

Company Surgeons

Company Surgeons	Location
T. L. HANSEN, Chief Surgeon	Chicago
J. M. L. JENSEN, Asst. Chief Surgeon	Chicago
T. S. BOURKE, Division Surgeon and Examiner	Kansas City, Mo.
J. J. LALLY, Asst. Division Surgeon and Examiner	Kansas City, Mo.
F. S. CAREY, Division Surgeon	Kansas City, Kan.
H. L. REGIER, Asst. Division Surgeon, Examiner	Kansas City, Kan.
E. P. SERERES, Asst. Division Surgeon, Examiner	Kansas City, Kan.
J. G. EVANS, Asst. Division Surgeon	Kansas City, Kan.
C. E. HASSIG, Asst. Oculist and Aurlst	Kansas City, Kan.
J. A. BILLINGSLEY, Oculist, Aurlst	Kansas City, Kan.
JAMES E. BRESSETTE, Oculist	Kansas City, Kan.
DEAN SAUER, Local Surgeon	St. Louis, Mo.
A. S. STEINER, Oculist and Aurlst	St. Louis, Mo.
M. F. HARMANN, Local Surgeon	St. Louis, Mo.
W. PARKER, Local Surgeon and Examiner	St. Louis, Mo.
ROBT. C. KINGSLAND, Local Surgeon and Internist	Clayton, Mo.
J. O'CONNELL	Overland
H. M. DENNY	Union
A. E. CORDONIER, Local Surgeon	Troy, Kan.
E. YODER	Denton
GEO. M. EDMONDS	Horton
R. H. MOSER	Holton
B. M. MARSHALL, Dist. & Hosp. Surgeon-Examiner	Topeka
G. L. KERLEY, Asst. Dist. and Hosp. Surg. & Examiner	Topeka
W. W. REED, Oculist and Aurlst	Topeka
C. A. NEWMAN, Asst. Div. Surgeon and Examiner	Topeka
J. W. CAVANAUGH, Asst. Division Surgeon	Topeka
P. M. POWELL, Asst. Division Surgeon and Examiner	Topeka
CLYDE S. SMITH	Valencia-Willard
E. B. McKNIGHT, Examiner	Alma
GEO. E. BRETHOUR	Dwight
J. E. BOWERS	White City
A. D. DANIELSON, Div. Surgeon and Examiner	Herington
J. O. GILLILAND, Asst. Div. Surgeon and Examiner	Herington
F. S. DOZIER, Asst. Division Surgeon	Herington
D. A. ANDERSON	Salina
A. E. RUEB	Salina
C. A. SCHMIDT	Gerald, Mo.
C. A. BUNGE	Bland
R. H. SCHOENHALS, Ass't. Local Surgeon	Belle
R. M. KELLER	Owensville
GEO. H. SHIRLEY	Eugene
E. O. SHELTON, Surgeon and Examiner	Eldon
A. J. GUNN	Versailles
JACK GUNN	Versailles
H. M. WALL	Windsor
D. M. EUBANK	Raytown
K. RAWLINS	Holden
L. G. HEINS	Abilene
W. R. JONES	Canton
CLINTON R. LYTTLE	McPherson
GUY E. FINKLE	McPherson
M. NUNEMAKER, Local Surgeon and Examiner	Hutchinson-Arlington
V. W. FILLEY, Division Surgeon and Examiner	Pratt
F. G. FREEMAN, Ass't Div. Surgeon and Examiner	Pratt
W. D. PITTMAN, Oculist, Aurlst and Examiner	Pratt
M. H. WALDORF, Jr.	Greenburg
J. R. BRADLEY	Greenburg
R. J. OHMAN	Dodge City
H. P. FINK	Bucklin
D. L. RICHARDSON	Mineola
CARL C. OLSON	Fowler
R. M. DAUGHERTY	Meade
H. W. DAVIS	Plains
A. L. HILBIG, Division Surgeon and Examiner	Liberal
ROBERT F. BYRNE, Ass't Div. Surgeon and Examiner	Liberal
L. G. BLACKMER	Tyrone-Hooker
E. P. CAWLEY, Ass't Local Surgeon	Hooker
R. B. HAYES	Guyman
E. L. BUFORD, Ass't Local Surgeon	Guyman
W. N. OXLEY	Texhoma
JNO. R. PURGASON	Stratford
VICTOR MOORE, Surgeon and Examiner	Dalhart
J. A. BLASCHKE, Local Surgeon	Dalhart
J. C. GLENN, Local Surgeon	Dalhart
M. M. THOMPSON	Logan
W. M. THAXTON	Tucumcari
R. D. GIST, Surgeon and Examiner	Amarillo
A. E. WINSETT, Surgeon and Examiner	Amarillo
R. KEYS, Surgeon and Examiner	Amarillo
W. H. WHEIR, Surgeon and Examiner	Amarillo
AUGUST J. STREIT, Oculist, Aurlst and Examiner	Amarillo
G. R. CHASE	Amarillo
W. J. CAMPBELL	Amarillo
J. C. JONES	Gruver
O. J. RICHARDSON	Sunray-Dumas

See page 15 for hospitals

Chicago, Rock Island & Pacific Railroad



TIME TABLE

MISSOURI-KANSAS DIVISION SECOND DISTRICT

No. 4

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

SUNDAY, JANUARY 9, 1955

B. R. DEW,
Superintendent

J. H. LLOYD,
Ass't General Manager

R. H. ANDERSON
Sup't Transportation

O. W. LIMESTALL,
General Manager

This Time Table for the exclusive use
and guidance of Employees

WESTWARD			MAIN LINE					EASTWARD										
SECOND CLASS			Capacity of Siding	Capacity of Other Tracks	Station Numbers	SUBDIVISION 34					M. P. from St. Louis	Signs	SECOND CLASS					
71	73	72				74	STATIONS						72	74				
Freight	Freight	Freight				Freight	Time Table No. 4						Freight	Freight				
Daily	Daily	Daily				Daily	January 9, 1955						Daily	Daily				
						US. ST. LOUIS	TO			RYd								
P.M.	A.M.					6.9 QN. CARRIE AVE. YD.	#			RFWT	P.M.	A.M.						
8.00	6.00			Yard	75000	4.6 Easton Ave. Junction.				Yd	5.00	4.00						
						3.1 R. I. JUNCTION												
8.20	6.20					0.1 St. B & T Crossing	UX				4.32	1.40						
						2.4 CK. LACKLAND	* TO	12.8	Yd		4.22	1.22						
8.30	6.30	63	89		23013	5.2 VIGUS	P	18.0	Yd		4.00	1.04						
8.40	6.40	41			23018	8.8 CF. CHESTERFIELD	TO	26.8			3.45	12.50						
8.53	6.53	66	25		23027	6.6 CENTAUR	P	33.4			3.28	12.32						
9.03	7.03	47	2		23033	5.6 Tavern Rock		39.0			3.18	12.22						
9.11	7.11	59			23039	0.9 ST. ALBANS		39.9			3.16	12.20						
9.13	7.13		18		23040	6.1 LABADIE	P	48.0			3.04	12.08						
9.30	7.30	53	4		23046	5.2 VILLA RIDGE	P	51.2			2.54	11.58						
9.42	7.42	49	18		23051	8.3 UN. UNION	TO	59.5	W		2.37	11.43						
9.58	7.58	50	95		23060	5.4 JEFFRIESBURG	P	64.9			2.26	11.32						
10.12	8.12	48			23065	6.7 BEAUFORT	P	71.6			2.15	11.22						
10.26	8.26		15		23072	2.4 LESLIE	P	74.0			2.10	11.16						
10.32	8.32	75	3		23074	6.7 RA. GERALD	TO	80.7			1.51	10.58						
10.58	8.58	42	39		23081	4.0 RB. ROSEBUD	TO	84.7			1.44	10.49						
11.05	9.05	52	17		23085	6.8 OW. OWENSVILLE	TO	91.5	Yd		1.32	10.37						
11.19	9.19	42	39		23092	8.6 ND. BLAND	TO	100.1			1.18	10.24						
11.34	9.34	75	50		23100	5.1 X. BELLE	TO	105.2	WY		1.10	10.16						
11.42	9.42	83	64		23105	5.6 SUMMERFIELD	P	110.8			12.55	9.58						
11.54	9.54	59			23111	7.4 FR. FREEBURG	TO	118.2			12.31	9.35						
12.10	10.10	31	24		23118	6.9 KN. ARGYLE	TO	125.1			12.18	9.23						
12.24	10.24	70	25		23125	9.5 MA. META	TO	134.6			11.54	8.53						
12.43	10.43	41	20		23134	8.2 HOEKER		142.8			11.43	8.39						
12.58	10.58		5		23143	1.9 HENLEY	P	144.7			11.39	8.34						
1.03	11.03	80	10		23145	4.8 G. EUGENE	TO	149.5			11.30	8.25						
1.13	11.13	44	16		23149	4.1 ETTERVILLE	P	153.6			11.23	8.17						
1.23	11.23	44			23153	6.3 DO. ELDON	* TO	159.9	RFWT		11.10	8.05						
1.38	11.38		Yard		23160	164.2			Yd		A.M.	P.M.						

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED

Trains or engines must stop before entering limits of Highway on Industrial track at MP 28-30 serving Hellwig Bros. at Bon Homme, and must be preceded by Flagman to warn Highway traffic before movement is made onto crossing.

