

Company Doctors	Location
J. M. L. JENSEN, Chief Surgeon	Chicago
*T. S. BOURKE	Kansas City, Mo.
*J. J. LALLY	Kansas City, Kans.
F. S. CAREY	
*H. L. REGIER	
*E. P. SERERES	
J. G. EVANS	St. Louis, Mo.
DEAN SAUER	
M. F. HARMANN	
*W. PARKER	
ROBT. C. KINGSLAND	Clayton, Mo.
J. O'CONNELL	Overland
H. M. DENNY	Union
A. E. CORDONIER	Troy, Kan.
E. YODER	Denton
GEO. M. EDMONDS	Horton
R. H. MOSER	Holton
*B. M. MARSHALL	Topeka
*C. A. NEWMAN	
J. W. CAVANAUGH	
*P. M. POWELL	
CLYDE S. SMITH	Valencia
	Willard
*E. B. McKNIGHT	Alma
GEO. E. BRETHOUR	Dwight
J. E. BOWERS	White City
*A. D. DANIELSON	Herington
*J. O. GILLILAND	
F. S. DOZIER	
D. A. ANDERSON	Salina
A. E. RUEB	
C. A. SCHMIDT	Gerald Mo.
C. A. BUNGE	Bland
R. H. SCHOENHALS	Belle
R. M. KELLER	Owensville
*E. O. SHELTON	Eldon, Mo.
A. J. GUNN	Versailles
JACK GUNN	
H. M. WALL	Windsor
D. M. EUBANK	Raytown
K. RAWLINS	Holden
L. G. HEINS	Abilene
W. R. JONES	Canton
CLINTON R. LYTLE	McPherson
GUY E. FINKLE	
*M. NUNEMAKER	Hutchinson-Arlington
*V. W. FILLEY	Pratt
*F. G. FREEMAN	
M. H. WALDORF, JR.	Greensburg
J. R. BRADLEY	
R. J. OHMAN	Dodge City
H. P. FINCH	Bucklin
D. L. RICHARDSON	Mineola
CARL C. OLSON	Fowler
R. M. DAUGHERTY	Meade
W. W. ORRISON	Plains
*A. L. HILBIG	Liberal
*ROBERT F. BYRNE	
*O. F. PROCHAZKA	
*D. G. HOLCOMB	
*N. D. HARRIS	
*R. F. BYRNE	
*W. E. BLEVINS	
*H. E. DITTEMORE	
L. G. BLACKMER	Tyrone
	Hooker
E. P. CAWLEY	Hooker
R. B. HAYES	Guyman
E. L. BUFORD	
J. L. WHEELER	Texhoma
JNO. R. PURGASON	Stratford
*VICTOR MOORE	Dalhart
IVAN W. HULL	
J. H. CUNNINGHAM	
M. M. THOMPSON	Logan
W. M. THAXTON	Tucumcari
*A. E. WINSETT	Amarillo
*R. KEYS	
*W. H. WHEIR	
W. J. CAMPBELL	
J. C. JONES	Gruver
O. J. RICHARDSON	Sunray
	Dumas
*Examiner	
Company Oculist	
C. E. HASSIG	Kansas City, Kans.
J. A. BILLINGSLEY	
J. E. BRESSETTE	
A. S. STEINER	St. Louis, Mo.
W. W. REED	Topeka, Kan.
*W. D. PITMAN	Pratt, Kan.
*A. J. STREIT	Amarillo, Tex.

See page 15 for hospitals

# Chicago, Rock Island & Pacific Railroad



# TIME TABLE

## MISSOURI-KANSAS DIVISION SECOND DISTRICT

# No. 5

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

**SUNDAY, SEPTEMBER 9, 1956**

B. R. DEW,  
Superintendent

H. G. DENNIS,  
Ass't General Manager

R. H. ANDERSON  
Sup't Transportation

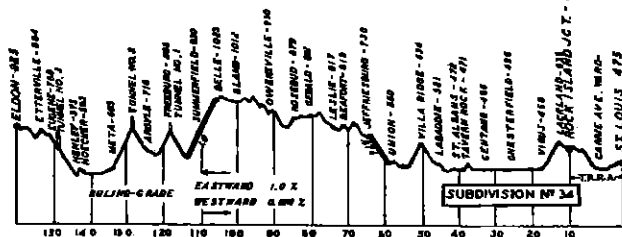
O. W. LIMESTALL,  
General Manager

**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 STATIONS				SECOND CLASS		
71	73				STATIONS				72	74	
Freight	Freight				Time Table No. 5				Freight	Freight	
Daily	Daily	September 9, 1956				M. P. from St. Louis	Signs	Daily	Daily		
P.M.	A.M.					TO	RYd	P.M.	A.M.		
8.00	6.00	.....	.....	75000	US... ST. LOUIS	.....	.....	5.00	4.00		
		.....	Yard		QN... CARRIE AVE. YD	.....	RFWT Yd				
		.....	.....		..... Easton Ave. Junction	.....	.....				
8.20	6.20	.....	.....		..... R. I. JUNCTION	.....	.....	4.32	1.40		
		.....	.....		..... S&L&T Crossing	.....	UX				
8.30	6.30	69	89	23013	CK... LACKLAND	.....	*TO	4.22	1.22		
8.40	6.40	41	.....	23018	..... VIGUS	P	18.0	4.00	1.04		
8.53	6.53	66	25	23027	CF... CHESTERFIELD	.....	TO	3.45	12.50		
9.03	7.03	47	2	23033	..... CENTAUR	P	33.4	3.28	12.32		
9.11	7.11	59	.....	23039	..... TAVERN ROCK	.....	39.0	3.18	12.22		
9.13	7.13	.....	18	23040	..... ST. ALBANS	.....	39.9	3.16	12.20		
9.30	7.30	59	4	23046	..... LABADIE	P	48.0	3.04	12.08		
9.42	7.42	49	18	23051	..... VILLA RIDGE	P	51.2	2.54	11.58		
9.58	7.58	50	95	23060	UN... UNION	.....	58.5	2.37	11.43		
10.12	8.12	48	.....	23065	..... JEFFRIEBURG	P	64.9	2.26	11.32		
10.26	8.26	.....	15	23072	..... BEAUFORT	P	71.6	2.15	11.22		
10.32	8.32	75	3	23074	..... LESLIE	P	74.0	2.10	11.16		
10.58	8.58	42	39	23081	RA... GERALD	.....	80.7	1.51	10.58		
11.05	9.05	52	17	23085	RB... ROSEBUD	.....	84.7	1.44	10.49		
11.19	9.19	42	39	23082	OW... OWENSVILLE	.....	81.5	1.32	10.37		
11.34	9.34	75	50	23100	ND... BLAND	.....	100.1	1.18	10.24		
11.42	9.42	89	64	23105	X... BELLE	.....	105.2	1.10	10.16		
11.54	9.54	59	.....	23111	..... SUMMERFIELD	P	110.8	12.55	9.58		
12.10	10.10	31	24	23118	FR... FREEBURG	.....	118.2	12.31	9.35		
12.24	10.24	70	25	23125	KN... ARGYLE	.....	125.1	12.18	9.23		
12.43	10.43	41	20	23134	MA... META	.....	134.6	11.54	8.53		
12.58	10.58	.....	5	23143	..... HOECKER	.....	142.8	11.43	8.39		
1.03	11.03	105	10	23145	..... HENLEY	P	144.7	11.39	8.34		
1.13	11.13	44	16	23149	G... EUGENE	.....	149.5	11.30	8.25		
1.23	11.23	44	.....	23153	..... ETTERVILLE	P	153.6	11.23	8.17		
1.38	11.38	.....	Yard	23160	DO... ELDON	.....	159.9	11.10	8.05		
A.M.	A.M.	.....	.....		164.2	.....	RFWT 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**

