L. Speer.....	
Paola.....	Dr. P. A. Pettit.....	
Parsons.....	Dr. Hal A. Burnett.....	Assistant to the Chief Surgeon
Parsons.....	Dr. N. C. Morrow.....	Division Surgeon
Parsons.....	Dr. J. D. Pace.....	Assistant Division Surgeon
Parsons.....	Dr. T. D. Blasdel.....	Oculist
Parsons.....	Dr. G. K. Giessmann.....	Oral Surgeon
Parsons.....	Dr. J. E. Lightfoot.....	Oral Surgeon

SPECIAL INSTRUCTIONS

7

OPERATING RULES

Rule 2. Supplement to:

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 employe in charge of or responsible for obstructing main track with motor cars or other maintenance cars, machinery or equipment.

The above employes, upon entering service, and annually in May, 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 the 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.

Rule 12(j). Supplement to:

Five (5) minute yellow fuseses may be used in giving hand signals as prescribed by Rule 12(j) except yellow fuseses must not be used by trainmen or yardmen for giving hand signals within interlocking limits.

Rule 14. Supplement to:

In making outgoing terminal brake test, one long and one short sound of engine horn or whistle will be sounded after a signal has been received from the car inspector to apply the brakes.

Rule 17(f). Amendment to:

Yard engines will display standard white headlight to the front and rear by day.

Rule 99(j). Supplement to:

The following units of equipment do not actuate block signals at all times. Unless otherwise provided, flag protection must be afforded in accordance with Rule 99, including territory covered by the provisions of Rule 99(j);

Pile Drivers
Ballast Plows
Sperry Detector Cars
Weed Burners and Weed Mowers
Clam Shell and other Material Handling Cranes.

Rule 209. Amendment to:

Second paragraph is cancelled. Form "X" orders must be in handwriting.

Rules 230 and 232. Supplement to:

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.

Rule 290(1). Supplement to:

In ABS territory, in the absence of a leaving signal immediately beyond interlocking or remote control switch limits (the limits in each case being the track between the Absolute Signals) movement through interlocking or remote control switch limits under the provision of Rule 290(1) (Lunar), must comply with the provisions of Rule 350 in moving to next governing signal.

Rule 356. Supplement to:

When one or more signals are taken out of service temporarily due to extending sidings, moving signals to new locations, or when signals have been knocked down or damaged, and the territory involved is less than five (5) miles, the following Form of Order may be issued:

"Signal (or signals) at (station) or (Mile Post) is (or are) temporarily out of service. The territory protected by these signals is now protected by Signals _____ and _____ between (Station) and (Station) or between (Mile Post) and (Mile Post)."

Before issuing this order, Signal Supervisor must confirm in writing that the control section has been properly extended and that proper protection will be afforded all movements. This order must not be used to cover signals nor territory involving spring or remote control switches. It must not be used except under conditions mentioned, and not when signals are out of service due to lightning burned out relays, or when waiting for material to make quick repairs, and must not be used for short periods of time.

Forms of Train Orders. Supplement to Form S-E:

The following form is authorized:

"No 6 Engine 106C wait at C until 930 a m for Extra 207A South.

"No 6 take siding C for Extra 207A South"

When a superior train is directed by Train Order Form S-E (Wait Order) to take siding for another train, such instructions, unless annulled by a subsequent Train Order, are in effect after the time stated in the order has expired, and the superior train must approach the designated point at RESTRICTED SPEED prepared to stop, expecting to find the inferior train on the main track between the siding switches without flag protection, and must take siding if the inferior train is at the designated point.

If the superior train arrives at the designated point after the time stated in the order has expired and the expected train has not arrived, and the main track can be seen to be clear to the other end of the siding, the superior train may proceed without entering and using the siding.

This form of train order must not be combined with any other form of order, and may contain only one waiting point.

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS:

- a. NORTHWARD AND EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
- b. 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 9(a) first paragraph.
- c. Between Poole and Yard Limit Sign M.P. 383, 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.
- d. 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.
- e. No. 59 is superior to No. 60.

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

Moran—West Siding.

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—Second track opposite Passenger Station.