WESTWARD			MAIN LINE						EASTWARD				
SECOND CLASS		FIRST CLASS	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 35		M. P. from St. Louis	Signs	FIRST CLASS	SECOND CLASS		
73	71	23				24	72			74			
Freight	Freight	Psgr.				Psgr.	Freight			Freight			
Daily	Daily	Daily				Daily	Daily			Daily			
A.M. 11.50 24	A.M. 2.00	P.M. 2.00		Yard	23160	DO.	ELDON	*TO	159.9	RFWT Yd	A.M. 7.45 s 11.45	A.M. 10.50	P.M. 7.45
A.M.							MoPac Crossing	UX	160.1				
12.05	2.15	s 2.10	43	17	23166		BARNETT	P	165.9		s 11.35	10.38	7.32
12.20	2.30	s 2.26	72	134	23177	V.	VERSAILLES	TO	177.0		s 11.20	10.20	7.15
12.36	2.46	s 2.40	52	26	23186	SR.	STOVER	TO	185.9		s 11.05	10.01	7.00
12.51	3.01	2.52	51		23194		CREST	P	194.3		10.51	9.47	6.47
12.58	3.08	s 2.59	52	24	23199	NA.	COLE CAMP	TO	198.8		s 10.44	9.37	6.37
1.07	3.17	s 3.08	50	16	23205	FA.	IONIA	TO	205.4		s 10.31	9.27	6.27
1.15	3.25	f 3.16		8	23211		BRANDON		210.9		f 10.23	9.16	6.16
1.22	3.37	s 3.29	72	100	23216	W.	WINDSOR	TO	216.3	WYd	s 10.15	9.06	6.06
1.31	3.46	f 3.37		6	23221		BOWEN	P	220.7		f 10.01	8.56	5.57
1.37	3.52	g 3.42		164	23223		NEW CASTLE	P	223.4	Yd	g 9.56	8.51	5.51
1.43	3.58	s 3.47	50	16	23227	N.	LEETON	TO	227.0		s 9.52	8.45	5.43
1.48	4.05	f 3.51		16	23230		POST OAK		229.6		f 9.48	8.40	5.37
1.56	4.13	s 4.00	67	23	23235	CA.	CHILHOWEE	TO	235.4		s 9.40	8.30	5.26
2.03	4.20	f 4.07		4	23240		DENTON		240.3		f 9.32	8.22	5.16
2.10	4.29	f 4.15	51	8	23245		MEDFORD	P	245.4		f 9.25	8.15	5.08
2.20	4.40	f 4.26	51	12	23253		HADSELL	P	253.0		f 9.16	8.05	4.56
							MoPac Crossing		262.5				
2.34	4.56	s 4.41 74	66	67	23263	SA.	PLEASANT HILL	TO	262.9	WYd	s 9.04	7.45	23 4.41
2.42	5.06	f 4.50		26	23268		GREENWOOD		266.7		f 8.54	7.26	4.23
2.47	5.11	4.55	51	10	23272		SOUTH LEE	P	272.0		8.50	7.21	4.18
2.55	5.21	5.02	51		23277		VALE	P	277.5		8.42	7.09	4.07
3.05	5.32	s 5.10	91	35	23281	WN.	RAYTOWN	TO	282.7		s 8.35	7.00	3.58
3.14	5.42	5.20			23287		LEEDS JUNCTION	P	288.3	R	8.24	6.45	3.45
		s 5.45			60054	US.	KANSAS CITY, MO.	TO	295.5	R	8.00		
4.00 P.M.	7.00 A.M.	P.M.		Yard	60055		KANSAS CITY, KAN.	*	298.0	RFWT Yd	A.M.	6.00 A.M.	3.00 P.M.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.

No. 23 New Castle receive when conductor notified by agent at Windsor.

No. 24 New Castle discharge revenue passengers.

Nos. 23 and 24 when flagged at Marvin (MP 172).

Nos. 23 and 24 when flagged at Wingate (MP 257 pole 18).

WESTWARD

MAIN LINE

EASTWARD

FIRST CLASS					Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 36 STATIONS				Station Numbers	Signs	M.P. from St. Joseph	FIRST CLASS			
43	3	507	39	Time Table No. 4				508	40	44				4			
Psgr.	Golden State	Rocket	Psgr.	January 9, 1955				Rocket	Psgr.	Psgr.				Golden State			
Daily	Daily	Daily	Daily					Daily	Daily	Daily				Daily			
P.M. 11.55	P.M. 10.40	P.M. 9.45	A.M. 8.35	...	...	KANSAS CITY, MO. . . US	2.5	60054	RFW TY	...	A.M. 8.40	P.M. 7.45	P.M. 10.35	A.M. 1.00	
P.M. 12.01	10.45	9.50	8.40	...	...	KANSAS CITY, KANS.	65.9	60055	RFW TYd	...	8.28	7.34	10.15	12.47 P.M.	
A.M. 1.21	11.56	10.53	9.56	...	...	ST. JOSEPH LINE JCT.	0.6	...	...	89.3	7.20	6.15	8.53	11.40
1.23	11.59	10.55	9.59	175E	Yard	TOPEKA YARD . B .	11.0	588	RFW YYd	90.5	7.19	6.14	8.51	11.39			
f 1.37	P.M. 12.12	11.06	10.12	147	18	VALENCIA	3.8	600	P	101.5	7.09	6.04	f 8.37	11.29			
f 1.43	A.M. 12.17		10.16	...	17	WILLARD	5.1	604	P	105.3			f 8.32				
s 1.53	12.22	11.14	10.22	126E 96W	71	MAPLE HILL . RH .	3.8	609	TO	110.4	7.02	5.55	s 8.25	11.21			
				...	13	VERA	4.0	613	P	114.2							
s 2.13	12.29	11.21	10.30	...	37	PAXICO . . . CA .	3.8	617	TO	118.2	6.55	5.48	s 8.12	11.14			
s 2.25				122W 70E	Yard	McFARLAND . . FA .	7.5	621	TO	122.0	6.51	5.44	s 8.05	11.10			
s 2.40	12.33	11.25	10.34	...	42	ALMA . . . U . .	3.0	625	TO	126.3	6.47	5.40	s 7.40	11.06			
s 2.50	12.37	11.30	10.38	125E 130W	14	VOLLAND	8.0	632	P	133.8	6.40	5.33	f 7.26	10.59			
f 3.02	12.45	11.37	10.46	...	101	ALTA VISTA . . VA .	2.9	640	TO	141.8	6.32	5.24	s 7.12	10.51			
s 3.17	12.56	11.45	10.56	93E 93W	...	JONES	3.0	643	P	144.7	6.29	5.21	7.05	10.48			
	3.22	1.00	11.48	...	31	DWIGHT . . . DW .	8.3	646	TO	147.7	6.26	5.18	s 7.02	10.45			
s 3.32	1.03	11.51	11.03	...	48	MKT Crossing	0.5		P	156.2							
s 3.43	1.11	11.59 P.M.	11.11	130E 120W	22	WHITE CITY . WT .	7.1	655	TO	156.7	6.18	5.10	s 6.48	10.37			
f 3.58	1.17	12.06	11.18	...	22	LATIMER	7.5	662	P	163.8	6.11	5.03	f 6.36	10.31			
		A.M.		...		MoPac Crossing	0.1		...	171.3							
s 4.20	s 1.35	s 12.20	s 11.35	...	Yard	HERINGTON . RI .	150.4	670	TO	171.4	6.03	4.55	6.25	10.23			
A.M.	A.M.	A.M.	A.M.						RFW YYd		A.M.	P.M.	P.M.	P.M.			

WHEN ONE OF TWO MAIN TRACKS IS USED AS SINGLE TRACK, OR WHEN OPERATING UNDER RULE 356, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

Nos. 39 and 40 receive and discharge Lawrence to and from Davenport or beyond, Hutchinson & regular stop points west of Hutchinson, except California points, and for and from south of Herington, Des Moines and beyond.
 No. 44 Lawrence discharge from points on Clay Center Line, Herington or beyond, except from California and No. 43 Lawrence to receive for points on Clay Center Line regular stop points in Kansas and all points beyond Tucumcari, except California.

Passenger trains handling conventional type equipment will not exceed 70 MPH.

Nos. 507 and 508 Lawrence receive and discharge revenue passengers to or from Des Moines or beyond and to or from Wichita or beyond.

WESTWARD

FREIGHT TRAINS (Information Only)

EASTWARD

WESTWARD						EASTWARD				
291	95	73	91	93		74	96	98	92	94
Freight	Freight	Freight	Freight	Freight		Freight	Freight	Freight	Freight	Freight
Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily
P.M. 10.00	P.M. 8.30	P.M. 6.30	P.M. 12.15	A.M. 11.50	ARMOURDALE YARD . . .	A.M. 11.30	P.M. 7.30	P.M. 9.30	P.M. 11.00	A.M. 4.00
P.M. 11.45	10.20	8.30	1.50	1.40	TOPEKA YARD	8.45	5.00	7.00	8.30	1.45
P.M. 12.45	11.15	9.30	3.00	2.30	McFARLAND	7.45	3.30	5.30	7.30	12.45
A.M. 2.45	P.M. 1.15	P.M.	5.00	4.35	HERINGTON	A.M.	2.00	4.00	6.15	11.30
A.M.	A.M.		P.M.	P.M.			P.M.	P.M.	P.M.	P.M.