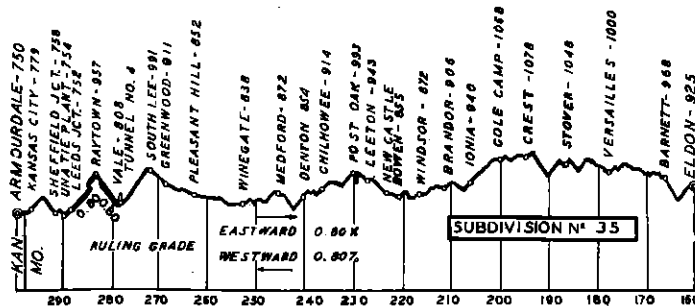
**MAIN LINE**

**EASTWARD**

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 35 STATIONS Time Table No. 5 September 9, 1956	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 11.45	A.M. 10.50	P.M. 7.45	
A.M. 12.05	2.15	s 2.10	43	17	23166	MoPac Crossing . . . . . UX	160.1					
12.20	2.30	s 2.26	72	134	23177	BARNETT . . . . . P	165.9		s 11.35	10.38	7.32	
12.36	2.46	s 2.40	52	26	23186	Y. . . . . VERSAILLES . . . . . TO	177.0		s 11.20	10.20	7.15	
12.51	3.01	2.52	51		23194	SR. . . . . STOVER . . . . . TO	185.9		s 11.05	10.01	7.00	
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	WYYd	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	23283	SA. . . . . PLEASANT HILL . . . . . TO	262.9	WYd	s 9.04	7.45	4.41	23
2.42	5.06	f 4.50		26	23268	GREENWOOD . . . . .	268.7		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. } S&T.I. 181 and 184	295.5	R	8.00			
4.00 P.M.	7.00 A.M.			Yard	60055	KANSAS CITY, KAN. } S&T.I. 138.1	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					SUBDIVISION 36 STATIONS					FIRST CLASS								
225	3	507	39	509	Capacity of Sidings	Capacity of Other Tracks	STATIONS			Station Numbers	Signs	M. P. from St. Joseph	4	508	40	510	226	
Psg.	Golden State	Rocket	Psg.	Psg.			Golden State	Rocket	Psg.				Psg.	Psg.	Golden State	Rocket	Psg.	Psg.
Daily	Daily	Daily	Daily	Daily	Time Table No. 5					Daily	Daily	Daily	Daily	Daily				
P.M.	P.M.	P.M.	A.M.	A.M.	September 9, 1956.					A.M.	A.M.	P.M.	P.M.	P.M.				
11.25	10.40	9.45	8.35	7.50	...	...	KANSAS CITY, MO. . . . US			60054	RFW TY	...	1.00	8.40	8.10	8.30	9.30	
11.31 P.M.	10.45	9.50	8.40	7.56	...	...	KANSAS CITY, KANS. . . .			60055	RFW TYd	...	12.47 P.M.	8.28	8.00	8.20	9.19	
12.51 A.M.	11.56	10.53	9.56	9.00	...	...	S. J. JCT. . . .			...	...	89.3	11.40	7.20	6.49	7.09	7.53	
12.53 P.M.	11.58	10.55	9.59	9.02	175E	Yard	TOPEKA YARD. B. #			588	RFW Yd	90.5	11.39	7.19	6.48	7.08	7.51	
1.08	12.10	11.06	10.12	9.13	147	18	VALENCIA. . . . .			600	...	101.5	11.29	7.09	6.38	6.58	7.37	
1.14	12.14		10.16		...	17	WILLARD. . . . .			604	...	105.3					7.32	
1.25	12.19	11.14	10.22	9.21	126E	96W	MAPLE HILL. RH.			609	...	110.4	11.21	7.02	6.31	6.51	7.25	
					...	13	VERA. . . . .			613	...	114.2						
1.40	12.26	11.21	10.30	9.28	...	37	PAXICO. . . . CA			617	...	118.2	11.14	6.55	6.24	6.44	7.12	
1.55 A.M.	12.30	11.25	10.34	9.32	190W	112E	McFARLAND. FA #			621	R Yd	122.0	11.10	6.51	6.20	6.40	7.05 P.M.	
	12.34	11.30	10.38	9.36	46E	42	ALMA. . . . . U. . .			625	...	126.3	11.06	6.47	6.16	6.36		
	12.41	11.37	10.46	9.43	125E	130W	VOLLAND. . . . .			632	...	133.8	10.59	6.40	6.09	6.29		
	12.51	11.45	10.56	9.52	...	101	ALTA VISTA. VA			640	...	141.8	10.51	6.32	6.01	6.21		
	12.54	11.48	11.00	9.55	93E	93W	JONES. . . . .			643	...	144.7	10.48	6.29	5.58	6.18		
	12.57	11.51	11.03	9.58	...	31	DWIGHT. DW			646	...	147.7	10.45	6.26	5.55	6.15		
					...	...	MKT Crossing. . . . .			P	...	156.2						
	1.05	11.59 P.M.	11.11	10.06	130E	120W	WHITE CITY. WT			655	...	156.7	10.37	6.18	5.47	6.07		
	1.11	12.06	11.18	10.13	...	22	LATIMER. . . . .			662	...	163.8	10.31	6.11	5.40	6.00		
		A.M.			...	...	McPac Crossing. . . . .			...	...	171.3						
1.25 A.M.	12.20 A.M.	11.35 A.M.	10.30 A.M.		...	Yard	HERINGTON. RI.			670	RFTW Yd	171.4	10.23 P.M.	6.03 A.M.	5.30 P.M.	5.50 P.M.		

T W O MAIN TRACKS. AUTOMATIC BLOCK SIGNALS  
 M. P. 89 - M. P. 171-46  
 Signal Indications, rates 460-493 in effect.

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.

Lawrence - Nos. 39 and 40 - Receive or discharge revenue passengers to or from Davenport and beyond Receive or discharge revenue passengers where train scheduled to stop and to discharge mail when advised by mail clerks on train. No. 39 and 40 - Receive or discharge revenue passengers where train scheduled to stop and to discharge mail when advised by mail clerks on train.

Nos. 507 and 508, Lawrence, receive and discharge revenue passengers to or from Des Moines or beyond and to or from Wichita or beyond. Kansas City, Kans. receive and discharge to and from stations where scheduled to stop. Nos. 509 and 510, receive and discharge Lawrence, for and from south of Herington, Des Moines or beyond. Lawrence, Nos. 225 and 226 - receive or discharge for points in Kansas.

