

## DIVISION OFFICERS

J. A. SHAVER.....	Superintendent.....	Osawatomie, Kan.
E. H. CAMPBELL.....	Superintendent, Kansas City Terminal, Div.....	Kansas City, Mo.
G. H. NEEDHAM.....	Assistant Superintendent, Kansas City Terminal, Div.....	Kansas City, Mo.
W. CRIMM.....	Trainmaster, Kansas City Terminal, Div.....	Kansas City, Mo.
R. F. HICKERSON.....	Trainmaster, Kansas City Terminal, Div.....	Kansas City, Mo.
J. D. McJANNETT.....	Assistant Trainmaster, Kansas City Terminal, Div.....	Kansas City, Mo.
R. F. SPURLING.....	Assistant Superintendent, Pueblo Terminal.....	Pueblo, Colo.
W. B. NEEDHAM.....	Trainmaster, Kansas City Subdiv.....	Osawatomie, Kan.
R. C. SPEER.....	Trainmaster, Osawa- tomie, Council Grove, Salina and Topeka Subdivs.....	Council Grove, Kan.
T. E. BOLSON.....	Trainmaster, Hoising- ton, Great Bend, and Horace Subdivs.....	Hoisington, Kan.
V. E. KRIG.....	Road Foreman of Engines.....	Hoisington, Kan.
J. T. CHITWOOD.....	Road Foreman of Engines.....	Osawatomie, Kan.
H. H. WALKER.....	Road Foreman of Engines, Kansas City Terminal Div.....	Kansas City, Mo.
W. V. JONES.....	Division Trainmaster, Kansas City, Osawa- tomie, Council Grove, Salina and Topeka Subdivs.....	Osawatomie, Kan.
L. TERMER.....	Division Trainmaster, Hoisington, Great Bend, and Horace Subdivs.....	Pueblo, Colo.

**SAFETY FIRST**



# MISSOURI PACIFIC RAILROAD COMPANY

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## KANSAS DIVISION

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# TIMETABLE

# No. 1

**Effective 12:01 a. m. Sunday, March 29, 1959**

CENTRAL STANDARD TIME, except Hoisington and Horace Subdivs.

MOUNTAIN STANDARD TIME, Hoisington and Horace Subdivs.

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Superseding Central Kansas and Colorado Divisions  
Timetable No. 60, effective March 9, 1958  
and all Supplements thereto.

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FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY  
COPY OF CENTRAL KANSAS AND COLORADO DIVISIONS  
SPECIAL INSTRUCTION No. 13.  
EFFECTIVE JULY 15, 1957; AND  
MUST ALSO CARRY A COPY OF KANSAS CITY  
TERMINAL DIVISION SPECIAL INSTRUCTIONS  
No. 8, EFFECTIVE NOVEMBER 15, 1954.  
The Railroad Company Reserves the Right to Vary Therefrom  
as Circumstances May Require.

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L. A. GREGORY, Vice President-Operation.  
E. C. SHEFFIELD, Assistant Vice President-Operation.  
J. A. AUSTIN, General Superintendent Transportation.  
C. F. DOUGHERTY, General Manager.  
G. M. HOLZMANN, Assistant General Manager.

## SPECIAL INSTRUCTIONS

### The following rules are repeated from the Uniform Code of Operating Rules for emphasis:

**GENERAL NOTICE** (in part): SAFETY is of the FIRST importance in the discharge of duty.

**RULE B:** Employes must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employes must apply to the proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General Order,
- (2) Special instructions in the timetable or in pamphlet form,
- (3) Paster in the book of rules.

**RULE E** (in part): Employes must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employes is required for proper functioning under the rules and instructions.

**RULE 107** (in part): Conductors and engineers must bring about cooperation between all members of the crew.

Both the conductor and engineer are responsible for the safety of the train and the observance of the rules.

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

When safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

**RULE 108:** In case of doubt or uncertainty, the SAFE course MUST be taken.

**RULE 101** (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications of any and all signals, REGARDLESS OF LOSS OF TIME.

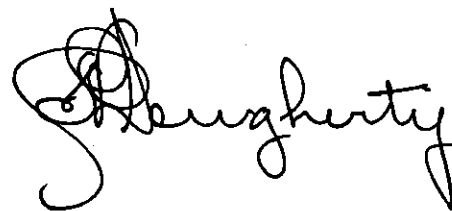
**RULES 2 and 3** of Rules and Instructions for Train Dispatchers:

The train dispatcher is in position to render valuable service in bringing about compliance with the rules; first, by habitually conforming to the rules in the daily performance of his own duties; second, by requiring compliance with the rules on the part of operators, train men and others with whom his duties bring him in daily contact; and, third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

Train dispatcher must bear in mind that his more extended means of communication and consequent knowledge of conditions give him a point of view not available to any other person connected with train, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or, without sacrificing safety, will expedite movement of trains.

### NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.
2. No officer or employe has the authority to tell anyone to violate a rule.



General Manager

## ATTENTION TRAIN AND ENGINE CREWS

Always keep in mind that the revenue passenger is the BUYER, and that it is your job to make every Buyer a satisfied customer. To that end, the following matters deserve your constant attention.

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew — Brakeman, Porter, Pullman and Dining Car employes — so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

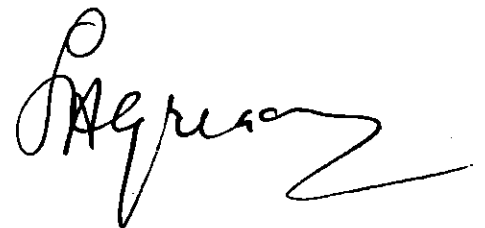
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. Missouri Pacific engine men have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.



Vice President-Operation

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Kansas City, Mo.	Kansas.....11	Eastern.....11	Indefinitely	.....	For connection.
" " "	Eastern.....12	Kansas.....12	Indefinitely	.....	" "
" " "	".....10	".....126	12:10 a. m.	15 Min.	For revenue passengers.
Osawatomie, Kan.	Kansas.....126	Central.....126	Indefinitely	.....	For connection.
" " "	Central.....125	Kansas.....125	"	.....	" "
Geneseo, Kan.	".....412	".....12	"	.....	" "
" " "	Kansas.....11	Central.....411	1:55 a. m.	15 Min.	" "
Pueblo, Colo.	D. & R. G. W....4	Mo. Pac.....11	Indefinitely	.....	" "
" " "	Mo. Pac.....12	D. & R. G. W....3	"	.....	" "

EXPLANATION OF CHARACTERS:

- Ⓜ—Radio Base Station.
  - D—Diesel Fuel Oil.
  - e—Eastward.
  - T—Turntable.
  - w—Westward.
  - W—Water Station.
  - Y—Wye Track.
  - ‡—Track Scales.
  - \*—Mail Crane.
  - CS—Continuous Train Order Office.
  - LS—Limited Train Order Office (Hours of Service specified by General Order.)
  - P—Telephone Communication Only.
  - TP—Telegraph or Telephone Office; not a Train Order Office.
- Register Stations are shown in full-faced type.