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS					FIRST CLASS					STATION	SUBDIVISION 39	M.P. from Sr. Joseph	Distance from Herington	Signs	FIRST CLASS			SECOND CLASS	
91	291	39	43	3	40	44	4	92	94						Golden State	Freight	Freight		
Freight	Freight	Psg.	Psg.	Golden State	Psg.	Psg.	Golden State	Freight	Freight										
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
P.M. 5.35	A.M. 3.30	P.M. 12.01	A.M. 4.40	A.M. 1.45	670	...	Yard	RI...	HERINGTON	171.4	RYdFW TY	P.M. 4.30	P.M. 6.15	P.M. 10.17	P.M. 5.15	P.M. 10.00			
5.42	3.40	12.06	4.47	1.51	675	102	...	...	RISHEL	175.8	4.4	4.15	6.00	10.03	4.20	8.41	
5.54	3.50	12.10	4.54	1.55	678	125	16	MA.	AT&SF Crossing	177.5	6.1	4.12	5.54	10.00	4.12	8.35			
6.03	4.00	12.16	5.04	2.01	684	92	46	HA.	RAMONA	179.5	8.1	4.06	5.46	9.54	3.43	8.25			
6.12	4.10	12.22	5.11	2.07	690	92	37	DK.	TAMPA	185.7	14.3	4.00	5.38	9.48	3.33	8.15			
6.22	4.20	12.29	5.19	2.14	697	88	...	...	DURHAM	191.8	20.4	3.54	5.31	9.42	3.23	8.04	
6.31	4.30	12.35	5.26	2.20	703	96	15	CN.	WALDECK	198.4	27.0	3.48	5.24	9.36	3.14	7.52			
6.39	4.40	12.41	5.34	2.25	709	115	40	GA.	CANTON	204.8	33.4	3.42	5.18	9.31	3.05	7.40			
6.47	4.50	12.49	5.48	2.32	716	125	288	MC.	GALVA	210.7	39.3	3.35	5.11	9.25	2.57	7.28			
6.55	5.02	12.57	5.56	2.40	723	92	27	...	AT&SF Crossing	214.7	43.3	3.27	4.56	9.18	2.46	7.16			
7.07	5.12	1.02	6.04	2.45	728	102	34	QN	McPHERSON	216.7	45.3	3.22	4.50	9.13	2.39	7.07			
7.16	5.23	1.08	6.12	2.51	734	92	52	...	MoPac Crossing	219.3	47.3	3.15	4.40	9.06	2.25	6.55			
7.26	5.33	1.14	6.19	2.56	741	81	71	...	GROVELAND	224.3	52.3	3.09	4.31	9.00	2.10	6.47			
7.30	5.39	1.16	6.22	2.58	743	101	Yard	...	INMAN	229.4	57.4	3.06	4.28	8.58	2.06	6.44			
7.35	5.44	1.23	6.51	3.06	744	87	Yard	SU.	SL-SF Crossing	236.1	64.1	3.04	4.25	8.56	2.02	6.42			
7.40	5.49	1.25	6.55	3.09	746	183	Yard	...	Medora	236.1	64.1	3.00	4.20	8.50	1.52	6.38			
7.50	5.54	1.28	6.59	3.12	749	262	17	...	SLADE	242.4	70.4	2.53	4.03	8.47	1.46	6.33			
8.00	6.03	1.33	7.07	3.17	754	92	26	...	AT&SF Crossing	243.6	71.5	2.50	3.59	8.47	1.33	6.25			
8.10	6.13	1.39	7.17	3.23	761	90	30	RT.	EAST HUTCHINSON	244.4	72.4	2.45	3.54	8.43	1.33	6.25			
8.30	6.25	1.47	7.28	3.30	770	92	23	NO.	MoPac Crossing	244.9	72.9	2.39	3.46	8.37	1.10	6.17			
8.42	6.35	1.54	7.37	3.35	776	102	27	KO.	HUTCHINSON	245.4	73.4	2.31	3.36	8.30	12.58	6.07			
8.52	6.46	2.02	7.47	3.42	784	98	31	RS.	MoPac Crossing	246.0	74.0	2.25	3.27	8.24	12.49	5.58			
9.02	6.56	2.11	7.55	3.48	791	102	22	...	AT&SF Crossing	246.6	74.6	2.18	3.17	8.17	12.39	5.49			
9.25	7.15	2.35	8.15	4.00	797	...	Yard	N.	MORTON	247.5	75.5	2.11	3.08	8.11	12.29	5.39			
									Whiteside	250.5	78.5	2.05	3.00	8.05	12.20	5.30			
									Partridge	255.8	83.8	2.05	3.00	8.05	12.20	5.30			
									Arlington	262.4	90.4	2.05	3.00	8.05	12.20	5.30			
									Langdon	271.1	99.1	2.05	3.00	8.05	12.20	5.30			
									Turon	277.5	105.5	2.05	3.00	8.05	12.20	5.30			
									MoPac Crossing	277.8	105.8	2.05	3.00	8.05	12.20	5.30			
									Preston	285.4	113.4	2.05	3.00	8.05	12.20	5.30			
									MoPac Crossing	285.7	113.7	2.05	3.00	8.05	12.20	5.30			
									Natrona	292.1	120.1	2.05	3.00	8.05	12.20	5.30			
									Pratt	298.0	126.0	2.05	3.00	8.05	12.20	5.30			

AUTOMATIC BLOCK SIGNALS
 MP 171.4 to MP 288.0
 Rules 300-356

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
 FORM Y ORDERS AUTHORIZED.

SIDING FOR FIRST CLASS TRAINS - PRATT.

West Lead from crossover switch east of Main Street crossing.
 PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT
 WILL NOT EXCEED 70 MPH.

No. 3 McPherson receive Pullman passengers for Tucumcari or beyond,
 revenue coach passengers for California points. Discharge Pullman pas-
 sengers from Kansas City or beyond and coach passengers from Englewood
 and Chicago.

No. 39 discharge revenue passengers from Topeka and east and receive
 revenue passengers Tucumcari and beyond.

No. 4 discharge Pullman passengers from El Paso and west. Receive for Engle-
 wood and Chicago. Discharge Coach passengers from California points.

No. 40 receive revenue passengers Topeka and beyond and discharge revenue
 passengers from Tucumcari and beyond.

No. 44 stop Natrona, Medora, Groveland for passengers or head end traffic.

No. 44 stop at flag stations for passengers only.

WESTWARD				MAIN LINE										EASTWARD									
SECOND CLASS		FIRST CLASS		SUBDIVISION 40 STATIONS										FIRST CLASS		SECOND CLASS							
91	291		39	3	Station Numbers		Capacity of Sidings		Capacity of Other Tracks		M. P. from St. Joseph		Distance from Pratt		Signs		40	4		92	94		
Freight	Freight		Psg.	Golden State														Psg.	Golden State		Freight	Freight	
Daily	Daily		Daily	Daily														Daily	Daily		Daily	Daily	
P.M. 10.30	A.M. 7.45		P.M. 2.55	A.M. 4.10	797	...	Yard	N. ...										P.M. 1.50	P.M. 7.55		A.M. 11.50	P.M. 5.00	
10.45	7.55		3.02	4.16	802	102	...	...										1.33	7.46		10.50	3.56
10.53	8.01		f 3.07	4.20	806	71	41	CU. .										f 1.29	7.42		10.41	3.49	
11.03	8.10		f 3.14	4.26	813	92	35	WF. .										f 1.22	7.36		10.31	3.39	
11.10	8.16		f 3.19	4.30	817	125	27	HD. .										f 1.17	7.32		10.24	3.32	
11.18	8.23		s 3.24 94	4.35	823	92	22	...										1.12	7.27		10.16	3.24	
11.28	8.30		s 3.32	4.39	827	92	91	GB. .										s 1.07	7.23		10.09	3.12	
11.36	8.38		3.37	4.44	832	71	34	...										1.00	7.18		10.01	3.05	
11.43	8.45		f 3.42	4.49	837	92	35	MU. .										f 12.55	7.14		9.53	2.59	
11.55 P.M.	8.57		s 3.54	4.57	846	125N 70S	142	BU. .										s 12.46	7.07		9.40	2.47	
12.05	9.06		f 4.02	5.03	854	92	27	KG. .										f 12.37	7.01		9.31	2.38	
12.22 A.M.	9.21 9.2		f 4.09	5.10	861	92	37	BM. .										f 12.30	6.55		291 9.21	2.29	
12.35	9.30		f 4.19	5.16	869	92	67	MI. .										f 12.23	6.49		9.01	2.20	
12.43	9.38		4.26	5.21	875	71	...	...										12.17	6.44		8.52	2.12
12.49	9.45		f 4.33	5.25	879	92	77	F. . .										f 12.12	6.40		8.44	2.05	
1.02	9.58		s 4.44	5.33	890	92	89	M. . .										s 12.02	6.32		8.31	1.52	
1.10	10.08		4.52	5.38	896	123	10	...										A.M. 11.54	6.27		8.22	1.44	
1.23	10.21		f 5.02	5.47	905	92	95	Q. . .										f 11.45	6.19		8.08	1.32	
1.33	10.33		f 5.10	5.53	912	92	47	KM. .										f 11.37	6.13		7.56	1.23	
1.45	10.50		5.20	6.02	925	92	17	...										11.28	6.04		7.41	1.10	
2.45 A.M.	11.00 A.M.		s 5.35 P.M.	s 6.15 A.M.	933	...	Yard	RA. .										RydF WY	11.20 A.M.	5.57 P.M.		7.30 A.M.	1.00 P.M.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

FORM Y ORDERS AUTHORIZED.

SIDING FOR FIRST CLASS TRAINS - PRATT:

West Lead from crossover switch east of Main Street crossing.

SIDING FOR FIRST CLASS TRAINS - LIBERAL:

Siding extending from switch at MP 430-10 to switch at MP 434-16.

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 MPH.

No's. 39 and 40, receive or discharge revenue passengers where trains scheduled to stop and to discharge mail when advised by mail clerk on trains.

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS		FIRST CLASS		Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 42		M.P. from St. Joseph	Distance from Dalhart	Signs	FIRST CLASS		SECOND CLASS		
291	91		39				3	STATIONS				40	4		94	92
Freight	Freight		Pgr.	Golden State			Time Table No. 4					Pgr.	Golden State		Freight	Freight
Daily	Daily		Daily	Daily			January 9, 1955					Daily	Daily		Daily	Daily
P.M. 4.15 4	A.M. 8.20 3		P.M. 8.30	A.M. 8.15 91	Yd	1044	WR.	...	545.4	...	RYdF WTY	A.M. 8.50	P.M. 2.10		A.M. 7.45	A.M. 2.45
4.30	8.31 40		8.37	8.22		92	1049	...								
4.40	8.38		8.42	8.26 40	24	92	1054	...								
4.50	8.46		8.47	8.31		71	1059	...								
5.00	8.54		8.53	8.36	17	125	1065	...								
5.06	8.59		8.58	8.40		71	1069	...								
5.20	9.10		9.07	8.47	25	108	1077	RM.								
5.30	9.20		9.14	8.52	3	61	1083	...								
5.40	9.28		9.23	8.58	46	119	1089	UN.								
5.55	9.39		9.31	9.05	20	92	1098	...								
6.05	9.47		9.36	9.10	14	92	1103	...								
6.15	9.55		9.41	9.15		62	1109	...								
6.25	10.03		9.49	9.21	40	107	1114	OA.								
6.35	10.13		9.57	9.28		92	1120	...								
6.45	10.21		10.02	9.33	26	69	1124	...								
6.55	10.30		10.08	9.39		108	1129	...								
10.15 P.M.	12.15 P.M.		10.25 P.M.	9.50 A.M.	Yd	1137	XN.	...								