WESTWARD							FREIGHT TRAINS (Information Only)							EASTWARD		
295	291	95	73	91	93		74	96	98	92		298				
Freight	Freight	Freight	Freight	Freight	Freight		Freight	Freight	Freight	Freight		Freight				
Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily		Daily				
A.M. 1.00	P.M. 11.30	P.M. 11.00	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	A.M. 1.00		A.M. 4.00				
3.00	A.M. 1.15	A.M. 12.40	8.30	1.50	A.M. 1.40	TOPEKA YARD. . . . .	8.45	5.00	7.00	P.M. 10.45		A.M. 2.15				
4.00	2.15	1.35	9.30	3.00	2.30	McFARLAND. . . . .	7.45	3.30	5.30	9.45		11.15				
5.30	4.00	3.20	P.M.	5.00	4.35	HERINGTON. . . . .	A.M.	2.00	4.00	8.30		10.00				
A.M.	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 Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 39			M. P. from St. Joseph	Distance from Herington	Signs	FIRST CLASS			SECOND CLASS				
91	291	39		3							STATIONS						40		4	92				
Freight	Freight	Psgr.		Golden State							Time Table No. 5						Psgr.		Golden State	Freight				
Daily	Daily	Daily		Daily				September 9, 1956			Daily		Daily	Daily										
P.M.	A.M.	A.M.		A.M.							P.M.		P.M.	P.M.										
5.35	4.30	11.50		1.35	670	...	Yard	RI	...	...	...	RYdFW	171.4	...	TY	5.20		10.17	7.30					
5.42	4.40	11.56		1.41	675	102	...	...	...	...	...	...	175.8	4.4	...	5.11		10.03	6.02					
5.54	4.48	11.59	g	1.45	678	125	18	MA	...	...	...	...	177.5	6.1	...									
6.03	4.55	12.06	g	1.51	684	92	46	HA	...	...	...	...	179.5	8.1	...	5.08		10.00	5.54					
6.12	5.03	12.12	g	1.56	690	92	37	DK	...	...	...	...	185.7	14.3	...	5.02		9.54	5.42					
6.22	5.12	12.19		2.02	697	88	...	...	...	...	...	...	191.8	20.4	...	4.56		9.48	5.32					
6.31	5.21	12.26	g	2.08	703	96	15	CN	...	...	...	...	198.4	27.0	...	4.50		9.42	5.23					
6.39	5.29	12.32	g	2.13	709	115	40	GA	...	...	...	...	204.8	33.4	W	4.44		9.36	5.14					
6.47	5.38	12.40	s	2.22	716	125	288	MC	...	...	...	...	210.7	39.3	...	4.38		9.31	5.05					
6.55	5.48	12.48		2.30	723	92	27	...	...	...	...	...	214.7	43.3	...									
7.07	5.55	12.53	g	2.35	728	102	34	QN	...	...	...	...	216.7	45.3	YdW	4.32		9.25	4.57					
7.16	6.04	12.59		2.41	734	92	52	...	...	...	...	...	219.3	47.3	...									
7.26	6.14	1.06		2.46	741	81	71	...	...	...	...	...	224.3	52.3	...	4.24		9.18	4.47					
7.30	6.17	1.10		2.48	743	101	Yard	...	...	...	...	...	229.4	57.4	W	4.19		9.13	4.38					
7.35	6.20	1.28	s	2.56	744	87	Yard	SU	...	...	...	...	236.1	64.1	...									
7.40	6.30	1.33		2.59	746	163	Yard	...	...	...	...	...	238.1	64.1	...	4.13		9.06	4.29					
7.50	6.35	1.37		3.02	749	275	17	...	...	...	...	...	242.4	70.4	Yd	4.07		9.00	4.20					
8.00	6.42	1.43	g	3.07	754	92	26	...	...	...	...	...	243.6	71.5	...									
8.10	6.50	1.50	g	3.13	761	90	30	RT	...	...	...	...	244.4	72.4	Yd	4.05		8.58	4.15					
8.30	7.00	1.59	g	3.20	770	92	23	NO	...	...	...	...	244.9	72.9	...									
8.42	7.08	2.06	g	3.25	776	102	27	KO	...	...	...	...	245.4	73.4	YdFW	4.03		8.56	4.11					
8.52	7.18	2.14	g	3.32	784	98	31	RS	...	...	...	...	246.0	74.0	...									
9.02	7.27	2.21		3.38	791	102	22	...	...	...	...	...	246.6	74.6	...									
9.25	7.45	2.30	s	3.50	797		Yard	N	...	...	...	...	247.5	75.5	YdY	3.53		8.50	4.06					
									...	...	...	...	250.5	78.5	...	3.50		8.47	4.01					
									...	...	...	...	255.8	83.8	...	3.45		8.43	3.54					
									...	...	...	...	262.4	90.4	...	3.39		8.37	3.46					
									...	...	...	...	271.1	99.1	...	3.31		8.30	3.36					
									...	...	...	...	277.5	105.5	W	3.25		8.24	3.28					
									...	...	...	...	277.8	105.8	...									
									...	...	...	...	285.4	113.4	...	3.18		8.17	3.19					
									...	...	...	...	285.7	113.7	...									
									...	...	...	...	292.1	120.1	...	92		8.11	4.0					
									...	...	...	...	292.1	120.1	...	3.11		8.11	3.11					
									...	...	...	...	298.0	126.0	RYdFW	3.05		8.05	2.50					
									...	...	...	...	298.0	126.0	WT	3.05		8.05	2.50					

AUTOMATIC BLOCK SIGNALS  
 MP 171.4 to MP 288.0  
 Rules 360-356

T RAINS 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.  
No. 4 discharge Pullman passengers from El Paso and west. Receive for Englewood and Chicago. Discharge Coach passengers from California points.