EXPLANATION OF STOPS:

- s—Regular Stop.
  - f—Stop on signal for passengers, mail, baggage and express.
  - a—Stop on signal to receive or discharge revenue passengers.
  - m—Stop on signal to receive or discharge revenue passengers and first class mail.
- No. 12 will stop at Paola Frisco Depot to discharge revenue passengers.
- No. 11 will stop at Paola Frisco Depot to receive revenue passengers.

TABLE OF SPEEDS

Miles Per Hour	One Mile in	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
49.....	1	14
50.....	1	12
55.....	1	5
59.....	1	1
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48
79.....	0	46

**TOPEKA SUBDIV.—BETWEEN LOMAX AND TOPEKA**

**3**

TRAINS WESTWARD				Miles from St. Louis	TIMETABLE No. 1 MARCH 29, 1959			Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD				
SECOND CLASS					STATIONS	670 Red Ball Freight	Daily Ex. Sunday			670 Red Ball Freight	Daily Ex. Sunday	SECOND CLASS		
		669 Red Ball Freight	Daily Ex. Sunday											
			3 30AM	368.35	LS.....LOMAX.....Y	6.12	376		5 10PM					
			3 55	374.47	.....MICHIGAN.....	7.17	T 97		4 55					
			4 25	381.64	LS.....OVERBROOK.....	9.88	T104		4 40					
			5 05	391.52	TP.....RICHLAND.....	8.69	T114		3 55					
			5 30	398.21	.....BERRYTON.....	8.36	T121		3 30					
			6 10	406.57	.....A. T. & S. F. CROSSING.....	0.04			3 10					
			6 30AM	406.61	.....SOUTH TOPEKA.....W	1.00			3 00PM					
			Daily Ex. Sunday	407.61	LS.....TOPEKA.....		T130	Yd.						
						39.26			Daily Ex. Sunday					

**SALINA SUBDIV.—BETWEEN SA JCT. AND MARQUETTE**

TRAINS WESTWARD				Miles from St. Louis	TIMETABLE No. 1 MARCH 29, 1959			Station Numbers	Siding Capacity in Cars					
SECOND CLASS					STATIONS	SA JCT.	Daily Ex. Sunday			SA JCT.	Daily Ex. Sunday			
		85 Local Freight	Daily Ex. Sunday											
			9 45AM	479.18	.....SA JCT.....	5.55								
			9 57	484.73	.....KIPP.....	9.37	GK 6							
			10 16	494.10	.....QQ SIDING.....	0.72		53						
				494.82	.....C. R. I. & P. CROSSING.....	0.01								
				494.83	.....U. P. CROSSING.....	0.11								
			10 26	494.94	.....SALINA.....DWY	0.44	GK 16	Yd.						
			10 46	495.38	CS.....SALINA UNION DEPOT.....	1.64								
				497.02	.....GOLDEN BELT.....	2.15	GK 18							
			10 56	499.17	P.....RR SIDING.....	0.83		42						
				500.00	.....TRIGO.....	5.00	GK 21							
			11 06	505.00	P.....SMOLAN.....	6.32	GK 26							
			11 18	511.32	.....FALUN.....	9.47	GK 32	24						
			11 30AM	520.79	LS.....MARQUETTE.....®		513							
			Daily Ex. Sunday			41.61								

**GREAT BEND SUBDIV.—BETWEEN HOISINGTON AND GREAT BEND**

TRAINS WESTWARD				Miles from St. Louis	TIMETABLE No. 1 MARCH 29, 1959			Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD				
SECOND CLASS					STATIONS	HOISINGTON	Daily Ex. Sunday			GREAT BEND	Daily Ex. Sunday	SECOND CLASS		
		663 Red Ball Freight	661 Red Ball Freight											
			12 01PM	558.82	LS.....HOISINGTON.....@DWY	10.13	567	Yd.	9 30AM	2 30PM				
			12 30PM	568.95	LS.....GREAT BEND.....		GD10	Yd.	9 00AM	2 00PM				
			Daily Ex. Sunday			10.13			Daily Ex. Sunday	Daily Ex. Sunday				

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

KANSAS CITY SUBDIV.—KANSAS CITY TO SK JCT.

Station Numbers	Miles from St. Louis	TIMETABLE No. 1 MARCH 29, 1959	TRAINS WESTWARD					
			FIRST CLASS					
		STATIONS	125 Passenger	11 Passenger				
			Daily	Daily				
		ST. LOUIS		4 00PM				
		CS... KANSAS CITY (Union Station)	8 30AM	9 10PM				
B 1	279.06	CS... KANSAS CITY EAST YARD... @DTW						
		0.82						
	278.24	KCSW JCT... Y						
		0.40						
	278.64	G.M. & O. CROSSING						
		0.48						
	279.12	K. C. T. CROSSING						
		0.11						
	279.23	K. C. T. CONNECTION						
		1.20						
288	280.43	CENTROPOLIS						
		2.98						
291	283.41	P... LEEDS JCT.	8 50					
		5.59						
297	289.00	P... PROSPECT						
		0.42						
	289.42	S. L. S. F. CROSSING						
		0.58						
298	290.00	TP... DODSON	s 9 00					
		3.14						
302	293.14	P... RED BRIDGE						
		3.60						
308	296.74 297.51	P... MARTIN CITY, MO.	f 9 10					
		2.45						
308	299.96	P... KENNETH, KAN.						
		6.70						
314	306.66	P... STILLWELL	f 9 25					
		5.00						
319	311.66	P... BUCYRUS	f 9 35					
		6.39						
326	318.05	CS... WAGSTAFF	@					
		4.50						
330	322.55	P... LENTO						
		3.49						
	326.04	P... M.K.T. CROSSING						
		0.23						
334	326.27	TP... PAOLA	s 9 55					
		0.56						
	326.83	P... S. L. S. F. CROSSING						
		0.13						
	326.96	P... M.K.T. CROSSING						
		0.08						
	327.04	P... KT JCT		10 01PM				
		2.60						
	329.54	P... JB SIDING						
		3.63						
341	333.17	CS... OSAWATOMIE	Ws 10 10 10 20	s 10 18				
		0.54						
	333.71	P... OSAWATOMIE YARD... @DWS						
		0.75						
	334.46	P... SK JCT	Y 10 23AM	10 20PM				
		56.27	Daily	Daily				

NOTE: Signal Indication, both Opposing and Following Movements

Two Main Tracts

VIA S. L. S. F. AND M.K.T.