... DALHART ... * TO	545.4	...	RYdF WTY	A.M. 8.50	P.M. 2.10		A.M. 7.45	A.M. 2.45
... FW&D Crossing ...	545.5	0.1	...					
... WAGNER ... P	550.4	5.0	...	8.31	4.04		7.23	2.08
... REHM ... P	555.1	9.7	...	8.26	4.00		7.14	2.01
... KING ... P	560.8	15.4	...	8.19	3.55		7.06	1.53
... MIDDLEWATER ... P	566.6	21.2	W	8.14	3.50		6.58	1.45
... LANE ... P	570.5	25.1	...	8.11	3.47		6.51	1.38
... ROMERO ... TO	578.4	33.0	...	8.03	3.41		6.40	1.27
... EXIT, TEX ... P	584.4	39.0	...	7.57	3.36		6.31	1.18
... NARAVISA, N. M. ... TO	590.8	45.4	W	7.50	3.30		6.21	1.08
... OBAR ... P	596.9	53.5	...	7.41	3.23		6.09	12.55
... SAND SPRINGS ... P	604.5	59.1	...	7.36	3.18		5.59	12.45
... CANODE ... P	610.0	64.6	...	7.31	3.13		5.49	12.35
... LOGAN ... TO	615.3	69.9	W	7.25	3.08		5.39	12.25
... MATER ... P	621.3	75.9	...	7.17	3.02		5.29	12.15
... HUDSON ... P	625.8	80.4	...	7.13	2.58		5.23	12.09
... ADBERG ... P	631.5	86.1	...	7.08	2.53		5.15	12.01
... TUCUMCARI ... TO	636.5	93.1	RYdF WTY	7.00 A.M.	2.46 P.M.		5.00 A.M.	11.45 P.M.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT
WILL NOT EXCEED 70 M.P.H.

SIDING FOR FIRST CLASS TRAINS - DALHART:
Short No. 1 Track.

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS		FIRST CLASS	Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 4 STATIONS Time Table No. 4 January 9, 1955	M. P. from Memphis	Distance from Amarillo	Signs	FIRST CLASS		SECOND CLASS		
	991	111								112		994		
Freight	Psgr.	Psgr.								Freight	Freight			
Daily	Daily	Daily	Daily	Daily										
A.M. 8.30	P.M. 4.25	Yard	....	27782	VN. AMARILLO * TO	761.6	....	RYdFW	A.M. 9.45	A.M. 9.55		
8.43	4.39	....	71	27768	..... SONY 8.4	768.0	6.1	....	9.28	9.40		
8.53	4.49	38	....	27775	..... BUSHLAND 6.8	774.8	13.2	W	9.20	9.30		
9.10 112-994	5.00	47	30	27783	WO. WILDORADO TO	782.9	21.3	....	991-994 9.10	112-991 9.10			
9.26	5.10	32	....	27789	..... EVERETT 7.5	790.4	28.8	....	9.01	8.40		
9.34	5.25	82	58	27796	GA. VEGA TO	795.9	34.3	W	9.54	8.30				
9.45	5.36	19	....	27804	..... LANDERGIN 7.7	803.6	42.0	....	8.44	8.20		
9.54	5.48	58	52	27810	DR. ADRIAN TO	809.7	48.1	....	8.36	8.10			
10.00	5.55	19	....	27813	..... GRUHLKEY 4.0	813.7	52.1	....	8.30	8.01		
10.18	6.09	7	48	27821	..... BOISE 8.7	822.4	60.8	W	8.18	7.40			
10.38	6.25	13	51	27833	..... GLENRIO TEX 10.8	833.2	71.6	....	8.06	7.10		
11.08	6.59	22	51	27851	SJ. SAN JON, N.MEX. TO	851.1	89.5	....	7.44	6.41			
11.30	7.16	....	51	27866	..... LESBIA 14.9	866.0	104.4	....	7.27	6.18		
A.M. 12.30 P.M.	7.30 P.M.	Yard	....	1137	XN. TUCUMCARI TO	875.0	113.4	RYdFW TY	7.15 A.M.	6.00 A.M.			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.

First class trains approach Amarillo passenger station at restricted speed.

No. 111, receive or discharge revenue passengers.

No. 112, receive or discharge revenue passengers and to receive or discharge express and baggage when flagged by Agent at station or when advised by Messenger of train.

SIDING FOR FIRST CLASS TRAINS - AMARILLO:

Siding extending from switch near Buchanan Street to switch west of passenger station.

WESTWARD

ST. JOSEPH LINE

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 36A STATIONS Time Table No. 4 January 9, 1955	M. P. from St. Joseph	Signs	SECOND CLASS				
995	217	996							218				
Freight	UnPac Local	Freight							UnPac Local				
Daily Except Sunday	Daily	Daily Except Sunday							Daily				
P.M. 7.00	P.M. 6.35	...	Yard	488	SY..... ST. JOSEPH YD..... TO	....	RFWY Yd	A.M. 6.45	P.M. 11.00				
					..... CB&Q Crossing..... UX	....						
				498	UN..... ST. JOSEPH MO., U. D. TO	....	R						
					..... CB&Q Crossing..... UX	....						
					..... UTRR Crossing..... UX	....						
7.10	6.40	96	74	499	..... ELWOOD, KAN.	1.1	Yd	6.20	10.37				
7.20	6.50	25	118	503	WA..... WATHENA..... TO	5.0	Yd	6.10	10.30				
7.30	7.00		12	507	..... BLAIR.....	8.8	....	5.55	10.20				
7.45	7.10	16	27	512	RO..... TROY (T.T. Rule 15a). TO	13.5	WRyd	5.42	10.10				
7.58	P.M.		29	518	..... BENDENA.....	19.2	....	5.22	P.M.				
8.10			25	523	DN..... DENTON..... TO	24.1	....	5.10					
8.20			29	528	..... PURCELL.....	29.1	....	4.57					
8.31			8	532	..... PIERCE JCT.....	33.6	....	4.45					
9.00			250	539	HN..... HORTON..... TO	40.8	FWTYd	4.25					
9.21		50	18	547	..... WHITING.....	49.0	....	3.40					
10.00			48	558	H..... HOLTON..... TO	60.1	W	3.10					
10.23		55	32	567	MA..... MAYETTA..... TO	69.4	....	2.30					
10.40			32	574	HO..... HOYT..... TO	75.8	....	2.15					
10.55			18	580	..... ELMONT.....	82.0	....	1.55					
					..... UP Crossing.....	89.2	....					
11.20 P.M.			Yard	588	..... ST. JOSEPH LINE JCT.....	89.3	Yd	1.35 A.M.					

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. FORM Y ORDERS AUTHORIZED.

WESTWARD

SALINA BRANCH

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 36B STATIONS Time Table No. 4 January 9, 1955	M. P. from St. Joseph	Signs	SECOND CLASS			
565	566	566										
Mixed	Mixed	Mixed										
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday										
A.M. 4.00		Yard	670	RI..... HERINGTON..... * TO	171.4	RWT Yd	A.M. 11.50				
4.35		32	19009	WO..... WOODBINE..... TO	180.3	....	11.20				
4.52		17	19015	..... PEARL.....	186.7	....	10.55				
	 AT&SF Crossing..... UX	192.8	....				
5.23		30	60	19022	Z..... ENTERPRISE..... TO	193.1	....	10.35				
5.47		24	45	19027	BE..... ABILENE..... TO	198.4	RW	10.15				
	 UP Crossing..... UX	220.3	....				
7.15 A.M.		132	19049	SA..... SALINA..... TO	220.8	RWT Yd	8.15 A.M.				

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 565 IS SUPERIOR TO No. 566. TIME TABLE RULE No. 14 IN EFFECT.

WESTWARD			DODGE CITY BRANCH							EASTWARD							
SECOND CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 40A			M. P. from St. Joseph	Distance from Bucklin	Signs	SECOND CLASS					
		561				STATIONS						564					
		Freight				Time Table No. 4						Freight					
		Daily Except Sunday				January 9, 1955						Daily Except Sunday					
		A.M. 6.30	142	125-N 705	846	BU.	BUCKLIN	*TO	347.9	....	RYdF WY	P.M. 2.30				
		6.55	48	.....	21009	HF.	FORD	TO	356.4	8.5	....	2.00			
		7.30	20	.....	21018	.....	WILROADS		365.7	17.8	....	1.30			
		7.50	24	.....	21026	.....	SOUTH DODGE		373.4	25.5	....	1.10			
		8.00 A.M.	92	.....	21027	RH.	DODGE CITY. } 26.5	TO	374.4	26.5	RYdWY	1.00 P.M.				

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS WESTWARD, EXCEPT No. 561 IS SUPERIOR TO NO. 564. TIME TABLE RULE 14 IN EFFECT. No. 564 MAY LEAVE DODGE CITY WITHOUT CLEARANCE.

All trains and engines must stop for Highway 283 known as South Second Avenue, Dodge City, MP 370.0 and move over crossing only on a signal from member of crew on ground at crossing.