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		Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 40 STATIONS										FIRST CLASS		SECOND CLASS			
91	291		39				3	Time Table No. 5										40	4		92	
Freight	Freight		Psg.	Golden State	September 9, 1956										Psg.	Golden State		Freight				
Daily	Daily		Daily	Daily	M. P. from St. Joseph										Daily	Daily		Daily				
P.M. 10.30	A.M. 8.15		P.M. 2.40	A.M. 4.05	797	...	Yard	N. . .	Distance from Pratt										P.M. 2.57	P.M. 8.00		P.M. 2.30
10.45	8.25		2.51	4.11	802	102	...	...	PRATT . . . . .	298.0	...	RYdF	P.M. 2.57	P.M. 8.00		P.M. 2.30						
10.53	8.31	f	2.57	4.15	806	71	41	CU. .	SMALLEY . . . . .	302.6	4.6	WT	2.51	7.54		1.31						
11.03	8.40	f	3.04	4.21	813	92	35	WF. .	CULLISON . . . . .	307.1	9.1	...	2.46	7.50		1.23						
11.10	8.46	f	3.09	4.25	817	125	27	HD. .	WELLSFORD . . . . .	314.2	16.2	...	2.39	7.44		1.14						
11.18	8.53		3.14	4.30	823	92	22	...	HAVILAND . . . . .	318.6	20.6	...	2.34	7.40		1.08						
11.28	9.00	s	3.22	4.34	827	92	91	GB. .	BRENHAM . . . . .	324.0	26.0	...	2.29	7.36		1.01						
11.36	9.08		3.28	4.39	832	71	34	...	GREENSBURG . . . . .	328.6	30.6	W	2.24	7.32		12.55						
11.43	9.15	f	3.34	4.44	837	92	35	MU. .	JOY . . . . .	334.1	36.1	...	2.17	7.27		12.48						
11.55 P.M.	9.27	s	3.46	4.52	846	125N 70S	142	BU. .	MULLINVILLE . . . . .	338.9	40.9	...	2.12	7.23		12.42						
12.05	9.36	f	3.54	4.58	854	92	27	KG. .	BUCKLIN . . . . .	347.9	49.9	YdFWy	2.03	7.16		12.31						
12.22	9.46	f	4.02	5.05	861	92	37	BM. .	KINGSDOWN . . . . .	355.0	57.0	...	1.55	7.10		12.22						
12.35	9.55	f	4.12	5.12	869	92	67	MI. .	BLOOM . . . . .	362.8	64.8	...	1.47	7.04		12.13						
12.43	10.03		4.20	5.18	875	71	...	...	MINEOLA . . . . .	370.0	72.0	W	1.40	6.58		P.M. 12.04						
12.49	10.10	f	4.27	5.22	879	92	77	F. . .	ADVANCE . . . . .	376.0	78.0	...	1.36	6.53		A.M. 11.56						
1.02	10.23	s	4.39	5.31	890	92	89	M. . .	FOWLER . . . . .	380.8	82.8	...	1.31	6.49		11.47						
1.10	10.33		4.47	5.36	896	123	10	...	MEADE . . . . .	391.0	93.0	W	1.21	6.40		11.35						
1.23	10.45	f	4.57	5.46	905	92	95	Q. . .	MISSLER . . . . .	396.5	98.5	...	1.13	6.35		11.27						
1.33	11.03	f	5.05	5.53	912	92	47	KM. .	PLAINS . . . . .	406.4	108.4	W	1.04	6.27		11.16						
1.45	11.12		5.16	6.02	925	92	17	...	KISMET . . . . .	413.5	115.5	...	12.57	6.21		291 11.03						
2.45	11.30	s	5.30	6.15	933	...	Yard	RA. .	HAYNE . . . . .	422.8	124.8	...	12.48	6.12		10.54						
A.M.	A.M.		P.M.	A.M.					LIBERAL . . . . .	430.6	132.6	RYdF WY	12.40	6.05		10.45						
													P.M.	P.M.		A.M.						

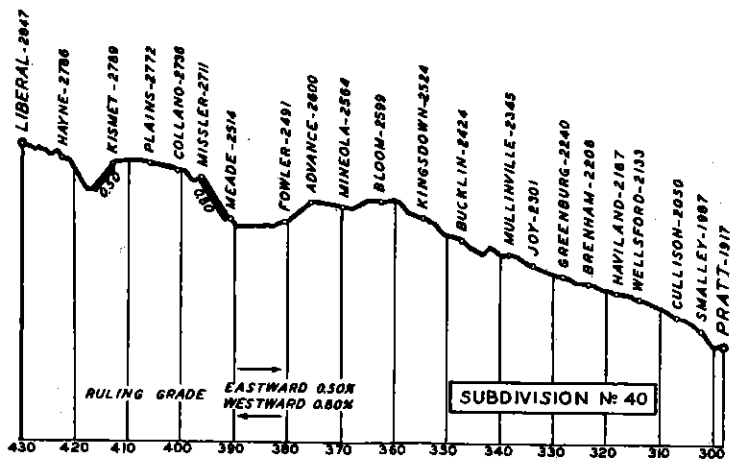
AUTOMATIC BLOCK SIGNALS  
 MP 296.0 to MP 430.6  
 Rules 300-386

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.

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.

**SIDING FOR FIRST CLASS TRAINS - LIBERAL:**  
 Siding extending from switch at MP 430-10 to switch at MP 434-16.



**WESTWARD**

**MAIN LINE**

**EASTWARD**

SECOND CLASS		FIRST CLASS		Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 41 STATIONS			FIRST CLASS		SECOND CLASS	
291	91	39	3				40	4	92				
Freight	Freight	Psg.	Golden State				M.P. from St. Joseph	Distance from Liberal	Signs	Psg.	Golden State	Freight	
Daily	Daily	Daily	Daily							Daily	Daily	Daily	
P.M. 12.30 40	A.M. 3.15	P.M. 5.50 4	A.M. 6.25	Yd	933	RA..				P.M. 291	P.M. 39		10.15
12.40	3.25	5.57	6.32	71	939	...				12.12	5.43		9.29
12.47	3.32	6.02	6.36	37	125	943	RO..			12.08	5.40		9.23
12.59	3.47	6.14	6.45	87	92	953	KR..			A.M.			9.08
1.13	4.04	6.24	6.54	25	119	963	...			11.56	5.32		8.55
1.27	4.18	6.38	7.03	140	111	972	GO..			11.45	5.24		8.43
1.35	4.27	6.45	7.09	51	978	...				11.35	5.16		8.33
1.41	4.34	6.51	7.13	27	92	983	FM..			11.27	5.11		8.27
1.56	4.51	7.05	7.22	146	71 W 125	993	HM..			11.22	5.07		8.27
2.08	5.11	7.15	7.31	22	92	1003	...			11.10	4.59		8.14
2.21	5.25	7.27	7.40	88	92	1013	DF..			11.0	4.59		8.14
2.29	5.33	7.34	7.45	71	1020	...				10.58	4.51		7.59
2.37	5.41	7.40	7.50	45	92	1025	...			10.48	4.43		7.40
2.44	5.48	7.45	7.54	75	1030	...				10.48	4.43		7.40
2.51	5.55	7.50	7.59	19	125	1035	...			10.40	4.37		7.28
2.57	6.01	7.55	8.03	92	1039	...				10.34	4.32		7.17
3.30	6.25	8.05	8.10	Yd	1044	WR..				10.29	4.28		7.10
P.M. 40	A.M. 3.15	P.M. 5.50	A.M. 6.25							10.24	4.24		7.03
										10.20	4.20		6.58
										10.15	4.15		6.50
										P.M. 291	P.M. 39		

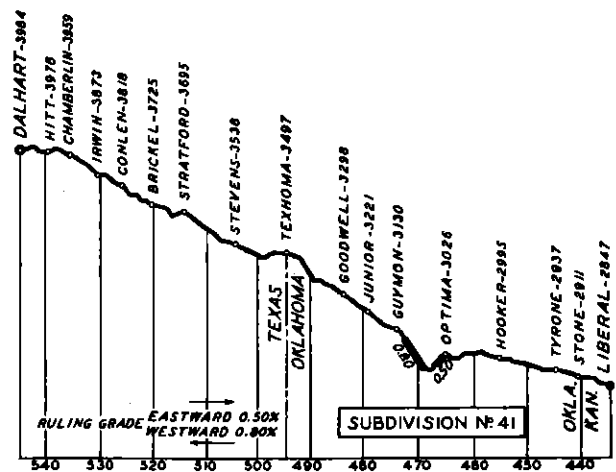
AUTOMATIC BLOCK SIGNALS  
MP 434.2 to MP 448.4  
Rules 340-346