**NOTE: Between K. C. T. Connection and Leeds Jct., Signal Indication, with the Current of Traffic.**

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

Two mile post locations at Martin City are one and the same point, 296.74 is new mileage account changes in line east of Martin City made in 1954 and 1955, and 297.51 is old mileage.

# KANSAS CITY SUBDIV.—SK JCT. TO KANSAS CITY

<b>TIMETABLE</b> <b>No. 1</b> MARCH 29, 1959		<b>TRAINS EASTWARD</b>							
		<b>FIRST CLASS</b>							
		<b>12</b> Passenger Daily	<b>126</b> Passenger Daily						
	<b>ST. LOUIS</b>	12 15PM							
	CS.. KANSAS CITY (Union Station)...	6 55AM	10 45PM						
Yd. 279.06	CS... KANSAS CITY EAST YARD. @DTW& 0.82								
Yd. 278.24	..... KCSW JCT... Y 0.40								
278.64	..... G.M. & O. CROSSING. 0.48								
279.12	..... K. C. T. CROSSING. 0.11								
279.23	..... K. C. T. CONNECTION. 1.20								
Yd. 280.43	..... CENTROPOLIS... 2.98								
Yd. 283.41	P... LEEDS JCT. .... 5.59		10 15						
Yd. 289.00	P... PROSPECT ..... 0.42								
289.42	... S. L. S. F. CROSSING. 0.58								
e83) w170) 290.00	TP... DODSON ..... 3.14		s 10 00						
293.14	P... RED BRIDGE ..... 3.60								
296.74) 297.51)	P... MARTIN CITY, MO. .... 2.45		f 9 48						
140 299.96	P... KENNETH, KAN. .... 6.70								
90 306.66	P... STILLWELL ..... 5.00		f 9 34						
e89) w87) 311.66	P... BUCYRUS ..... 6.39		f 9 27						
e98) w87) 318.05	CS... WAGSTAFF. .... 4.50								
82 322.55	P... LENTO ..... 3.49								
326.04	..... M.K.T. CROSSING. 0.23								
326.27	TP... PAOLA ..... 0.56		s 9 07						
326.83	..... S. L. S. F. CROSSING. 0.13								
326.96	..... M.K.T. CROSSING... 0.08								
327.04	..... KT JCT ..... 2.50	5 32AM							
e260) w160) 329.54	P... JB SIDING ..... 3.63								
333.17	CS... OSAWATOMIE... W 0.54	s 5 20	s 8 55						
Yd. 333.71	P... OSAWATOMIE YARD... @DW& 0.75								
334.46	..... SK JCT. .... Y	5 13AM	8 40PM						
	56.27	Daily	Daily						

NOTE: Signal Indication, both Opposing and Following Movements

Two Main Tracks

VIA M.K.T. AND S. L. S. F.

ABS

**NOTE: Between Leeds Jct. and K. C. T. Connection, Signal Indication, with the Current of Traffic.**

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

Two mile post locations at Martin City are one and the same point, 296.74 is new mileage account changes in line east of Martin City made in 1954 and 1955, and 297.51 is old mileage.

## KANSAS CITY SUBDIV.—KANSAS CITY TO SK JCT.

Station Numbers	Miles from St. Louis	TIMETABLE No. 1 MARCH 29, 1959	TRAINS WESTWARD								
			SECOND CLASS								
			91 Local Freight	161 Red Ball Freight	85 Local Freight	81 Red Ball Freight	199 Local Freight	175 Red Ball Freight	169 Red Ball Freight	61 Red Ball Freight	181 Red Ball Freight
		<b>STATIONS</b>	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily
		<b>ST. LOUIS</b>				8 00PM				10 30AM	
		<b>CS. KANSAS CITY (Union Station)</b>									
B 1	279.06	CS. KANSAS CITY EAST YARD @DTW <sup>6</sup> 0.82	1 00AM	3 00AM		4 15AM		7 00AM	11 30AM	6 30PM	8 00PM
	278.24	KCSW JCT. Y 0.40									
	278.64	G. M. & O. CROSSING 0.48									
	279.12	K. C. T. CROSSING 0.11									
	279.23	K. C. T. CONNECTION 1.20									
288	280.43	CENTROPOLIS 2.98									
291	283.41	P. LEEDS JCT. 5.59		3 30		4 45		7 30	11 59AM	6 50	8 30
297	289.00	P. PROSPECT 0.42									
	289.42	S. L. S. F. CROSSING 0.58									
298	290.00	TP. DODSON @ 3.14									
302	293.14	P. RED BRIDGE 3.60									
305	296.74	P. MARTIN CITY, MO. 2.45									
	297.51	P. KENNETH, KAN. 6.70									
314	306.66	P. STILWELL 5.00									
319	311.66	P. BUCYRUS 6.39									
326	318.05	CS. WAGSTAFF @ 4.50									
330	322.55	P. LENTO 3.49									
	326.04	M.K.T. CROSSING 0.23									
334	326.27	TP. PAOLA 0.56									
	326.83	S. L. S. F. CROSSING 0.13									
	326.96	M.K.T. CROSSING 0.08									
	327.04	KT JCT. 2.50									
	329.54	P. JB SIDING 3.63									
341	333.17	CS. OSAWATOMIE W 0.54									
	333.71	P. OSAWATOMIE YARD @DW <sup>6</sup> 0.75	3 30AM	{ 5 45 6 30	4 15AM	{ 6 00 6 40	7 00AM	{ 9 30 11 00	{ 1 30PM 4 00	{ 8 15 9 15	{ 10 40 11 40
	334.46	SK JCT. Y		6 33AM	4 17AM	6 42AM	7 05AM	11 04AM	4 05PM	9 17PM	11 45PM
	56.27		Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily

NOTE

Signal Indication, both Opposing and Following Movements

A B S

Two Main Tracks

**NOTE: Between K. C. T. Connection and Leeds Jct., Signal Indication, with the Current of Traffic.**

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

Two mile post locations at Martin City are one and the same point, 296.74 is new mileage account changes in line east of Martin City made in 1954 and 1955, and 297.51 is old mileage.