WESTWARD			DALHART-MORSE LINE							EASTWARD						
			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 41A			M. P. from Morse Jct.	Signs						
						STATIONS										
						Time Table No. 4										
						January 9, 1955										
			.....	.....	87074	.....	MORSE JCT		0.0	YdY				
			.....	.....	.....	.....	WYE SWITCH	P	0.5	....					
			34	51	88010	.....	CAPPS		9.6	....					
			44	51	88020	SF.	SUNRAY	TO	20.0	YdW						
			162	.....	88023	.....	SHEERIN JCT.	P	23.1	YdY				
			54	.....	88027	.....	BRYDEN	P	27.2	....					
			180	.....	88030	BR.	ETTER	TO	29.6	YdY					
			.....	.....	.....	.....	P&SF Crossing.	UX	29.9	....					
			54	.....	88041	.....	EXUM	P	40.9	....					
			22	.....	88046	.....	WILCO		46.3	....					
			54	.....	88051	.....	DALMOR SIDING	P	50.9	....					
			Yard	.....	1044	WR.	DALHART	*TO	60.8	RYdFW TY					

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. FORM Y ORDERS AUTHORIZED.

SPEED RESTRICTIONS

LOCATION	LOCATION	Passenger Trains	Freight Trains
ALL SUBDIVISIONS			
Authorized speed through switch leads of turnouts as follows:			
No. 20	40		
No. 16	25		
Others	15		
Location No. 15 Turnouts:			
Subdivision 36 MP 133-32, Crossover.			
Subdivision 36 MP 144-31, Crossover.			
Subdivision 39 MP 217-1, East end siding McPherson.			
MP 218-37, West end siding McPherson.			
MP 245-35, West end siding Hutchinson.			
Subdivision 41 MP 543-25, East end No. 1 track Daihart.			
MAXIMUM ENGINE SPEEDS			
345 to 377, inclusive	25		
500 to 528, inclusive	30		
529 to 599; 700 to 707, inclusive	40		
716 to 749; 752 to 838; 1000 to 1016, inclusive	50		
145 to 160; 425 to 429; 450 to 474, inclusive	65		
38 to 127; 402, 404 to 411; 430 to 441, inclusive, 675B, 676B, 677B	70		
1200 and 1300 Series	70		
400 and 401; 485 to 499; 621 to 623, inclusive	79		
403; 601 to 606; 625 to 656, inclusive; 675A, 676A, 677A, 750, 751 9002 and 9003	90		
9012	65		
Other Motor Cars	40		
.....	60		
Road freight or passenger diesels, other than road switchers, backing up	40		
When this being done except in switching movements or when shoving cars a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.			
Trains and engines making movement against current of traffic on two main tracks over facing point switches	30		
Engines running forward light or with only one car	Freight Train Speed		
Diesel switch engines, Series 345 to 350 must not be operated on main tracks in ABS territory, or to foreign line connections or through interlocking plants unless coupled with one or more cars.			
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.			
Trains Handling Scale Test Car RI 95384	30		
Motor cars without cars approaching interlocking signals and within interlocking limits	10		
Train handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer	25		
Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.			
These instructions will not apply to wrecking derricks with boom trailing when trained behind engine in wreck train service. In such case speed restrictions will be as follows:			
SUBDIVISIONS 34, 35-41A	25		
SUBDIVISIONS 36, 39, 40, 41-42	40		
SUBDIVISIONS 36A, 36B-40A	20		
SUBDIVISIONS 4 and 7	30		
Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.			
Air rail loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car.			
Where speeds on any Subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.			
SUBDIVISION 4 (except as shown below)	59	50	
MP 760-34 to MP 761-07	45	35	
MP 815-08 to 818-16	50	40	
MP 842-01 to 842-17	50	40	
SUBDIVISION 7 (except as shown below)	35	35	
MP 1-31 P&SF Crossing	20	20	
MP 37-10 to MP 43-28	20	20	
MP 43-28 to MP 46-13	15	15	
Bridge 465	5	5	
MP 44-00 to MP 49-00 Engines other than road switchers backing up	10	10	
MP 45-24 to MP 49-00	15	15	
MP 49-00 to MP 57-17	20	20	
Bridge 706	20	20	
Bridge 834	20	20	
MP 127-30 Grade Crossing - Engine Only	5	5	
MP 139-31 BM&E Crossing	15	15	
MP 152-10 Grade Crossing	10	10	
SUBDIVISION 34 (except as shown below)	50	40	
MP 10-16 St. L. B. & T. Co. Crossing			
Eastward	10	10	
Westward	15	15	
MP 13-0 to MP 106-28 (except as shown below)	40	35	
MP 17-22 to MP 17-29	30	25	
MP 19-14 to MP 19-33	30	25	
MP 41-0 to MP 41-16	15	15	
MP 53-0 to MP 55-4	20	20	
MP 59-0 to MP 59-25	20	20	
MP 85-38 to MP 86-34	25	20	
MP 106-28 to MP 121-30 (except as shown below)	35	30	
Bridge 1146	20	20	
MP 121-30 to MP 128-34 (except as shown below)	40	35	
MP 128-21 Tunnel #2	20	20	
MP 128-34 to MP 140-6	35	30	
MP 140-6 to MP 150-28 (except as shown below)	40	35	
Bridge 1433	20	20	
MP 149-0 Tunnel #3	20	20	
MP 150-28 to MP 151-6	25	25	
SUBDIVISION 35 (except as shown below)	50	40	
MP 159-28 to MP 160-24	15	15	
MP 162-0 to MP 164-25	40	35	
MP 172-18 to MP 175-0	40	35	
MP 177-0 to MP 177-18	40	35	
MP 189-7 to MP 201-28	40	35	
MP 216-8 to MP 216-32	40	35	
MP 262-20 Mo. Pac. Crossing	20	20	
MP 279-18 to MP 279-23	40	30	
Sheffield—connection between K. C. Terminal and SL-SF	10	10	
SUBDIVISION 36 (except as shown below)	79	50	
Through Topeka Interlocking	10	10	
MP 89-0 to MP 90-24	10	10	
MP 90-24 to MP 93-5	60		
MP 94-37 to MP 95-9 Westward Track	70		
MP 96-29 to MP 100-29 (except as shown below)	50		
MP 97-0 to MP 97-7	70	40	
MP 100-19 to MP 100-29	60		
MP 103-10 to MP 104-3	70		
MP 110-25 to MP 110-38	65		
MP 115-30 to MP 115-39	60		
MP 119-24 to MP 119-30	65		
MP 121-17 to MP 123-30	60	45	
MP 125-30 to MP 125-37	70		
MP 130-05 to MP 130-12 Westward Track	60		
MP 131-24 to MP 131-28 Westward Track	60		
MP 136-25 to MP 137-05 Westward Track	70		
MP 136-25 to MP 142-18 Eastward Track	55	45	
MP 137-35 to MP 143-16 Westward Track	50	40	
MP 142-18 to MP 143-16 Eastward Track	70		
MP 152-15 to MP 152-24	70		
MP 169-24 to MP 171-20 (except as shown below)	40	40	
MP 171-12 Mo. Pac. Crossing—all tracks	15	15	
SUBDIVISION 39 (except as shown below)	79	50	
MP 171-20 to MP 171-30	40	40	
MP 171-30 to MP 176-33	65		
MP 176-33 to MP 214-12 (except as shown below)	70		
MP 177-20 AT&SF Crossing	70		
MP 191-12 to MP 191-24	60		
MP 201-6 to MP 201-25	60		
MP 214-12 to MP 219-22 (except as shown below)	50	40	
MP 219-12 Mo. Pac. Crossing - Engine Only	20	20	
MP 236-4 SLSF Crossing	60	45	
MP 243-22 to MP 247-12	30	30	
MP 285-28 Mo. Pac. Crossing	60	45	

SPEED RESTRICTIONS—Continued

LOCATION	Passenger Trains	Freight Trains	LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 40 (except as shown below)	79	50	SUBDIVISION 36B (except as shown below)	30	25
MP 328-25 Main St. Crossing Greensburg	50	50	Trains handling steam derrick 95020 must have two or more empty cars immediately ahead and behind derrick over bridges	10	5
MP 393-12 to MP 395-10	65	50	Ablene—connection to AT&SF Ry.	10	10
MP 418-00 to MP 420-00	60	45	MP 192-24—AT&SF Crossing	Restricted	ed Speed
Cudahy Spur	60	15	Between Abilene and West Abilene	Restricted	ed Speed
SUBDIVISION 41 (except as shown below)	79	50	Between East Salina and Salina	25	25
MP 453-04 BM&E Crossing	60	50	SUBDIVISION 40-A (except as shown below)	6	6
MP 473-10 to MP 474-03	40	40	MP 373-00 to MP 374-12	30	30
MP 514-24 P&SF Crossing	60	50	SUBDIVISION 41-A (except as shown below)	15	30
SUBDIVISION 42 (except as shown below)	79	50	MP 29-31 P&SF Crossing	15	15
MP 645-20 FWD Crossing	20	20			
Bridge 6165	40	30			
SUBDIVISION 36A (except as shown below)	40	40			
MP 0-4 CB&Q Crossing	10	10			
MP 7-0 to St. Joseph line Jct.	30	30			
Missouri River Bridge at St. Joseph	6	6			
MP 89-2 UP R. R. Crossing	15	15			
Bridge 594—trains handling derricks and pile drivers	15	15			

SPECIAL INSTRUCTIONS

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below, unless otherwise instructed by officer at location of highwater. When towed or operated under own power through water of lesser depth than that shown below, a speed of 3 MPH must not be exceeded.

	Maximum Height of Water Above Rail
Diesel Engines and Motor Cars	3 Inches
RDC Cars 9002-9003	5 Inches
Light Weight passenger Cars	7 Inches
Conventional passenger Cars	12 Inches

2. Carrie Avenue Yd. is the Initial station for Westward trains originating there.

2a. Kansas City, Mo. Subdivision 35, is the Initial station for Eastward trains originating there.