3. WHERE TRAINS WILL REPORT FOR CLEARANCE OTHER THAN AS REQUIRED BY RULE 83(a) (last paragraph):

- a. Kansas City Subdivision
Cross, instead of North Yard.
- b. Osage Subdivision
Poole, instead of North Yard.
Poole, instead of Parsons.
Bartlesville—all trains.
- c. Oklahoma Subdivision
Turner, instead of Oklahoma City.
- d. Neosho Subdivision
Parsons, instead of North Yard.

4. REGISTER STATIONS:

- a. Paola. All trains register by ticket except Nos. 92 and 93. Osage and Turner. First class trains register by ticket.

b. Where trains are required to register at other than register stations:

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

5. EXCEPTIONS TO RULE 93:a. Osage Subdivision

Yard limit sign (green on white) located at M.P. A-163.5. Standard yard limit sign located at M.P. A-166.0. Between these two yard limit signs trains and engines protect per Rule 99.

This supersedes protection afforded under the provisions of Rule 93 between these two signs.

Main track yard movements between these two signs authorized ONLY by train order Form E, or under flag protection.

b. Oklahoma Subdivision

Yard limit signs (green on white) located at:

M.P. A-250.7

M.P. A-269.5

M.P. A-338-9.

Standard yard limit signs located at:

M.P. A-247.0

M.P. A-276.0

M.P. A-341.6

Between the Green on White and the Standard yard limit signs trains and engines protect per Rule 99.

This supersedes protection afforded under the provisions of Rule 93 between the Green on White and the Standard yard limit signs.

Main track yard movements between the Green on White and the Standard yard limit signs authorized ONLY by train order Form E, or under flag protection.

6. EXCEPTIONS TO RULE 93(a):

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

Between the following points main track yard movements must secure train order Form E against all trains, or move under flag protection.

Osage Subdivision

Between: Signal 2409 south of Mahan and signal 2443 north of Osage.

7. RULE 99 (j) AUTHORIZED ON:

Kansas City Subdivision.

8. FORM Y TRAIN ORDER AUTHORIZED ON:

All Subdivisions.

9. 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 Yawdmaster. Rule 105.

b. Osage Subdivision.

Poole, 20 MPH between absolute signals.

Mound Valley, 20 MPH between absolute signals.

Mound Valley, 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.

Coffeyville, main track movements, between restricted signs located on east side of main track M.P. A-166 pole 22 and M.P. A-168 pole 24 must be at restricted speed and not in excess of 15 MPH and movements on other than main track not to exceed 5 MPH.

Coffeyville, all train or engine movements on track 1 and 2 over 6th and 7th Streets, and Long Bell track over 10th Street must come to a full stop before fouling and/or passing over these street crossings.

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

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

North Switch Sutton to BE Junction, 15 M.P.H.

c. Oklahoma Subdivision

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

Hallett Tower 20 M.P.H. between absolute signals.

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.

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

Turner "H" track over Reno Avenue. Each movement, engine with or without cars, must come to a full stop before fouling and/or passing over street crossing.

Oklahoma City—within City Limits 25 M.P.H. over all street crossings.

d. Neosho Subdivision

Trains handling loaded cars of 70 tons or heavier, not exceed 10 M.P.H. 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.

Diesel units having 6 axles or less may be operated without restrictions either singly or in combination of not more than two units.

Moody, 20 M.P.H. between absolute signals.

Emporia Jct., 20 M.P.H. between absolute signals.

Council Grove, 20 M.P.H. between absolute signals.

White City, 20 M.P.H. between absolute signals.

Emporia, all trains flag 6th Avenue crossing.

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

e. Iola Subdivision

5 M.P.H. over Bridge T-106.52 on Cement Lead.

f. All Subdivisions

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

OPERATION OF DIESEL ELECTRIC LOCOMOTIVES THROUGH WATER OVER TOP OF RAIL.