STATION	M.P. from St. Joseph	Distance from Liberal	Signs	WESTWARD	EASTWARD
LIBERAL, KANS.	434.2	0.0	RYdF WY	12.20	5.50
STONE, OKLA.	440.0	5.8	...	12.12	5.43
TYRONE	444.0	9.8	...	12.08	5.40
BM&E Crossing	453.1	18.9	...		
HOOKER	454.3	20.1	W	11.56	5.32
OPTIMA	464.6	30.4	...	11.45	5.24
GUYMON	473.6	39.4	...	11.35	5.16
JUNIOR	479.9	45.7	...	11.27	5.11
GOODWELL	484.1	49.9	W	11.22	5.07
TEXHOMA, OKLA.	494.3	60.1	WY	11.10	4.59
STEVENS, TEX.	504.3	70.1	...	10.58	4.51
STRATFORD	514.2	80.0	W	10.48	4.43
P&SF Crossing	514.7	80.5	...		
BRICKEL	520.0	85.8	...	10.40	4.37
CONLEN	526.0	91.8	...	10.34	4.32
IRWIN	530.9	96.7	...	10.29	4.28
CHAMBERLIN	536.1	101.9	...	10.24	4.24
HITT	540.0	105.8	...	10.20	4.20
DALHART	545.4	111.2	RYd FWTY	10.15	4.15

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

- SIDING FOR FIRST CLASS TRAINS - LIBERAL:**  
Siding extending from switch at MP 430-10 to switch at MP 434-16.
- SIDING FOR FIRST CLASS TRAINS - DALHART:**  
Short No. 1 Track.
- No. 3, discharge passengers from Kansas City and beyond, receive passengers for West of Tucumcari.
- No. 4, discharge passengers from West of Tucumcari, receive passengers for Kansas City and beyond.

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.

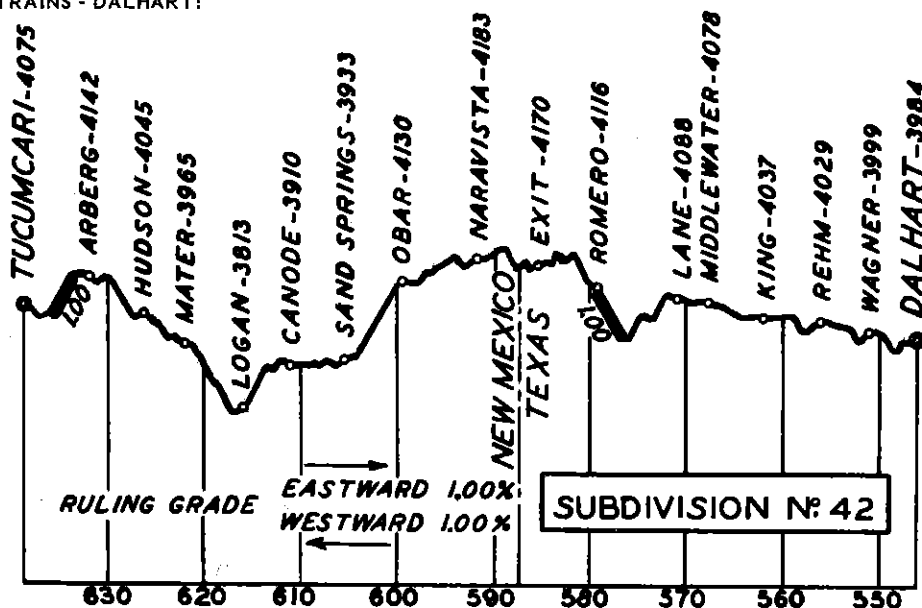


WESTWARD				MAIN LINE										EASTWARD				
SECOND CLASS		FIRST CLASS		Capacity of Other Tracks		Capacity of Sidings		Station Numbers		SUBDIVISION 42		STATIONS		FIRST CLASS		SECOND CLASS		
291	91		39	3										40	4		92	
Freight	Freight		Psg.	Golden State										Psg.	Golden State		Freight	
Daily	Daily		Daily	Daily										Daily	Daily		Daily	
P.M. 4.30 4	A.M. 8.20 3		P.M. 8.20	A.M. 8.15 91	Yd	...	1044	WR..						A.M. 10.05	P.M.- 291 4.10		A.M. 5.00	
					..	...	...	...										
4.40	8.31		8.27	8.22			92	1049	...									
4.50	8.38		8.33	8.26	24		92	1054	...									
5.00	8.46		8.39	8.31	..		71	1059	...									
5.10	8.54		f 8.45	8.36	17		125	1065	...									
5.16	8.59		8.49	8.40	..		71	1069	...									
5.30	9.10		f 8.58	8.47	25		108	1077	RM..									
5.40	9.25 40		9.05	8.52	3		61	1083	...									
5.50	9.33		s 9.14	8.58	46		119	1089	UN..									
6.05	9.44		9.23	9.05 40	20		92	1096	...									
6.15	9.52		9.30	9.10	14		92	1103	...									
6.25	10.00		9.37	9.15	..		62	1109	...									
6.35	10.08		s 9.45	9.21	40		107	1114	OA..									
6.45	10.18		9.53	9.28	..		92	1120	...									
6.55	10.26		9.59	9.33	26		69	1124	...									
7.05	10.35 A.M.		10.07	9.39	..		108	1129	...									
10.15 P.M.	12.15 P.M.		s 10.25 P.M.	9.50 A.M.	Yd	...	1137	1137	XN..									

STATION	M.P. from Sr. Joseph	Distance from Dalhart	Signs	RYdF WTY	A.M.	P.M.- 291	A.M.
... DALHART ... * TO	545.4	...			10.05	4.10	5.00
... FW&D Crossing ...	545.5	0.1					
... WAGNER ... P	550.4	5.0			9.57	4.04	4.19
... REHM ... P	555.1	9.7			9.53	4.00	4.11
... KING ... P	560.8	15.4			9.48	3.55	4.03
... MIDDLEWATER ... P	566.6	21.2	W	f	9.43	3.50	3.55
... LANE ... P	570.5	25.1			9.39	3.47	3.50
... ROMERO ... TO	578.4	33.0			f 9.32	3.41	3.40
... EXIT, TEX ... P	584.4	39.0			9.25	3.36	3.31
... NARAVISA, N. M. ... TO	590.8	45.4	W	s	9.18	3.30	3.21
... OBAR ... P	598.9	53.5			9.05	3.23	3.09
... SAND SPRINGS ... P	604.5	59.1			8.53	3.18	2.59
... CANODE ... P	610.0	64.6			8.48	3.13	2.49
... LOGAN ... TO	615.3	69.9	W	s	8.42	3.08	2.39
... MATER ... P	621.3	75.9			8.32	3.02	2.29
... HUDSON ... P	625.8	80.4			8.28	2.58	2.22
... ADBERG ... P	631.5	86.1			8.23	2.53	2.13
... TUCUMCARI ... * TO	636.5	93.1			8.15 A.M.	2.46 P.M.	2.00 A.M.