# KANSAS CITY SUBDIV.—SK JCT. TO KANSAS CITY

Siding Capacity in Cars	Miles from St. Louis	<b>TIMETABLE</b> <b>No. 1</b> <b>MARCH 29, 1959</b>	<b>TRAINS EASTWARD</b>									
			<b>SECOND CLASS</b>									
			90 Local Freight	174 Red Ball Freight	68 Red Ball Freight	86 Local Freight	198 Local Freight	62 Red Ball Freight	168 Red Ball Freight	170 Red Ball Freight	180 Red Ball Freight	
<b>STATIONS</b>			Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	
		<b>ST. LOUIS</b>			5 30AM			5 35AM	6 00PM			
		CS... KANSAS CITY (Union Station)										
Yd.	279.06	CS... KANSAS CITY EAST YARD @DTW\$ 0.82	3 30AM		4 45PM			9 05PM	1 30AM	2 00AM		
Yd.	278.24	..... KCSW JCT... Y										
	278.64	..... G.M. & O. CROSSING										
	279.12	..... K. C. T. CROSSING										
	279.23	..... K. C. T. CONNECTION										
Yd.	280.48	..... CENTROPOLIS										
Yd.	283.41	P..... LEEDS JCT.			4 15			8 35	1 00AM	1 30AM		
Yd.	289.00	P..... PROSPECT										
	289.42	..... S. L. S. F. CROSSING										
e83 w170	290.00	TP..... DODSON										
	293.14	P..... RED BRIDGE										
	296.74 297.51	P..... MARTIN CITY, MO.										
140	299.96	P..... KENNETH, KAN.										
90	306.66	P..... STILWELL										
e89 w87 w87	311.66	P..... BUCYRUS										
	318.05	CS..... WAGSTAFF										
82	322.55	P..... LENTO										
	326.04	..... M.K.T. CROSSING										
	326.27	TP..... PAOLA										
	326.83	..... S. L. S. F. CROSSING										
	326.96	..... M.K.T. CROSSING										
	327.04	..... KT JCT.										
e260 w160	329.54	P..... JB SIDING										
	333.17	CS..... OSAWATOMIE										
Yd.	333.71	P... OSAWATOMIE YARD... @DW\$ 0.75	1 00AM	10 00AM	{ 2 15 1 40	2 35PM	4 00PM	{ 7 20 5 50	{ 9 40PM 8 35	{ 11 55PM 10 00	11 50PM	
	334.46	..... SK JCT		9 30AM	1 35PM	2 30PM	3 30PM	5 48PM	8 10PM	9 50PM	11 45PM	
		56.27	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	

NOTE: Signal Indication, both Opposing and Following Movements

Two Main Tracks

**NOTE: Between Leeds Jct. and K. C. T. Connection, Signal Indication, with the Current of Traffic.**

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.  
 Two mile post locations at Martin City are one and the same point, 296.74 is new mileage account changes in line east of Martin City made in 1954 and 1955, and 297.51 is old mileage.

OSAWATOMIE SUBDIV.—SK JCT. TO COUNCIL GROVE

Station Numbers	Miles from St. Louis	TIMETABLE No. 1 MARCH 29, 1959	TRAINS WESTWARD							
			FIRST CLASS			SECOND CLASS				
			11 Passenger			85 Local Freight	81 Red Ball Freight	61 Red Ball Freight		
STATIONS			Daily			Daily Ex. Sunday	Daily	Daily		
334.46		SK JCT. . . . . Y	10 20PM			4 17AM	6 42AM	9 17PM		
351 343.35		P. . . . . RANTOUL . . . . . 8.89	10 29			4 29	6 54	9 29		
362 354.16		LS. . . . . OTTAWA . . . . . @ \$ 10.81	10 38			4 53 <sup>12</sup>	7 07	9 42		
354.43		. . . . . A. T. & S. F. CROSSING . . . . . 2.74								
357.17		. . . . . A. T. & S. F. CROSSING . . . . . 3.03								
368 360.20		P. . . . . RICHTER . . . . .	10 49			5 15	7 14	9 49		
376 368.32		LS. . . . . LOMAX . . . . . Y	10 56			5 26	7 24	9 59		
385 376.81		. . . . . DK SIDING . . . . . 1.79	11 04			5 38	7 34	10 09		
386 378.60		LS. . . . . LYNDON . . . . . 7.60								
386.20		. . . . . A. T. & S. F. CROSSING . . . . . 0.29								
394 386.49		LS. . . . . OSAGE CITY . . . . . @ \$ 6.26	11 14			6 08	7 46	10 21		
392.75		P. . . . . RX SIDING . . . . . 2.84	11 20			6 28	7 54	10 29		
403 395.59		P. . . . . MILLER . . . . . 6.40				6 33	7 58	10 33		
410 401.99		P. . . . . ADMIRE . . . . . * 3.84	11 28			6 43	8 06	10 41		
414 405.83		LS. . . . . ALLEN . . . . . * 5.19								
419 411.02		P. . . . . BUSHONG . . . . . 1.26								
412.28		NOTE P. . . . . BW SIDING . . . . . 13.30					8 20 <sup>68</sup>			
425.58		. . . . . COUNCIL GROVE YARD . . . . .	11 48 <sup>62</sup>			7 20				
432 425.69		CS. . . . . COUNCIL GROVE . . . . . @ W \$ 0.11	11 50PM			7 55AM <sup>68</sup>	8 45AM	11 20PM		
		91.23	Daily			Daily Ex. Sunday	Daily	Daily		

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

NOTE: Between BW Siding and Council Grove, Signal Indication, Both Opposing and Following Movements.

# OSAWATOMIE SUBDIV.—COUNCIL GROVE TO SK JCT.

Siding Capacity in Cars	Miles from St. Louis	<b>TIMETABLE</b> <b>No. 1</b> <b>MARCH 29, 1959</b>	TRAINS EASTWARD							
			FIRST CLASS			SECOND CLASS				
			12 Passenger			68 Red Ball Freight	86 Local Freight	62 Red Ball Freight		
STATIONS			Daily			Daily	Daily Ex. Sunday	Daily		
	334.46	.....SK JCT.....Y	5 13AM			1 35PM	2 30PM	5 48PM		
	343.35	P.....RANTOUL..... 8.89	5 03			10 35AM	1 46	4 50		
125	354.16	LS.....OTTAWA.....@s 10.81	4 53	85		10 20	1 08	4 29		
	354.43	.....A. T. & S. F. CROSSING..... 0.27								
	357.17	.....A. T. & S. F. CROSSING..... 2.74								
86	360.20	P.....RICHTER..... 3.03	4 45			9 57	12 45	4 10		
92	368.32	LS.....LOMAX.....Y 8.12	4 37			9 45	12 18PM	3 55		
125	376.81	P.....DK SIDING..... 8.49	4 29			9 22	11 52AM	3 40		
	378.60	LS.....LYNDON..... 1.79								
	386.20	.....A. T. & S. F. CROSSING..... 7.60								
125	386.49	LS.....OSAGE CITY.....@s 0.29	4 19			9 05	11 20	3 22		
	392.75	P.....RX SIDING..... 6.26	4 13			8 50	11 02	3 11		
95	395.59	P.....MILLER..... 2.84	4 10			8 45	10 55	3 03		
125	401.99	P.....ADMIRE.....* 6.40	4 04			8 35	10 38	2 51		
	405.83	LS.....ALLEN.....* 3.84								
	411.02	P.....BUSHONG..... 5.19								
125	412.28	P.....BW SIDING..... 1.26	3 54			8 20	10 01	2 36		
Yd.	425.58	.....COUNCIL GROVE YARD..... 13.30	3 40							
	425.69	NOTE CS.....COUNCIL GROVE.....@W 0.11	3 39AM			7 55AM <sup>85</sup>	9 30AM	2 15PM		
		91.23	Daily			Daily	Daily Ex. Sunday	Daily		