2b. Kansas City, Kan. (Armourdale Yard) Subdivision 35, is the Initial station for Eastward trains originating there.

2c. St. Joseph Line Jct. is the Initial station for Westward trains on Subdivision 36.

3. Westward freight trains, Sub.-Div. 34 will obtain Clearance at Lackland instead of Carrie Ave. Yd.

3a. Eastward trains before leaving Lackland and Westward trains before leaving Easton Ave. Jct., must obtain clearance authorizing movement between Lackland and Rock Island Jct. When no operator on duty at Lackland or Easton Ave. Jct., verbal authority must be secured from TRRA train dispatcher.

3b. Eastward freight trains, Sub.-Div. 35 will obtain clearance at Kansas City, Kan. (Armourdale Yd.).

3c. Westward first-class trains, Sub.-Div. 36, will obtain clearance at U. P. station, Topeka. Eastward first-class trains, Sub.-Div. 36, will obtain U. P. clearance at U. P. station Topeka. Other eastward trains will obtain U. P. clearance at Topeka Yard.

Trains cleared at U. P. station need not obtain Rock Island Clearance at Topeka Yd.

3d. Eastward trains, Sub.-Div. 36A will obtain clearance at Topeka Yd.

Westward trains will not be required to obtain clearance at St. Joseph Line Jct., and will be governed by interlocking signals between St. Joseph Line Jct. and Topeka Yd.

When no operator on duty St. Joseph Yard office, trains will receive clearance at St. Joseph Union Depot.

3e. Eastward trains, Sub.-Div. 36B will obtain U. P. Clearance at Union Station Salina and Rock Island Clearance at Rock Island depot Abilene, and Westward trains will obtain U. P. Clearance at Abilene.

4. Rule 83:

St. Louis U. D.—Passenger trains only.
Leads Junction—For first-class trains in both directions and westward second class trains.

Kansas City, Mo. U. D.—Passenger trains only.
Kansas City, Kansas, yard office—Trains originating or terminating.
Topeka, Telegraph Office, Union Pacific passenger station—Passenger trains only.

Amarillo Passenger station—First-class trains.
Amarillo Yard office—All except first-class trains.
St. Joseph U. D.—Passenger trains only.

4a. Trains originating and terminating will register by form 1339 at McFarland.

4b. Trains 3, 4, 507, 508 will register by form 1339 at Herington

4c. First Class trains will register by Ticket Form 1339 at Dalhart Tower.

4d. Conductors Eastward U. P. trains, Troy will furnish enginemen train register check Form CT-107-B.

5. Bulletin Boards and General Order Books are located at:

St. Louis—Union Station.	Herington—Yard Office.
St. Louis—TRRA engine house.	Herington—Engine House.
Carrie Ave.—Yard Office.	McPherson—Depot.
Eldon, Mo.—Yard Office.	Hutchinson—Depot.
Eldon, Mo.—Engineer's Room.	Hutchinson—Diesel House.
St. Joseph—U. D. Telegraph Office.	Pratt—Yard Office.
St. Joseph—Yard Office.	Pratt—Engine House.
Kansas City, Mo.—Union Depot	Bucklin—Depot.
Telegraph Office.	Liberal—Telegraph Office.
Kansas City, Kan.—Yard Office	Dalhart—Enginemen's Locker
and Engine House.	Room.
Topeka Yard—Yard Office.	Dalhart—Yard Office.
Topeka Yard—Engine House.	Tucumcari—Telegraph Office.
McFarland—Yard Office.	Amarillo—Yard Office.
	Amarillo—Passenger Station.

5a. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at Initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the Initial point of run.

6. Standard clocks are located at:

St. Louis—Union station.	Pratt—Passenger depot.
Carrie Avenue—Yard Office.	Bucklin—Depot.
Belle—Telegraph office.	Liberal—Passenger depot.
Eldon, Mo.—Yard office.	Dalhart—Passenger depot.
Eldon, Mo.—Engineers Washroom.	Dalhart—Interlocking Station.
Kansas City, Mo.—Union Depot.	Tucumcari—Telegraph office.
Kansas City, Kansas—Yard office.	Amarillo—Passenger depot.
Kansas City, Kan.—Engine house.	Amarillo—Yard office.
Topeka—Passenger depot.	Morse—Depot.
Topeka—Interlocking Tower.	St. Joseph—Union Depot.
McFarland—Telegraph office.	St. Joseph—Union Termi. Co.
Herington—Yard office.	Yard office.
Hutchinson—Passenger depot.	Horton—Depot.

7. Trains approaching train order signal displaying stop indication will sound four blasts of whistle and must not exceed 60 MPH passing stations at which train order or clearances are to be received.

8. f—Flag stop to receive or discharge traffic.
g—Conditional stop for revenue passengers only.
s—Regular stop.

SPECIAL INSTRUCTIONS—Continued

11. Dwarf automatic block color light signals are in service Tucumcari.

Signals are numbered as follows:

Westward	6379	6381	16273		
Eastward	6380	6382	16268	16270	16272

11a. Signals 6380 and 6381 do not govern any section of Subdivision 4 or stock track. These signals do not govern crossover switch leading from Subdivision 42, main track, to passenger station track. Trains must approach this switch at restricted speed so that their movement will not be endangered should switch be set for station track. Subdivision 42 trains will not be required to stop at intersection of Subdivision 4 when signals are in proceed indication.

11b. Subdivision 40, Bridge No. 4184 is equipped with fire protection appliance which controls eastward signal No. 4198 and westward signal No. 4169. If signal No. 4169 or No. 4198 is found displaying stop indication, bridge must be inspected before passing over it.

11c. Subdivision 42, Bridge No. 6165 is equipped with fire protection appliance which controls eastward signal No. 6194 and westward Absolute Signal Logan. If westward Absolute Signal Logan, or Signal No. 6194 is found displaying a Stop indication, bridge must be inspected before passing over it.

11d. Railroad crossings at grade are protected by interlocking signals, except as follows:

Sub-divn.	MP	Crossing	Re-marks	Operated by	Normal Position GATES AGAINST	Light Arrangement for	
						Stop	Proceed
34	10.4	StLB&TCo...	Gate	Trainmen	StLB&TCo...	Red..	Yellow
35	160.1	MoPac...	Gate	Trainmen	MoPac...	Red..	Yellow
36	166.2	MKT	Gate	Trainmen	MKT	Red..	Yellow
39	McPherson	AT&SF	Gate	Trainmen	CRI&P	Red..	Yellow
39	246.0	MoPac...	Gate	Trainmen	MoPac...	Red..	Yellow
39	246.6	AT&SF	Gate	Trainmen	AT&SF	Red..	Yellow
39	285.7	MoPac...	Gate	Trainmen	MoPac...	Red..	Yellow
41	453.1	BM&E...	Gate	Trainmen	BM&E...	Red..	Yellow
7	140.3	BM&E...	Gate	Trainmen	BM&E...	Red..	Yellow
36a	0.3	CB&Q...	Gate	Gate	CB&Q...	Red..	Yellow
36a	0.4	CB&Q...	Gate	Tender.	CB&Q...	Red..	Yellow
36a	0.5	UTRR...	Gate	Trainmen	CRI&P	Red..	Green
36b	192.8	AT&SF	Gate	Trainmen	CRI&P	Red..	Green
36b	220.3	UP	Gate	Trainmen	P&SF	Red..	Yellow
41a	29.9	P&SF...	Gate	Trainmen	P&SF...	Red..	Yellow

11e. Railroad crossings at grade are protected by automatic interlocking as shown below:

Sub-Divn.	MP	Crossing	Sub-Divn.	MP	Crossing
35	262.5	Missouri Pac.	39	236.1	SL-SF
39	177.5	AT&SF	39	244.9	Missouri Pac.
39	214.7	AT&SF	39	277.8	Missouri Pac.
39	219.3	Missouri Pac.	41	614.7	P&SF

11f. Following whistle signals designate route desired:

At Topeka	At St. Joseph, Missouri River
North Topeka.....2 long.	Bridge and interlocking:
West Main.....3 long.	East End of Missouri River Bridge:
East Main.....3 long 1 short.	CRI&P Route.....1 long 1 short
East Yard Lead.....2 long 1 short.	1 long.
City.....3 short 1 long.	Union Pacific Route.1 long 1 short.

Dalhart..... Main track—One long.
Ice House track—One long, one short.

Amarillo..... Main track—One long.
Cannot take—One short, one long, one short.
Yard to main track—One long, one short, one long.
Main track to Packing House—One long, one short.
Yard to Packing House—Two short, one long.

14. Following rule in effect on subdivisions where so specified in foot notes of Time Table.

Freight trains and mixed trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned, as follows:
"C. & E....." after (time) protect against
Extra....." Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains and mixed trains may occupy the main track between STATION SIGNS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION SIGN, and thereafter proceed as the way is seen or known to be clear.

15. Schedule time and train order restrictions apply at crossover switch just east of station at Lackland, MP 12-23 Subdiv. 34 for westward trains.

15a. Union Pacific R. R. Jct. is located at MP 13.5 (Troy). The Jct. switch will be left lined for CRI&P main track. Telegraphers at Troy during hours on duty are authorized to handle switches for UP trains.

16. Between Union Station and Rock Island Jct. (St. Louis) trains will be governed by TRRA time table and rules.

16a. All train movements between Lackland and Rock Island Jct. will be under the supervision and authority of TRRA train dispatchers, and be governed by TRRA rules. This authority supersedes time table schedules.

16b. Between Leeds Junction and Kansas City Belt Junction Subdiv. 35, trains will be governed by SL-SF—KCT Time Table.

16c. Trains between Air Line Jct. and KCS Jct. will be governed by KCS rules and between KCS Jct. and Kansas City, Mo. Union Station will be governed by Kansas City Terminal Ry. Co. rules.