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

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	Section Numbers	SUBDIVISION 4			M. P. from Memphis	Distance from Amarillo	Signs	FIRST CLASS		SECOND CLASS	
991	15					STATIONS						14	994		
Freight	Psgr.					Time Table No. 5						Psgr.	Freight		
Daily	Daily		September 9, 1956			Daily	Daily								
A.M. 8.30	P.M. 4.50	Yard	....	27782	VN.....	AMARILLO.....	* TO	761.6	....	RYdFW	A.M. 10.30	A.M. 9.55			
8.43	5.00	.....	71	27788	.....	SONCY.....	.....	768.0	6.1	.....	10.20	9.40			
8.53	5.09	36	....	27775	.....	BUSHLAND.....	.....	774.8	13.2	W	f 10.12	9.30			
9.10 994	5.19	47	30	27783	WO.....	WILDORADO.....	TO	782.9	21.3	.....	f 10.03	991 9.10			
9.26	5.28	32	....	27789	.....	EVERETT.....	.....	790.4	28.8	.....	9.54	8.40			
9.47 14	5.36	82	58	27796	GA.....	VEGA.....	TO	795.9	34.3	W	f 9.47	8.30			
9.58	5.45	19	....	27804	.....	LANDERGIN.....	.....	803.6	42.0	.....	9.38	8.20			
10.07	5.53	58	52	27810	DR.....	ADRIAN.....	TO	809.7	46.1	.....	f 9.31	8.10			
10.12	5.58	19	....	27813	.....	GRUHLKEY.....	.....	813.7	52.1	.....	9.26	8.01			
10.30	6.09	7	48	27821	.....	BOISE.....	.....	822.4	60.8	W	f 9.17	7.40			
10.50	6.22	19	51	27839	.....	GLENRIO, TEX.....	.....	833.2	71.6	.....	f 9.05	7.10			
11.20	6.45	22	51	27851	SJ.....	SAN JON, N.MEX.....	TO	851.1	89.5	.....	f 8.46	6.41			
11.42	7.01	.....	51	27868	.....	LESBIA.....	.....	886.0	104.4	.....	8.30	6.18			
A.M. 12.30 P.M.	7.10 P.M.	Yard	....	1137	XN.....	TUCUMCARI.....	* TO	875.0	113.4	RYdFW TY	A.M. 8.20	A.M. 6.00			

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

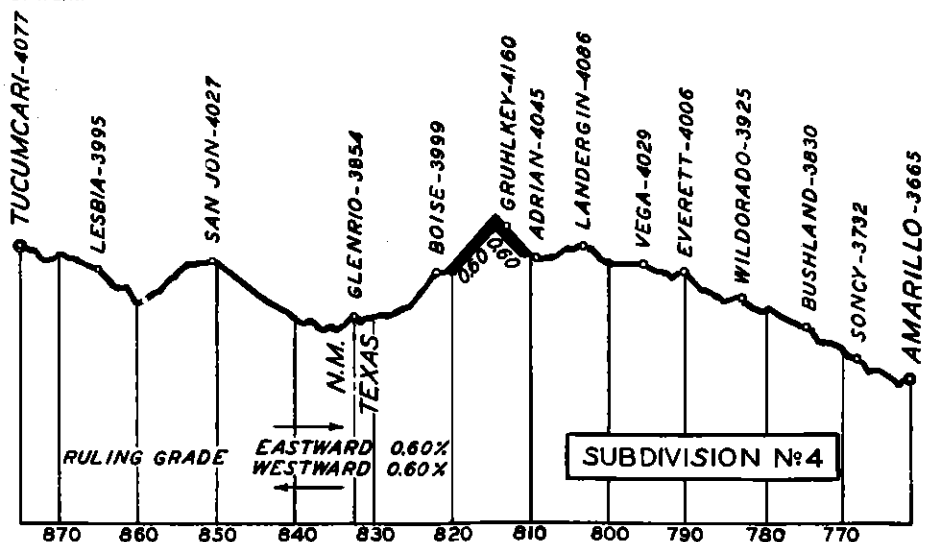
First class trains approach Amarillo passenger station at restricted speed.

No. 15, receive or discharge revenue passengers.

No. 14, 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

## LIBERAL - AMARILLO LINE

## EASTWARD

SECOND CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 7		M. P. from Amarillo	Signs	SECOND CLASS				
997	Freight	Daily				STATIONS				998	Freight	Daily		
Time Table No. 5														
September 9, 1956														
A.M. 3.30		Yard	.....	933	RA. ....	LIBERAL, KANS. .... *TO	153.2	RYdF WY	P.M. 4.45					
						BM&E Crossing	UX							
3.55		44	51	87140		BAKER, OKLA. ....	140.3	.....	4.11					
4.10		33	51	87132		ADAMS	191.8	.....	3.53					
4.40		46	51	87118	HS. ....	HARDESTY, OKLA. .... TO	118.3	.....	3.20					
5.05		86	63	87108	HN. ....	HITCHLAND, TEX. .... TO	107.9	W	2.50					
5.25		20	51	87100		BERNSTEIN	100.1	.....	2.25					
5.50		148	51	87091	GU. ....	GRÜVER. .... TO	90.7	YdW	2.00					
6.10			49	87082		CATOR	81.8	.....	1.15					
6.30		86	51	87075	MB. ....	MORSE .... TO	75.4	RYdW	1.00					
6.32						ROCK ISLAND JCT. ....	74.4	Yd	12.34					
6.34				87074		MORSE JCT. ....	73.8	YdY	12.30					
						WYE SWITCH. ....	73.2	Y						
6.49		30	51	87067		PRINGLE	67.3	.....	P.M. 12.15					
7.10		65	51	87057	FN. ....	STINNETT. .... TO	57.5	YdWY	A.M. 11.50					
7.30		18	16	87048		OIL CITY. ....	49.0	Yd	11.25					
7.45			44	87046		ANTELOPE	45.9	Yd	11.05					
8.30		174	40	87043	RD. ....	SANFORD .... TO	43.8	YdFWY	10.55					
8.45		165	86	87037	FH. ....	FRITCH .... TO	37.3	.....	10.00					
8.55		12		87032		DEAL	33.5	.....	9.50					
9.05			59	87029		WILHELM	28.9	.....	9.40					
9.20			51	87019		MASTERSON	19.1	.....	997 9.20					
998 9.35		17		87013		ST. FRANCIS	13.2	Y	9.05					
9.55			48	87005		MAYER	6.8	.....	8.50					
						P&SF Crossing	1.9	.....						
10.00		Yard	.....	27762	VN. ....	AMARILLO. .... *TO	153.2	RYdF WY	8.00					
A.M.									A.M.					

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

BETWEEN FRITCH AND STINNETT, WATCH CAREFULLY FOR DIRT AND  
ROCK SLIDES.

No. 997 and 998 stop at all stations where necessary to handle mail, express  
or baggage.