Diesel electric locomotives shall not be operated, either by towing or using traction motors for power, through water having depth over top of rail of more than 5 inches, except as noted below;

Type of Diesel Locomotive	Maximum Depth of Water Over Top of Rail
EMD Passenger (EA-7 & E-8-36" wheels)	3 inches
Rail cars (M-11 & M-12-36" wheels)	3 inches
Alco-GE 70 ton (Road Switcher-36" wheels)	3 inches
Maximum speed in all cases shall not exceed three (3) MPH.	

Depths given above are to provide emergency passage through water over top of rail and are not to be considered safe for continuous operation.

In the case of a switch locomotive that might be required to switch through water continuously, water depth should not exceed top of rail, with the maximum speed remaining three (3) MPH.

North Yard. Engines or cars must not be moved beyond north end of power house at State Hospital.

Trains or engines approaching street or highway crossing protected by automatic crossing signals should observe the following:

When train or engine has stopped before the crossing is reached or if movement has been made over the crossing, it must be known that crossing signals are operating before crossing is occupied. If the crossing signals are not operating, crossing must be flagged.

Flashing light signal units are equipped with side lights which will indicate when the lights are burning. Otherwise, the crossing bell will indicate signal operation.

10. NORMAL POSITION OF SWITCHES

North Yard—Klondike 11 crossover from north lead to East Yard lead north switch of crossover lined for north lead.

East 16 crossover from East Yard to West Yard switches lined as needed.

Main track switch at north end of lead from North Yard to Neosho Subdivision main track, nine poles south MP B-3, for the lead.

COX—M.P. A-166.8. Crossover for siding.

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.

Moran—north switch West siding.

Kimball—both switches, siding.

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

Osage—south switch, yard to main track.

13. 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.

a. 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 instruction of Yardmaster.

b. 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 "CLEAR" as per Rule 281.

c. BLOCK INDICATORS RULE 355:

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

14. 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. A-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. Automatic Interlocking. Instructions in mechanism case. Rule 344.

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

Chanute—M.P. B-23.7, AT&SF Ry. 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.

Piqua—M.P. B-44.2, Mo. Pac. R.R. Gate. Normally against MKT. Rule 98.

Moody—M.P. B-55.6, Mo. Pac. R.R. Interlocking.

Burlington—M.P. B-67.5, AT&SF Ry. Stop Signs. Rule 98.

Emporia Jct.—M.P. B-94.9, AT&SF Ry. Interlocking.

Council Grove Tower—M.P. B-119.9, Mo. Pac. R.R. Interlocking.

White City Tower—M.P. B-137.9, CRI&P R.R. Interlocking.

15. YARDS PROTECTED BY YARD LIMIT SIGNS:

<u>Kansas City Subdivision</u>		<u>Osage Subdivision</u>	
Paola	} One Yard	North Yard	} One Yard
South Paola		Poole	
Cross	} One Yard	Hunter	} One Yard
North Yard		Coffeyville	
Poole		South Coffeyville	
		Dewey Stock Yard	} One Yard
		Dewey	
		"DY" Jct.	
		"BE" Jct.	} One Yard
		Sutton	
		Mahan	} One Yard
		Osage	

<u>Oklahoma Subdivision</u>		<u>Neosho Subdivision</u>	
Osage	} One Yard	North Yard	} One Yard
Mindeman		Poole	
Yale	} One Yard	Chanute	} One Yard
Cushing		Monarch	
Owanda	Humboldt		
Oklahoma City	} One Yard	Piqua	
		Emporia	
		Junction City	

Iola Subdivision
Iola

16. STANDARD TIME:

a. Standard Clocks Located at:

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

b. Watch Inspectors

St. Louis.....	American Railroad Time Service, 720 Olive Street.....
Parsons.....	Pfeiffer Jewelry Co., 1810 Main St.....
Kansas City, Mo.....	J. H. Mace Co., Union Station..... Helzberg Jewelers, 1100 Walnut St.....

Kansas City, Kans.....	Mace's-Jones, 726 Minnesota.....
Paola.....	Paola Jewelry Co..... Zurcher Jewelry Co., 231 S. Ohio St.
Coffeyville.....	A. C. Hamlin.....
Osage.....	J. Skelton.....
Cleveland.....	Giddens Jewelry Co.....
Cushing.....	N. C. McCoys.....
Oklahoma City.....	B. C. Clark, 113 N. Harvey..... The House of Time, 212 American National Bldg..... Weber's, 129 West Grand.....
Junction City.....	W. G. Glick.....