16d. Between Kansas City Belt Jct. and Kansas Avenue Subdiv. 35, between Kansas City, Mo. and Terminal Jct. Subdiv. 36 on tracks of the KCTry used, trains be governed by Kansas City Terminal Ry. rules and be provided with Union Station time table.

16e. Between State Line and UPRR connection at Kaw Bridge, between Terminal Jct. or CRI&P Jct. and Topeka Jct. Subdiv. 36 and between West Abilene and East Salina Subdiv. 36B, trains will be governed by time tables and rules of UPRR.

16f. Trains between CRI&P Jct. and West Abilene, and between East Salina and A. B. Jct. Subdiv. 36B, will be governed by time table and rules of the AT&SF Ry.

16g. AT&SF trains use Subdivision 40-A main track between Dodge City and AT&SF Junction Switch, MP 373.7. All trains and engines approaching Junction or using any part of this Joint Track will move at restricted speed.

17. Subdivision 7 between Sanford and Canadian River has a maximum grade of 3.6% and between Canadian River and Oil City 2.5%. Eastward trains must stop at Sanford and westward trains at Oil City and make standing air brake test as provided in form MP 141 air brake rules pages 13 to 37 inclusive. Trains must not leave Sanford or Oil City to descend to Canadian River unless 35% of all air brakes are operative, retainers turned in accordance with Rule 51 and 104 of MP 141, locomotive supplied with sand and sufficient number of hand brakes applied to insure safety. Cars must not be shoved down these descending grades unless a sufficient number of hand brakes have been set to control the movement of every car. After descending maximum grades—stop—turn down retainers—carefully inspect wheels and brake rigging.

Should trains stall in ascending grades to Sanford or Oil City they are prohibited from backing down to make a run for the hill.

Westward trains leave rear portion of train between switches, Antelope, when possible and line west switch for siding while doubling to Sanford but whenever rear of train does not clear east end of Antelope siding, set derail on west end Antelope siding in derailing position—in addition to lining west switch for siding. Normal position of Antelope derail is open and locked when not in use as provided above.

18. Topeka Interlocking extends from Topeka Jct. and St. Joseph Line Jct. over Kaw River Bridge to west end of plant on two main tracks.

18a. For eastward trains at St. Joseph Line Jct. the top light on the home interlocking signal governs route to Kansas City. Lower light governs route to St. Joseph Line.

18b. Switches leading to Curtis St. track and Material Yd. track, North Topeka, are hand-thrown switches and must not be used without first securing permission from towerman.

27. Draw bridges located at:

St. Joseph—Missouri River.

28. All employees are hereby notified that it is dangerous to stand erect upon cars, especially cars of extraordinary height, while passing over, through or under the following named bridges or viaducts:

Subdivision	Mill Post	Kind of Structure
34	Broadway	Viaduct
34	Florissant Ave.	Viaduct
34	Kingshighway	Viaduct
34	Natural Bridge Rd.	Viaduct
34	Suburban Ry.	Viaduct
34	Klenian Ave.	Viaduct
34	St. Louis Ave.	Viaduct
34	Easton Ave.	Viaduct
34	15.6	Viaduct
34	42.1	Thru Truss
34	45.8	Thru Truss
34	49.0	Viaduct
34	55.1	Thru Truss
34	118.0	Tunnel No. 1
34	121.5	Thru Truss
34	128.6	Tunnel No. 2
34	135.5	Thru Truss
34	137.0	Thru Truss
34	138.8	Thru Truss
34	143.3	Thru Truss Osage River
34	149.0	Tunnel No. 3
35	165.8	Viaduct
35	182.5	Viaduct
35	184.5	Viaduct
35	216.6	Viaduct MKT Ry.
35	248.0	Viaduct
35	277.9	Tunnel No. 4
35	Bridge 71	Thru Truss on SL-SF

SPECIAL INSTRUCTIONS—Concluded.

Subdivision	Mile Post	Kind of Structure
35	200 ft. E. of 9th Street	Signal Bridge No. 20
35	18th St. KC Mo.	Viaduct
35	Prospect Ave.	Viaduct
35	Vine St.	Viaduct
35	The Paseo	Viaduct
35	Forest Ave.	Viaduct
35	Harrison St.	Viaduct
35	McGee St.	Viaduct
35	Grand Ave.	Viaduct
35	Main St.	Viaduct
35	Broadway Ave.	Viaduct
35	Pennsylvania Ave.	Viaduct
35	10th St.	Viaduct
35	U. P. Ry. Br.	Thru Truss Kansas River
35	Near Berger St.	Viaduct KCT
35	10th St. K. C. Ks.	Viaduct
36	89.2	Thru Truss Kaw River
36	116.5	Thru Truss
36A	0.6	Missouri River Bridge
36A	15.0	Viaduct St. Joe & G. I. Ry.
36A	34.6	Thru Truss
36A	46.6	Thru Truss
36A	48.6	Viaduct Mo. Pac. Ry.
36A	59.7	Thru Truss
36A	86.6	Thru Truss
36B	193.5	Thru Truss Smoky Hill River

28a. Subdivn. 39, Steel bridge MP 191.9, Steel bridge at MP 235.7, will not clear man on side of car or with feet hanging over side of flat car or out of door of box car.

28b. Chute on Ice machine on Rico Track, Dalhart, will not clear man on side or top of car on Extension No. 5 or No. 6 yard tracks.

28c. Concrete unloading pits at Riffe Brothers concrete elevators at Texhoma and Stratford will not clear man on side of car.

28d. At Amarillo derrick frames over Case track located at platform between Polk and Tyler Streets and over depressed track east of Buchanan Street, will not clear a man on top of a car or on side of a car.

31. Industrial or spur tracks are located at:

Sub-div.	Mile Post	Name	Car Capacity
34	15.0	Alton Brick Co.	10
34	15.0	Calif. Spray Chem. Co.	27
34	15.0	M. F. A. Coop. Ass'n.	60
34	16.0	O. L. Brands & Son.	4
34	17.8	Vigus Quarries.	28
34	23.5	St. Louis County Water Works.	16
34	24.2	City of St. Louis Water Works.	50
34	28.6	Helwig Bros.	4
34	41.8	Otters Spur.	3
34	53	Davis Spur.	2
34	83.2	Johnson Spur.	6
34	97.3	Ellis.	3
34	140.5	Osage Gravel Loading Track.	30
35	273.9	R. A. Long.	4
35	278.4	Kansas Buff Brick Co.	27
35	283.4	Universal Trailer Co.	6
35	286.8	Reich and Sons.	8
36	94.6	Security Benefit Ass'n Spur.	8
40	335.3	Northern Natural Gas Co.	40
40	380.0	Cudahy Spur.	
40	401.3	Collano Elevator.	20
40	402.1	Hobart.	27
40	419.9	Shamrock.	21
40a	370.3	Renco Spur.	6
41	442.6	Fluor.	45
41	457.13	Panoma Spur.	92
41	471.3	Cabot Carbon Co.	60
41	471.9	Gen'l Atlas Carbon Co.	39
41a	19.0	Phillips Spur.	
41a	23.0	Sheerin Spur.	
42	601.6	Gravel Pit.	
4	764.3	Team Track.	10
4	837.8	Team Track.	15
7	42.1	Combined Carbon.	30
7	43.1	United Carbon Co.	21
7	43.2	United Carbon Co.	35

34. "Precautions, unusual conditions". When snow plows are operated preceding or following other trains Absolute Block between open stations must be maintained between such trains in territory involved. If necessary Dispatchers must call Operators to establish communication. These requirements do not modify Rule 99.

Snow plows, while in road operation, will not exceed speed of 5 MPH when meeting or passing or being passed by a passenger train.

When temperature is 10 degrees or more below zero, maximum speed of Rocket trains and trains 3 and 4 will be 70 MPH. Conventional passenger trains and freight trains must not exceed a speed of 10 MPH less than the maximum authorized speed.

34a. Speedometers on road engines in main line service must be checked, by observing time between mile post twice on each trip. The location, speed, and any variation must be shown on work report.

35. At stations where telephones are located, conductor should communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen, approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, conductors must call operator to office when delay has reached thirty minutes in excess of time expected, in case the expected train is not seen, or heard approaching.

35a. Emergency telephones, connected with train dispatcher circuit, are located at pole sets, or in booth at the following locations:

Subdivision 35, MP 15 pole 0.
MP 22 pole 2.
MP 35 pole 0.
MP 38 pole 18.
MP 39 pole 29.
MP 42 pole 0.
MP 105 pole 4.
MP 113 pole 7.
MP 115 pole 25.
MP 121 pole 1.
MP 129 pole 3.
MP 140 pole 23.
MP 142 pole 22.
Subdivision 40, East end of Cimarron River Bridge 4184.
Subdivision 41, East end of Beaver River Bridge 4679.

The following letters and symbols indicate:—

- F—Fuel Station.
- P—Train Dispatchers Telephone.
- R—Train Register Station.
- T—Turn Table.
- W—Water Station.
- Y—Wye.
- UX—Railroad Crossing not protected by interlocking.
- TO—Train Order Station.
- Yd—Station where yard limit signs are maintained.
- *—Radio Installation.