## WESTWARD

## ST. JOSEPH LINE

## EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 36A STATIONS Time Table No. 5 September 9, 1956	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	498	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	RD..... 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	..... HOYT .....	75.8	...	2.15					
10.55		...	18	580	..... ELMONT .....	82.0	...	1.55					
		...	...	...	..... UP Crossing.....	89.2	...						
11.20	P.M.	...	Yard	588	..... S. J. 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. 5 September 9, 1956	M. P. from St. Joseph	Signs	SECOND CLASS			
565	566	566										
Mixed	Mixed	Daily Except Sunday										
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday										
A.M. 4.00		...	Yard	870	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.....	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 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. 5									Freight			
		Daily Except Sunday				September 9, 1956									Daily Except Sunday			
		A.M. 6.30	142	125-N 70S	846	BU. . . . .	BUCKLIN. . . . .	*TO	347.9	. . . .	RYdF WY	P.M. 2.30						
		6.55	48	. . . . .	21009	. . . . .	FORD	. . . . .	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	. . . . .	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						
SECOND CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 41A			M. P. from Morse Jct.	Signs	SECOND CLASS					
						STATIONS										
						Time Table No. 5										
						September 9, 1956										
			. . . . .	. . . . .	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	. . . . . 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	SPEED
<b>ALL SUBDIVISIONS</b>	
Authorized speed through switch leads of turnouts as follows:	
No. 20 .....	40
No. 15 .....	25
Others .....	15
<b>Location No. 15 Turnouts:</b>	
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 Dalhart.	
<b>MAXIMUM ENGINE SPEEDS</b>	
351 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 .....	90
9002, 9003, 9004, 9015 and 9016 .....	65
9012 .....	40
Other Motor Cars .....	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
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 .....	40
Weed spray 2231 .....	30
Short wheel base ore hoppers .....	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.	

LOCATION	Passenger Trains	Freight Trains
<b>SUBDIVISION 4 (except as shown below)</b>		
MP 760-34 to MP 761-07 .....	59	50
MP 815-08 to 818-16 .....	45	35
MP 842-01 to 842-17 .....	50	40
<b>SUBDIVISION 7 (except as shown below)</b>		
MP 1-31 P&SF Crossing .....	35	35
MP 37-10 to MP 43-28 .....	20	20
MP 43-28 to MP 46-13 .....	20	20
Bridge 465 .....	15	15
MP 44-00 to MP 49-00 Engines other than road switchers backing up .....	5	5
MP 46-24 to MP 49-00 .....	10	10
MP 49-00 to MP 57-17 .....	15	15
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
<b>SUBDIVISION 34 (except as shown below)</b>		
MP 10-16 St. L. B. & T. Co. Crossing	50	40
Eastward .....	10	10
Westward .....	15	15
MP 13-0 to MP 106-28 (except as shown below) .....	40	36
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 63-0 to MP 55-4 .....	25	20
MP 69-0 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
<b>SUBDIVISION 35 (except as shown below)</b>		
MP 159-28 to MP 160-24 .....	50	40
MP 162-0 to MP 164-25 .....	15	15
MP 172-18 to MP 175-0 .....	40	35
MP 177-0 to MP 177-18 .....	40	36
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
Sheffield—connection between K. C. Terminal and SL-SF .....	10	10
<b>SUBDIVISION 36 (except as shown below)</b>		
Through Topeka Interlocking .....	79	60
MP 89-0 to MP 90-24 .....	10	10
MP 90-24 to MP 93-5 .....	10	10
MP 94-37 to MP 95-9 Westward Track .....	60	50
MP 96-29 to MP 100-29 (except as shown below) .....	70	50
MP 97-0 to MP 97-7 .....	70	40
MP 100-19 to MP 100-29 .....	50	40
MP 103-10 to MP 104-3 .....	60	50
MP 110-25 to MP 110-38 .....	70	50
MP 115-30 to MP 115-39 .....	65	50
MP 119-24 to MP 119-30 .....	60	50
MP 121-17 to MP 123-30 .....	65	50
MP 125-30 to MP 125-37 .....	80	45
MP 136-25 to MP 137-05 Westward Track .....	70	50
MP 136-25 to MP 142-18 Eastward Track .....	70	50
MP 137-35 to MP 143-16 Westward Track .....	55	45
MP 142-18 to MP 143-16 Eastward Track .....	60	40
MP 152-15 to MP 152-24 .....	70	50
MP 169-24 to MP 171-20 (except as shown below) .....	70	50
MP 171-12 Mo. Pac. Crossing—all tracks .....	40	40
	15	15
<b>SUBDIVISION 39 (except as shown below)</b>		
MP 171-20 to MP 171-30 .....	79	60
MP 171-30 to MP 176-33 .....	40	40
MP 176-33 to MP 214-12 (except as shown below) .....	65	50
MP 177-20 AT&SF Crossing .....	70	50
MP 191-12 to MP 191-24 .....	70	50
MP 201-6 to MP 201-25 .....	60	50
MP 214-12 to MP 219-22 (except as shown below) .....	60	40
MP 219-12 Mo. Pac. Crossing - Engine Only .....	50	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
<b>SUBDIVISION 40 (except as shown below)</b>	79	60	<b>SUBDIVISION 36B (except as shown below)</b>	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		5
MP 393-12 to MP 395-10	65	50	Abilene—connection to AT&SF Ry.	10	10
MP 418-00 to MP 420-00	60	45	MP 192-24—AT&SF Crossing	10	10
<b>SUBDIVISION 41 (except as shown below)</b>	79	60	Between Abilene and West Abilene	Restricted	Speed
MP 453-04 BM&E Crossing	60	50	Between East Salina and Salina	Restricted	Speed
MP 473-10 to MP 474-03	40	40			
MP 514-24 P&SF Crossing	60	50			
<b>SUBDIVISION 42 (except as shown below)</b>	79	60	<b>SUBDIVISION 40-A (except as shown below)</b>	25	25
MP 545-20 FWD Crossing	20	20	MP 373-00 to MP 374-12	6	6
Bridge 6165	40	30			
<b>SUBDIVISION 36A (except as shown below)</b>	40	40	<b>SUBDIVISION 41-A (except as shown below)</b>	30	30
MP 0-4 CB&Q Crossing	10	10	MP 29-31 P&SF Crossing	15	15
MP 2-7 to MP 4-4	15	15			
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	16	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, 9004, 9015, 9016	8 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. S. J. 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 S. J. Jct., and will be governed by interlocking signals between S. J. 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 Mc Farland.

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 enginemans train register check Form CT-107-B.

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

St. Louis—Union Station.

St. Louis—TRRA engine house.

Carrie Ave.—Yard Office.

Eldon, Mo.—Yard Office.

Eldon, Mo.—Engineer's Room.

St. Joseph—Yard Office.

Kansas City, Mo.—Union Depot

Telegraph Office.

Kansas City, Kan.—Yard Office

and Engine House.

Topeka Yard—Yard Office.

Topeka Yard—Engine House.

Herington—Yard Office.

Herington—Engine House.

McPherson—Depot.

Hutchinson—Depot.

Hutchinson—Diesel House.

Prairie—Yard Office.

Bucklin—Depot.

Liberal—Telegraph Office.

Dalhart—Enginemans Locker

Room.

Dalhart—Yard Office.

Tucumcari—Telegraph Office.

Amarillo—Yard Office.

Amarillo—Passenger Station.

5a. Conductors and Enginemans 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.

Carrie Avenue—Yard Office.

Belle—Telegraph office.

Eldon, Mo.—Yard office.

Eldon, Mo.—Engineers Washroom.

Kansas City, Mo.—Union Depot.

Kansas City, Kansas—Yard office.

Kansas City, Kan.—Engine house.

Topeka—Passenger depot.

Topeka—Interlocking Tower.

McFarland—Telegraph office.