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

**NOTE: Between Council Grove and BW Siding, Signal Indication, Both Opposing and Following Movements.**

COUNCIL GROVE SUBDIV.—COUNCIL GROVE TO HOISINGTON

Station Numbers	Miles from St. Louis	TIMETABLE No. 1 MARCH 29, 1959		TRAINS WESTWARD							
				FIRST CLASS			SECOND CLASS				
				411 Passenger	11 Passenger			85 Local Freight	81 Red Ball Freight	61 Red Ball Freight	
STATIONS				Daily	Daily			Daily Ex. Sunday	Daily	Daily	
432	425.69	NOTE	CS... COUNCIL GROVE... @W		11 56PM				8 10AM	8 50AM	11 25PM
425.80	P... WS			11 58PM				8 12	8 52	11 28	
444	436.48		LS... WILSEY		12 07AM			8 26	<b>9 04</b> <sup>86</sup>	11 42PM	
452	443.94		LS... DELAVAN					8 36			
445.66	P... JJ SIDING			<b>12 14</b> <sup>61</sup>				<b>8 43</b> <sup>86</sup>	9 15	<b>12 14AM</b> <sup>11</sup>	
450	451.00		LS... HERINGTON... @	s 12 19				9 03	9 22	12 22	
451.52	C. R. I. & P. CROSSING										
467	458.87		LS... HOPE		12 30			9 14	9 31	12 33	
459.29	A. T. & S. F. CROSSING										
471	462.85		P... DILLON								
476	467.25	P... ELMO		12 37			9 26	9 41	12 45		
479	470.94	TP... CARLTON					9 32				
478.17	P... MM SIDING			12 44			9 40	9 51	12 57		
487	478.05	LS... GYPSUM... @					9 43		1 00		
478.81	SA JCT... Y			12 46			9 45AM				
479.18	HG SIDING			12 50			VIA SALINA SUBDIV.	9 59	1 07		
499	491.23	P... BRIDGEPORT		12 57				10 08	1 17		
495.97	U. P. CROSSING										
504	496.29	LS... LINDSBORG	s 1 02					10 14	1 25		
513	505.69	LS... MARQUETTE... @		1 11				11 40AM	10 25	1 38	
526	517.96	P... CRAWFORD		1 22			<b>12 10PM</b> <sup>62</sup>	10 39	<b>2 04</b> <sup>12</sup>		
524.21	KA JCT										
524.23	A. T. & S. F. CROSSING										
532	524.56	LS... GENESE... @	2 45AM	s 1 40			12 40	10 47	2 14		
525.08	WE JCT		2 46								
525.57	GO JCT... Y		2 47								
534	526.21	P... GW SIDING	2 50AM	<b>1 49</b> <sup>12</sup>			12 50	10 49	2 18		
529.71	S. L. S. F. CROSSING										
545	537.60	LS... BUSHTON		2 00			1 05	11 02	2 31		
553	545.22	LS... CLARLIN		2 07			1 17	11 11	2 41		
561	552.81	P... REDWING		2 14			1 29	<b>11 25</b> <sup>62</sup>	2 51		
567	558.82	LS... HOISINGTON... @DWY	s 2 19AM				1 40PM	11 40AM	<b>3 25AM</b> <sup>86</sup>		
133.53				Daily	Daily		Daily Ex. Sunday	Daily	Daily		

NOTE: Between Council Grove and WS, Signal Indication, Both Opposing and Following Movements.

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

Two mile post locations at Council Grove are one and the same point, 425.69 is new mileage account change in line east of Council Grove made in August, 1933, and 424.62 is old mileage.

Two mile post locations at Gypsum are one and the same point, 478.05 is new mileage account change in line east of Gypsum made in November, 1931, and 478.81 is old mileage.

Two mile post locations at HG Siding are one and the same point, 483.80 is new mileage account change in line west of Gypsum made in January, 1943, and 483.71 is old mileage.

# COUNCIL GROVE SUBDIV.—HOISINGTON TO COUNCIL GROVE

11

Siding Capacity in Cars	Miles from St. Louis	TIMETABLE No. 1 MARCH 29, 1939		TRAINS EASTWARD							
				FIRST CLASS			SECOND CLASS				
				412 Passenger	12 Passenger		86 Local Freight	68 Red Ball Freight	62 Red Ball Freight		
				Daily	Daily		Daily Ex. Sunday	Daily	Daily		
STATIONS											
425.69		CS. COUNCIL GROVE @W	\$ 3 34AM				9 20AM	7 50AM	2 05PM		
424.62		1.18									
425.80		P. WS									
125 436.48		LS WILSEY		3 22			9 04 <sup>81</sup>	7 35	1 50		
443.94		LS DELAVAN					8 47				
184 445.66		P. JJ SIDING		3 13			8 43 <sup>85</sup>	7 23	1 38		
93 451.09		LS HERRINGTON @	\$ 3 06				8 25	7 15	1 31		
451.52		C. R. I. & P. CROSSING									
92 458.67		LS HOPE		2 59			8 05	7 05	1 21		
459.29		A. T. & S. F. CROSSING									
462.85		P. DILLON									
125 467.25		P. ELMO		2 51			7 45	6 52	1 11		
470.94		TP CARLTON					7 30				
130 476.17		P. MM SIDING		2 43			7 15	6 38	1 00		
43 478.05		LS GYPSUM @					7 00	6 35	12 57		
478.81		0.37									
479.18		SA JCT. Y		2 41			6 55				
92 483.80		P. HG SIDING		2 37			6 45	6 28	12 51		
483.71		7.52									
125 491.23		P. BRIDGEPORT		2 30			6 25	6 18	12 41		
495.97		U. P. CROSSING									
90 496.29		LS LINDSBORG	\$ 2 23				6 10 <sup>88</sup>	6 10 <sup>86</sup>	12 35		
125 505.69		LS MARQUETTE @		2 14			5 20	5 54	12 24		
88 517.96		P. CRAWFORD		2 04 <sup>61</sup>			4 56	5 35	12 10 <sup>85</sup>		
524.21		KA JCT.									
524.23		A. T. & S. F. CROSSING									
57 524.56		LS GENESEO @	\$ 12 23AM	\$ 1 57			4 46	5 05	12 01PM		
525.08		WE JCT.	12 20AM				4 22				
525.57		GO JCT. Y					4 21				
125 526.21		P. GW SIDING		1 49 <sup>11</sup>			4 20	5 00	11 58AM		
529.71		S. L. S. F. CROSSING									
87 537.60		LS BUSHTON		1 38			3 55	4 35	11 45		
125 545.22		LS CLAPLIN		1 31			3 45	4 25	11 35		
88 552.81		P. REDWING		1 24			3 35	4 03	11 25 <sup>81</sup>		
Yd. 558.82		LS HOISINGTON @DWY		1 18AM			3 25AM <sup>61</sup>	3 55AM	11 05AM		
		133.53	Daily	Daily			Daily Ex. Sunday	Daily	Daily		