OFFICIAL HOSPITAL

PLACE	NAME	TELEPHONE
St. Louis	Evangelical Deaconess—6140 Oakland Ave.	Hiland 8510
St. Louis	Peoples (for Colored)—3449 Pine St.	JEfferson 5468
Kansas City, Kansas	Providence Hospital—18th and Barnett.	DRexel 3140
Topeka	St. Francis Hospital—1719 W. 6th St.	5-3441
Pratt	Pratt County—3rd and Commodore	1080
Liberal	Epworth—524 No. Washington St.	3861
Amarillo	St. Anthony—707 North Polk St.	9866 and 6677
Tucumcari	Tucumcari General—South End 4th St.	2
Horton	Horton Hospital—East Front St.	25

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	63	57.1	79	45.6	94	38.2
34	106.0	64	56.2	80	45.0	95	37.9
36	100.0	65	55.3	81	44.4	100	36.0
38	94.7	66	54.5	82	43.9	105	34.3
40	90.0	67	53.7	83	43.4	110	32.7
42	85.7	68	52.9	84	42.9	115	31.3
45	80.0	69	52.1	85	42.4	120	30.0
48	75.0	70	51.4	86	41.9	125	28.8
50	72.0	71	50.7	87	41.4	130	27.7
52	69.2	72	50.0	88	40.9	135	26.7
54	66.6	73	49.3	89	40.4	140	25.7
56	64.2	74	48.6	90	40.0	145	24.8
58	62.0	75	48.0	91	39.6	180	20.0
60	60.0	76	47.4	92	39.1	240	15.0
61	59.0	77	46.7	93	38.7	360	10.0
62	58.0	78	46.1				

TRAIN ORDER OFFICES

OFFICE HOURS

Week Days
Except Saturday

*Sundays and Holidays

**Saturdays

	From	To
SUBDIVISION 34		
Lackland.....	Continuous	
Chesterfield.....	6:30 a.m.	3:30 p.m.
Union.....	7:30 a.m.	4:30 p.m.
Gerald.....	8:00 a.m.	5:00 p.m.
Rosebud.....	8:00 a.m.	5:00 p.m.
Owensville.....	**** 7:30 a.m.	4:30 p.m.
Bland.....	*.. 6:00 p.m.	3:00 a.m.
Belle.....	7:00 a.m.	4:00 p.m.
Freeburg.....	8:00 a.m.	5:00 p.m.
Argyle.....	7:00 a.m.	4:00 p.m.
Meta.....	7:00 a.m.	4:00 p.m.
Eugene.....	7:00 a.m.	4:00 p.m.
Eldon.....	Continuous	
SUBDIVISION 35		
Versailles.....	7:30 a.m.	4:30 p.m.
Stover.....	7:30 a.m.	4:30 p.m.
Cole Camp.....	7:30 a.m.	4:30 p.m.
Ionia.....	7:00 a.m.	4:00 p.m.
Windsor.....	*.. 8:00 a.m.	5:00 p.m.
Leeton.....	8:00 a.m.	5:00 p.m.
Chilhowee.....	*.. 6:00 p.m.	3:00 a.m.
Pleasant Hill.....	8:00 a.m.	5:00 p.m.
Raytown.....	8:00 a.m.	5:00 p.m.
SUBDIVISION 36		
Topeka Yd.....	Continuous	
Maple Hill.....	7:00 a.m.	4:00 p.m.
Paxico.....	7:00 a.m.	4:00 p.m.
McFarland.....	Continuous	
Aima.....	8:00 a.m.	5:00 p.m.
Alta Vista.....	8:00 a.m.	5:00 p.m.
Dwight.....	8:00 a.m.	5:00 p.m.
White City.....	*.. 8:00 a.m.	11:59 p.m.
SUBDIVISION 39		
Herington.....	Continuous	
Ramona.....	8:00 a.m.	5:00 p.m.
Tampa.....	8:00 a.m.	5:00 p.m.
Durham.....	7:00 a.m.	4:00 p.m.
Canton.....	6:00 a.m.	3:00 p.m.
Galva.....	7:00 a.m.	4:00 p.m.
McPherson.....	Continuous	
Inman.....	8:00 a.m.	5:00 p.m.
Hutchinson.....	Continuous	
Arlington.....	6:30 a.m.	3:30 p.m.
Langdon.....	7:00 a.m.	4:00 p.m.
Turon.....	7:00 a.m.	4:00 p.m.
Preston.....	7:00 a.m.	4:00 p.m.
Pratt.....	Continuous	
SUBDIVISION 40		
Pratt.....	Continuous	
Cullison.....	8:00 a.m.	5:00 p.m.
Wellsford.....	7:00 a.m.	4:00 p.m.
Haviland.....	8:00 a.m.	5:00 p.m.
Greensburg.....	8:00 a.m.	5:00 p.m.
Mullinville.....	8:00 a.m.	5:00 p.m.
Bucklin.....	{ *.. 7:59 a.m. 3:59 p.m.	
Kingsdown.....	{ *.. 11:59 p.m. 7:59 a.m.	
Bloom.....	8:00 a.m.	5:00 p.m.
Mineola.....	6:00 p.m.	3:00 p.m.
Fowler.....	8:00 a.m.	5:00 p.m.
Meade.....	8:00 a.m.	5:00 p.m.
Plains.....	*.. 8:00 a.m.	5:00 p.m.
Kismet.....	8:00 a.m.	5:00 p.m.
Liberal.....	Continuous	

	From	To
SUBDIVISION 41		
Liberal.....	Continuous	
Tyro.....	8:30 a.m.	5:30 p.m.
Hooker.....	8:00 a.m.	5:00 p.m.
Guymon.....	*.. 1:00 a.m.	4:00 p.m.
Goodwell.....	7:30 a.m.	4:30 p.m.
Texhoma.....	*.. 8:00 a.m.	5:00 p.m.
Stratford.....	*.. 1:00 a.m.	5:00 p.m.
Dalhart.....	Continuous	
SUBDIVISION 42		
Dalhart.....	Continuous	
Romero.....	7:00 a.m.	4:00 p.m.
Naravisa.....	{ *.. 2:00 a.m. 10:00 a.m.	
	{ *.. 3:00 p.m. 11:00 p.m.	
Logan.....	7:00 a.m.	4:00 p.m.
Tucumcari.....	Continuous	
SUBDIVISION 4		
Amarillo.....	*.. 7:00 a.m.	11:00 p.m.
Wildorado.....	7:30 a.m.	4:30 p.m.
Vega.....	7:30 a.m.	4:30 p.m.
Adrian.....	7:30 a.m.	4:30 p.m.
San Jon.....	7:15 a.m.	4:15 p.m.
Tucumcari.....	Continuous	
SUBDIVISION 7		
Liberal.....	Continuous	
Hardesty.....	7:00 a.m.	4:00 p.m.
Hitchland.....	7:00 a.m.	4:00 p.m.
Gruber.....	7:00 a.m.	4:00 p.m.
Morse.....	7:30 a.m.	4:30 p.m.
Stinnett.....	7:30 a.m.	4:30 p.m.
Sanford.....	7:00 a.m.	4:00 p.m.
Fritch.....	8:30 a.m.	5:30 p.m.
Amarillo.....	*.. 7:00 a.m.	11:00 p.m.
SUBDIVISION 36-A		
Wathena.....	{ 8:00 a.m. 5:00 p.m.	
	{ ** 8:00 a.m. 5:00 p.m.	
Troy.....	{ * 8:00 a.m. 4:00 p.m.	
	{ *.. 7:30 p.m. 3:30 a.m.	
Denton.....	7:00 a.m.	4:00 p.m.
Horton.....	{ 7:00 a.m. 4:00 p.m.	
	{ ** 7:00 a.m. 4:00 p.m.	
Holton.....	8:00 a.m.	5:00 p.m.
Mayetta.....	8:00 a.m.	5:00 p.m.
Hoyt.....	7:30 a.m.	4:30 p.m.
SUBDIVISION 36-B		
Woodbine.....	6:30 a.m.	3:30 p.m.
Enterprise.....	7:00 a.m.	4:00 p.m.
Ablene.....	{ 7:15 a.m. 4:15 p.m.	
	{ ** 7:15 a.m. 4:15 p.m.	
Salina.....	{ 8:00 a.m. 5:00 p.m.	
	{ ** 8:00 a.m. 5:00 p.m.	
SUBDIVISION 40-A		
Bucklin.....	{ *.. 7:59 a.m. 3:59 p.m.	
	{ *.. 11:59 p.m. 7:59 a.m.	
SUBDIVISION 41-A		
Dalhart.....	Continuous	
Etter.....	** 7:00 a.m.	4:00 p.m.
Sunray.....	7:30 a.m.	4:30 p.m.

J. B. BUFFALO, Terminal Sup't., Kansas City, Kan.
F. B. GIBBS, Ass't. Sup't., Liberal, Kan.
W. F. THOMPSON, Trainmaster, Kansas City, Kan.
S. A. WILLIAMS, Trainmaster, Kansas City, Kan.
A. E. ANDERSON, Ass't. Trainmaster, Kansas City, Mo.
W. L. HUNT, Trainmaster, Eldon, Mo.
C. B. MURRAY, Trainmaster, Herington, Kan.
F. NORVELL, Trainmaster, Dalhart, Tex.
F. L. GRANT, Ass't. Trainmaster - Agent, Amarillo, Tex.
J. W. GANN, Master Mechanic, Kansas City, Kan.
A. L. FRANCIS, Ass't. Master Mechanic, Dalhart, Tex.
R. S. GILCHRIST, Road Foreman Equipment, Eldon, Mo.
A. A. STURGES, Road Foreman Equipment, Herington, Kan.
E. J. GWIN, Road Foreman Equipment, Pratt, Kan.
J. L. WILSON, Chief Dispatcher, Kansas City, Kan.
R. W. CHURCH, Night Chief Dispatcher, Kansas City, Kan.
C. T. ROWLEY, Chief Dispatcher, Liberal, Kan.
R. L. SHOWERS, Night Chief Dispatcher, Liberal, Kan.

P. H. JOHNSON,
A. G. DOUGLAS,
J. B. JOHNSON,
S. G. KEETON,
W. H. WEBSTER,
A. P. USSARY,
J. J. BUTTON,
W. D. MINNICK
M. H. TATE
P. E. MANKIN
W. E. PERRYMAN

} Train Dispatchers,
Kansas City, Kan.

C. D. WILLIAMSON,
I. C. LEGER,
T. C. FARRELL,
G. G. MURPHY,
W. R. HEDRICK,
R. W. POPEJOY,

} Train Dispatchers
Liberal, Kansas