17. GENERAL ORDER BOOKS LOCATED AT:

<u>Kansas City</u>	<u>Bartlesville</u>
Telegraph Office	Switchmens Bldg.
<u>Glen Park</u>	<u>Osage</u>
Yard Office	Yard Office
Enginehouse	Enginehouse
<u>Parsons</u>	<u>Cushing</u>
Telegraph Office	Telegraph Office
Crawford Avenue	<u>Oklahoma City</u>
Passenger Station Base- ment	Register Room
<u>North Yard</u>	<u>Turner</u>
Yard Office	Yard Office
Diesel Shop	Enginehouse
<u>Coffeyville</u>	<u>Junction City</u>
Enginehouse	Telegraph Office

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	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
Dewey Stock Yards	M.P. A-192.0	Both	10
Torpedo	M.P. A-201.8	North	3
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
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

19. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:

(For revenue passengers only unless otherwise provided).

a. Kansas City Subdivision:

Train	M.P.	Station
Nos. 25-26	M.P. A-78.5	Selma
Nos. 25-26	M.P. A-89.0	Bayard

No. 25 flag stops for passengers only, except Saturday, Sunday, and Holidays makes flag stops for passengers, parcel post, baggage, express, milk and cream, and empty cans.

No. 26 flag stops for passengers, parcel post, baggage, express, milk and cream, and empty cans.

Conductors will ascertain from postal clerk and express messenger-baggage man stops necessary to comply with the above.

Agents, station employes, caretakers, and mail messengers may flag trains Nos. 25-26 as outlined.

No. 27 Erie to discharge passengers from Kansas City and beyond and receive passengers for regular stops for train No. 27-7.

No. 28 Erie to discharge passengers from Parsons and south and to receive passengers for Kansas City and beyond.

b. Osage Subdivision:

Train	M.P.	Station
Nos. 25-26	M.P. A-221.0	Pershing (Regular Stop)

c. Iola Subdivision:

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

d. Following Freight Trains Carry Passengers:

Nos. 90 and 91	Neosho Subdivision
Nos. 59 and 60	Iola Subdivision

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

Kansas City Subdivision.....	M.P. A-78.5	Selma
------------------------------	-------------------	-------

21. 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.

22. IMPAIRED CLEARANCES:

- 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	Train shed, passenger station, Penn. Ave. Tower, K. C. Terminal Ry.
Kansas City	A-0	

Kansas City A-43. Paola. Two train order delivery staffs between main track and siding west of SL-SF Passenger Station do not have standard clearances. The train order forks extend outward and close to the train for which the delivery is intended, in either direction. These staffs are only 50 feet apart. Persons picking up train orders must not keep arm extended after receiving orders.

Neosho	B-152.2	Bridge No. B-152.2.
All	Various	All mail cranes when pouches are hung.

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

Subdiv.	Mile Post	Highway overpass, SL-SF joint track.
Kansas City	A-6.5	
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

- 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.

23. ENGINE HORN OR WHISTLE SIGNAL:

a. CROSS: INTERLOCKING M.P. A-133.7

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 —

b. POOLE: SL-SF INTERLOCKING M.P. A-137.3

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 0 ————
 Through north cross-over 0 0 0

c. ALL OTHER INTERLOCKINGS:

Main Track to Main Track ————
 Main Track to Siding, or reverse — 0 ————
 Main Track to Industry or Transfer Track, or reverse — 0 0 ————
 Main Track to Branch Line or to Main Track of other Railroad, or reverse 0 0 ————

24. ABBREVIATIONS:

W—Diesel engine water
 G—Generator water
 T—Turntable
 S—Track Scales
 Y—Wye
 P—Telephone
 F—Diesel Fuel
 D—Day Telegraph Office only
 N—Day and Night Telegraph Office
 NO—Night Telegraph Office only
 NS—No Siding

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 Mile Post Locations:

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

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