**NOTE: Between WS and Council Grove, Signal Indication, Both Opposing and Following Movements.**

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

Two mile post locations at Council Grove are one and the same point, 425.69 is new mileage account change in line east of Council Grove made in August, 1933, and 424.62 is old mileage.

Two mile post locations at Gypsum are one and the same point, 478.05 is new mileage account change in line east of Gypsum made in November, 1931, and 478.81 is old mileage.

Two mile post locations at HG Siding are one and the same point, 483.80 is new mileage account change in line west of Gypsum made in January, 1943, and 483.71 is old mileage.

# 12 HOISINGTON SUBDIV.—BETWEEN HOISINGTON AND HORACE

TRAINS WESTWARD					Miles from St. Louis	TIMETABLE		TRAINS EASTWARD					
SECOND CLASS				FIRST CLASS		STATIONS	Station Numbers	Siding Capacity in Cars	FIRST CLASS		SECOND CLASS		
81	93	61	11	12					94	62	68		
Red Ball Freight	Local Freight	Red Ball Freight	Passenger	Passenger					Local Freight	Red Ball Freight	Red Ball Freight		
Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily						
1130AM <sup>94</sup>	7 05AM	3 25AM	.....	1 33AM	558.82	LS.....HOISINGTON.....@DWY	567	Yd.	s 12 06AM	.....	1130AM <sup>81</sup>	9 20AM	2 20AM
11 53AM	7 30	3 50	.....	1 43 <sup>68</sup>	568.90	TP.....OLMITZ 10.08	577	73	11 56PM	.....	11 05	8 56	1 43 <sup>11</sup>
12 01PM	7 42	3 59	.....	1 49	575.58 575.67 584.16	LS.....OTIS 6.68	583	74	11 49	.....	10 55	8 47	1 11
12 12	7 55	4 10	.....	1 56	584.16	LS.....BISON 8.49	592	125	11 41	.....	10 40	8 35	1 00
12 19	8 03	4 19	.....	m2 01	590.31	LS.....LA CROSSE.....@ 5.29	598	74	m11 34	.....	10 30	8 28	12 51
12 25	8 20 <sup>62</sup>	4 27	.....	2 06	595.70	P.....MARTHA 9.60	603	48	11 29	.....	9 49	8 20 <sup>93</sup>	12 44
12 36	8 40	4 38	.....	2 14	605.30	LS.....McCRACKEN 10.77	613	150	11 21	.....	9 37	8 08	12 32
12 50	8 56	4 56	.....	2 23	616.07 616.16 622.18	LS.....BROWNELL.....@ 6.02	624	80	11 12	.....	9 23	7 53	12 20
12 57	9 16 <sup>94</sup>	5 03	.....	2 28	622.18	P.....OSGOOD 5.21	630	125	11 07	.....	9 16 <sup>93</sup>	7 46	12 12
1 05	9 30	5 10	.....	2 32	627.39	TP.....RANSOM 6.41	635	77	11 03	.....	9 10	7 39	12 04AM
1 12	9 40	5 18	.....	2 37	633.80	TP.....ARNOLD 6.52	642	48	10 58	.....	9 01	7 31	11 56PM
1 20	9 50	5 26	.....	a 2 43	640.32	LS.....UTICA.....@Y 4.39	648	125	a 10 53	.....	8 50	7 23	11 48
1 25	9 59	5 31	.....	2 47	644.71	P.....LUDWIG 10.91	653	80	10 49	.....	8 24	7 18	11 41
1 37	10 33	5 45	.....	2 56	655.62	LS.....SHIELDS 9.41	663	125	10 40	.....	8 05	7 06	11 27
1 48	10 50	5 58	.....	3 04	665.03	LS.....HEALY.....@ 5.18	673	77	10 32	.....	7 45	6 54	11 15
1 54	10 59	6 05	.....	3 08	670.22	P.....RANCH 11.48	678	125	10 28	.....	7 32	6 47	11 08
.....	.....	.....	.....	.....	681.70	.....A. T. & S. F. CROSSING 0.87	.....	.....	.....	.....	.....	.....	.....
2 11	11 20AM	6 32 <sup>62</sup>	.....	s 3 18	682.57	LS.....SCOTT CITY.....@W 0.31	690	72	s 10 17	.....	7 15	6 32 <sup>61</sup>	10 52
.....	.....	.....	.....	.....	682.88	.....A. T. & S. F. CROSSING 9.29	.....	.....	.....	.....	.....	.....	.....
2 24	12 01PM	6 55 <sup>94</sup>	.....	3 30	692.17	TP.....MODOC 7.06	700	125	10 07	.....	6 55 <sup>61</sup>	6 20	10 40
.....	12 15	.....	.....	.....	699.23	TP.....MARIENTHAL 2.33	707	.....	.....	.....	.....	.....	.....
2 39	12 20	7 10	.....	3 38	701.56	P.....SHELBY 5.54	709	78	9 59	.....	6 35	6 08	10 28
2 45	12 45	7 20	.....	s 3 46	707.10	LS.....LEOTI.....@ 5.14	715	76	s 9 54	.....	6 25	6 01	10 21
2 51	12 55	7 27	.....	3 51	712.24	P.....HIXON 4.94	720	51	9 49	.....	5 55 <sup>62</sup>	5 55 <sup>94</sup>	10 14
2 57	1 05	7 36	.....	3 56	717.18	LS.....SELKIRK 7.37	725	125	9 45	.....	5 35	5 49	10 07
3 05	1 15	7 50	.....	4 02	724.55	P.....WHITELAW 4.45	732	77	9 39	.....	5 25	5 40	9 57
3 11	1 22	7 59	.....	4 07	729.00	LS.....TRIBUNE 1.88	737	48	9 35	.....	5 15	5 35	9 50
3 15PM	1 45PM	8 10AM	.....	s 4 11AM	730.88	LS.....HORACE.....@WY	739	Yd.	9 33PM	.....	5 00AM	5 30AM	9 43PM
Daily	Daily Ex. Sunday	Daily	.....	Daily	.....	171.88	.....	.....	Daily	.....	Daily Ex. Sunday	Daily	Daily

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

Two mile post locations at Otis are one and the same point, 575.58 is new mileage account change in line east of Otis made in November, 1945, and 575.67 is old mileage.