Herington—Yard office.

Hutchinson—Passenger depot.

Prairie—Passenger depot.

Bucklin—Depot.

Liberal—Passenger depot.

Dalhart—Passenger depot.

Dalhart—Interlocking Station.

Tucumcari—Telegraph office.

Amarillo—Passenger depot.

Amarillo—Yard office.

Morse—Depot.

St. Joseph—Union Depot.

St. Joseph—Union Term. Co.

Yard office.

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	16270	16272
Eastward .....	6380	6382	16268		

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:

Subdivn.	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	156.2	MKT	Gate.	Trainmen	MKT	Red.	Yellow
39	246.0	AT&SF.	Gate.	Trainmen	CRI&P	Red.	Yellow
39	246.6	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:

<p>At Topeka                  North Topeka ..... 2 long.                  West Main ..... 3 long.                  East Main ..... 3 long 1 short.                  East Yard Lead ..... 2 long 1 short.                  City ..... 3 short 1 long.</p>	<p>At St. Joseph, Missouri River                  Bridge and Interlocking:                  East End of Missouri River Bridge:                  CRI&amp;P Route ..... 1 long 1 short                  1 long.                  Union Pacific Route 1 long 1 short</p>
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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 85% 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 S. J. Jct. over Kaw River Bridge to west end of plant on two main tracks.

18a. For eastward trains at S. J. 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	121.6	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	277.8	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 Passo	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
36	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. ....	88
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	51.8	Skelley Oil Spur. ....	3
34	83.2	Johnson Spur. ....	6
34	97.3	Ellis. ....	3
34	140.3	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
36	335.3	Northern Natural Gas Co. ....	40
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. ....	10
4	764.3	Team Track. ....	15
4	837.8	Endee Team Track. ....	15
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, and Diesel Units with pilot plows, while in road operation will not exceed 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 34,	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 17.
	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.	Mission 5-8510
St. Louis	Peoples (for Colored)—3449 Pine St.	Jefferson 5468
Kansas City, Kansas	Providence Hospital—18th and Barnett.	DRexel 1-3140
Topeka	St. Francis Hospital—1719 W. 6th St.	5-3441
Pratt	Pratt County—3rd and Commodore.	1080
Liberal	Epworth—524 No. Washington St.	Main 4-3821
Amarillo	St. Anthony—707 North Polk St.	Drake 6-9866
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				



# COMMUNICATION OFFICES

## OFFICE HOURS

Week Days  
Except Saturday

\*Sundays and Holidays

\*\*Saturdays

	From:	To
<b>SUBDIVISION 34</b>		
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	
<b>SUBDIVISION 35</b>		
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.
<b>SUBDIVISION 36</b>		
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.
Aita 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.
<b>SUBDIVISION 39</b>		
Herlington.....	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.....	8:30 a.m.	5:30 p.m.
Langdon.....	7:00 a.m.	4:00 p.m.
Turon.....	6:30 a.m.	5:30 p.m.
Preston.....	8:30 a.m.	5:30 p.m.
Pratt.....	Continuous	
<b>SUBDIVISION 40</b>		
Pratt.....	Continuous	
Cullison.....	8:00 a.m.	5:00 p.m.
Wellford.....	7:00 a.m.	4:00 p.m.
Hawland.....	8:00 a.m.	5:00 p.m.
Greensburg.....	** 7:00 a.m.	4:00 p.m.
Mullinville.....	7:30 a.m.	4:30 p.m.
Bucklin.....	*..** 8:00 a.m.	5:00 p.m.
Kingsdown.....	8:00 a.m.	5:00 p.m.
Bloom.....	6:00 p.m.	3:00 a.m.
Mincola.....	7:30 a.m.	4:30 p.m.
Fowler.....	8:00 a.m.	5:00 p.m.
Heade.....	*..** 7:30 a.m.	4:30 p.m.
Plains.....	8:00 a.m.	5:00 p.m.
Kismet.....	8:00 a.m.	5:00 p.m.
Liberal.....	Continuous	

	From	To
<b>SUBDIVISION 41</b>		
Liberal.....	Continuous	
Tyrone.....	8:30 a.m.	5:30 p.m.
Hooker.....	8:00 a.m.	5:00 p.m.
	12:00 Noon	8:00 p.m.
Guymon.....	*..** 3:00 a.m.	11:00 a.m.
Goodwell.....	7:30 a.m.	4:30 p.m.
Texhoma.....	** 8:00 a.m.	5:00 p.m.
Stratford.....	6:00 a.m.	3:00 p.m.
Dalhart.....	Continuous	
<b>SUBDIVISION 42</b>		
Dalhart.....	Continuous	
Romero.....	8:00 a.m.	5:00 p.m.
Naravisa.....	*..** 8:00 a.m.	5:00 p.m.
Logan.....	8:00 a.m.	5:00 p.m.
Tucumcari.....	Continuous	
<b>SUBDIVISION 4</b>		
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	
<b>SUBDIVISION 7</b>		
Liberal.....	Continuous	
Hardesty.....	7:00 a.m.	4:00 p.m.
Hitchland.....	7:00 a.m.	4:00 p.m.
Gruver.....	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.
<b>SUBDIVISION 36-A</b>		
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.
Hortone.....	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.
<b>SUBDIVISION 36-B</b>		
Woodbine.....	6:30 a.m.	3:30 p.m.
Enterprise.....	7:00 a.m.	4:00 p.m.
Abilene.....	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.
<b>SUBDIVISION 40-A</b>		
Bucklin.....	*..** 8:00 a.m.	5:00 p.m.
<b>SUBDIVISION 41-A</b>		
Dalhart.....	Continuous	
Etter.....	** 8:00 a.m.	5:00 p.m.
Sunray.....	7:00 a.m.	4:00 p.m.

J. B. BUFFALO, Terminal Sup't., Kansas City, Kan.  
 W. H. HOGLE, Ass't. Sup't., Liberal, Kan.  
 S. A. WILLIAMS, Trainmaster, Kansas City, Kan.  
 A. E. ANDERSON, Trainmaster, Kansas City, Kan.  
 R. G. McNEELY, Passenger 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, Liberal Kan.  
 C. B. CAMP, Road Foreman Equipment, Kansas City, Kan.  
 A. L. DAVIS, Road Foreman Equipment, Herington, Kan.  
 E. J. GWIN, Road Foreman Equipment, Pratt, Kan.  
 R. W. CHURCH, Chief Dispatcher, Kansas City, Kan.  
 A. P. USSARY, Ass't. Chief Dispatcher, Kansas City, Kan.  
 T. J. HUDSON, Ass't. Chief Dispatcher, Kansas City, Kan.  
 J. J. BUTTON, Ass't. 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,  
 V. C. KAY,  
 W. K. STEGALL,  
 F. J. BRIDGES,  
 D. K. SHORT,  
 B. G. ADAMSON,

} Train Dispatchers,  
 Kansas City, Kan.

C. D. WILLIAMSON,  
 I. C. LEGER,  
 T. C. FARRELL,  
 G. G. MURPHY,  
 W. R. HEDRICK,  
 R. W. POPEJOY,  
 V. E. Mc CORMICK,  
 J. A. HORSCH,

} Train Dispatchers  
 Liberal, Kansas