Two mile post locations shown at Brownell are one and the same point, 616.07 is new mileage account change in line east of Brownell made in November, 1949, and 616.16 is old mileage.

# HORACE SUBDIV.—BETWEEN HORACE AND PUEBLO

TRAINS WESTWARD				Miles from St. Louis	TIMETABLE No. 1 MARCH 29, 1959		TRAINS EASTWARD				
SECOND CLASS			FIRST CLASS		STATIONS	Station Numbers	Siding Capacity in Cars	FIRST CLASS	SECOND CLASS		
81 Red Ball Freight	61 Red Ball Freight	95 Local Freight	11 Passenger					12 Passenger	62 Red Ball Freight	96 Local Freight	68 Red Ball Freight
Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily		
3 25PM	8 30AM	5 30AM	4 16AM	730.88	LS.....HORACE.....@WY	739	Yd.	\$ 9 28PM	5 20AM	1 05PM	9 10PM
					9.65						
3 40	8 50	6 11	4 25	740.53	P. WALKINGHOOD, KANSAS..	748	78	9 16	5 04	12 48	8 41
					6.08						
3 48	8 59	6 25	4 31	746.61	LS. TOWNER, COLORADO.....	754	65	9 11	4 57	12 40	8 34
					5.96						
3 55	9 07	6 35	4 36	752.57	P.....STUART.....	760	125	9 06	4 50	12 20	8 27
					5.36						
4 02	9 15	6 50	<b>4 41</b>	758.13	TP. SHERIDAN LAKE.....@	766	77	9 01	<b>4 41</b>	12 07PM	8 20
					13.67						
4 17	9 30	7 16	4 53	771.80	P.....CHIVINGTON.....	780	125	8 49	4 17	11 30AM	8 04
					7.11						
4 25	9 39	8 01	4 59	778.91	P.....DISTON.....	787	77	8 43	4 09	11 10	7 53
					6.95						
4 35	9 50	8 32	<b>a 5 05</b>	785.86	LS.....EADS.....@W	794	125	\$ 8 37	4 01	10 50	7 43
					7.79						
4 45	<b>10 09</b> <sup>96</sup>	8 50	5 11	793.65	P.....HAWKINS.....	802	77	8 29	3 52	<b>10 09</b> <sup>61</sup>	7 33
					14.11						
5 03	10 30	<b>9 27</b> <sup>96</sup>	5 24	807.76	LS.....HASWELL.....@	816	131	8 17	3 36	<b>9 27</b> <sup>95</sup>	7 16
					9.23						
5 14	10 42	9 41	5 31	816.99	P.....INMAN.....	825	78	8 10	3 19	9 10	7 04
					13.51						
5 31	11 01	10 00	5 42	830.50	P.....HEATH.....	838	125	7 59	3 01	8 52	6 47
					10.78						
5 43	11 14	10 31	<b>a 5 51</b>	841.28	LS.....SUGAR CITY.....Y	849	77	<b>a 7 50</b>	2 47	8 35	6 34
					5.18						
5 50	<b>11 22</b> <sup>95</sup>	<b>11 22</b> <sup>61</sup>	<b>s 5 57</b>	846.46	LS.....ORDWAY.....@W	854	153	<b>s 7 45</b>	2 40	7 40	6 27
					5.63						
<b>6 16</b> <sup>68</sup>	11 29	11 50AM	6 02	852.14	TP.....CROWLEY.....	860	77	7 40	2 31	7 10	<b>6 16</b> <sup>81</sup>
					5.18						
6 25	11 36	12 01PM	6 06	857.32	LS.....OLNEY SPRINGS.....@	865	79	7 36	2 25	7 00	6 10
					5.86						
6 32	11 44	12 10	6 11	863.18	P.....PULTNEY.....	871	125	7 31	2 18	6 49	6 03
					6.11						
				869.29	A. T. & S. F. CROSSING.....						
					1.12						
6 42	11 54AM	12 20	6 17	870.41	P.....NEPESTA.....	878	77	7 25	2 09	6 35	5 55
					5.69						
6 49	12 01PM	12 30	<b>6 23</b> <sup>96</sup>	876.10	LS.....BOONE.....	884	78	7 20	2 02	<b>6 23</b> <sup>11</sup>	5 48
					5.12						
<b>7 15</b> <sup>12</sup>	12 08	12 55	6 27	881.22	LS.....AVONDALE.....@	889	123	<b>7 15</b> <sup>81</sup>	1 56	5 55	5 40
					8.64						
7 30	12 20	1 15	6 34	889.86	P.....BAXTER.....	898	78	7 08	1 47	5 42	5 28
					3.90						
7 35	12 25	1 30	6 37	893.76	P.....COOMBS JCT.....	902		7 04	1 40	5 37	5 20
					1.18						
			6 38	894.94	.....FE JCT.....			7 02			
				895.02	.....FOUNTAIN RIVER.....						
			6 39	895.06	.....FW JCT.....			7 01			
				895.11	.....C. & S. CROSSING.....						
			<b>s 7 10AM</b>	896.44	CS.....PUEBLO U. D.....@			<b>6 55PM</b>			
					0.65						
8 00PM	2 00PM	2 30PM		897.09	CS.....PUEBLO YARD DTWY	905	Yd.		1 20AM	5 25AM	5 00PM
					166.21						
Daily	Daily	Daily Ex. Sunday	Daily					Daily	Daily	Daily Ex. Sunday	Daily

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

1. Eastward regular trains are superior to trains of the same class in the opposite direction, except:

Council Grove Subdiv. No. 11 is superior to No. 412.

Great Bend Subdiv. Nos. 661 and 663 are superior to Nos. 662 and 664.

Topeka Subdiv. No. 669 is superior to No. 670.

2. MAXIMUM SPEED:

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3 of these instructions, entitled "SPEED RESTRICTIONS", and lower speeds prescribed by train orders, restrictive signals and operating rules.

2-A. MAXIMUM TRAIN SPEED: (Where Maximum Engine Speed is LOWER, it will govern).

The consist of a train includes the engine, or engines, and cars in the train. Members of the crew must know the consist of train.

The speed shown below is the highest speed authorized for the operation of trains of the specified consist:

CONSIST "A".... Diesel engines with one or more, or all, cars equipped with freight car trucks.

CONSIST "B".... Diesel engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

CONSIST "C".... Diesel engines with Streamlined—HIGH center of gravity cars (equipped with electro-pneumatic brakes, tightlock couplers and roller bearing trucks), with or without one or more Streamlined—LOW center of gravity cars.  
 Passenger cars MP 6330, 6331, 6332, 6333, 6334, 6335 and 6336, Sleepers Shrine Tower, Beacon Tower, and Temple Tower, Baggage Cars 4255, 4256, 4257, 4258, 4259, Dining Car 10242 and Office Car "The Eagle" are Streamlined—HIGH center of gravity cars.

CONSIST "D".... Diesel engines with Streamlined, lightweight—LOW center of gravity cars only.  
 MP passenger cars of the 700 and 800 series, Sleepers with "Eagle" and "Cascade" prefix or "River" suffix, are Streamlined—LOW center of gravity cars.

SUBDIVISIONS	MILES PER HOUR								
	Consist "A"		Consist "B"		Consist "C"			Consist "D"	
	Track without slow speed signs	Track without slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs	
Kansas City:									Five miles
Between Kansas City and Leeds Jct....	35	55	55	55	Speed	55	55		per hour
Between Leeds Jct. and KT Jct.....	40	60	60	60		60	60		
Between KT Jct. and Osawatomie.....	55	75	75	75		75	75		
Osawatomie.....	55	75	79	75	shown on	79	75		above speed
Council Grove.....	55	75	79	75		79	75		
Hoisington.....	55	75	79	79		79	79		shown on
Horace.....	55	75	79	79	slow speed	79	79		
Salina.....	40	40	40	40		40	40		slow speed
Topeka.....	30	30	30	30		30	30		
Great Bend.....	30	30	30	30	signs	30	30		signs

2-B. MAXIMUM ENGINE SPEED: (Where Maximum Train Speed is LOWER, it will govern).

Speed shown below is the highest speed at which an engine can be operated without damage to engine or track, but does not authorize operation of engine at speed higher than maximum train speed.

MO. PAC. DIESEL ENGINES		T&P DIESEL ENGINES	
Diesel	MPH	Diesel	MPH
201 to 208.....	65	1100 to 1130.....	65
301 to 392.....	65	1500 to 1582.....	65
501 to 626.....	65	2000 to 2017.....	85
800 to 815.....	30		
4100 to 4101.....	35	MV-KO&G-OCAA	
4102 to 4103.....	75	DIESEL	
4104 to 4371.....	65	ENGINES	
4501 to 4526.....	65	751 to 756.....	65
7000 to 7021.....	98		
7100.....	90	Motor Cars:	
8001 to 8036.....	98	Passenger Motor	
8000 to 9022.....	35	Car No. 670, with	
9102 to 9191.....	35	mechanical drive	
9200 to 9239.....	35	.....	70

3. SPEED RESTRICTIONS: (Where Maximum Train or Engine Speed is LOWER, it will govern).

Miles  
Per  
Hour

3-A. ENGINES LIGHT MOVING FORWARD:  
Blank.

3-B. ENGINES MOVING BACKWARD, OR MOVING FORWARD SHOVING CARS:

DIESEL engines moving backward without pilot on end facing direction of movement or moving forward shoving cars:

Kansas City, Osawatomie, Council Grove, Salina, Hoisington and Horace Subdivisions.....	25
Topeka and Great Bend Subdivisions.....	15

3-C. THROUGH TURNOUTS AND CROSSOVERS, AND SPRING SWITCHES:

Through No. 10 lateral turnouts and crossovers, entire train	15
Through Nos. 15, 16 and 20 lateral turnouts and crossovers, entire train.....	30
Through No. 20 equilateral turnouts, entire train.....	50
In straightaway movement when moving points of No. 10 Spring Switch.....	15
In straightaway movement when moving points of Nos. 15, 16 and 20 Spring Switches.....	30
(In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).	



# SPECIAL INSTRUCTIONS

### 3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:

	Miles Per Hour	
	Consist "A"	Consists "B" "C" and "D"
Kansas City Terminal Railway:		
Rule 600.		
Signal Bridge 19, Belmont Av. West end Sheffield Tower 8 limits, to KCT Crossing.....	25	35
Signal Bridge 19 to East end Grand Av. (Tangent... Tower 6 limits. (Curve.....)	25	50
Under train sheds.....	8	8
Road engines running backward with or without cars	Low Speed	
Council Grove Subdiv.:		
Herington, over CRI&P Crossings.....	25	25

THE FOLLOWING SPEED RESTRICTIONS ARE IN EFFECT FOR TRAINS AND ENGINES APPROACHING HIGHWAY CROSSINGS. SUCH RESTRICTIONS WILL APPLY ONLY UNTIL CROSSING IS OCCUPIED.

City or Town	Location of Crossings				Miles Per Hour
	MP	Pole	to MP	Pole	
Council Grove.....	425	26	425	26	25
Gypsum.....	478	3	478	20	40
Lindsborg.....	495	32	496	37	40
Marquette.....	505	26	505	38	35
Salina.....	494	4	496	10	25
LaCrosse.....	589	38	590	21	45
Eads.....	785	22	785	36	40
Ordway.....	846	10	847	3	30

### LOCATIONS DESIGNATED BY MILES POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS:

Permissible Speed in Miles per hour	EASTWARD				WESTWARD				
	From		To		Permissible Speed in Miles per hour	From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole

#### Kansas City Subdiv.:

25	280	27	280	10	25	280	10	280	27
50	288	32	285	25	50	285	25	288	32
50	304	14	301	37	50	301	37	304	14
35	306	01	304	15	35	304	15	306	01
40	308	03	306	01	40	306	01	308	03
50	315	21	313	25	50	313	25	315	21
45	326	35	318	05	45	318	05	326	35
70	327	33	327	23	70	327	23	327	33
70	330	26	329	35	70	329	35	330	26
60	331	35	331	13	60	331	13	331	35
40	335	00	332	35	40	332	35	335	00

#### Osawatomie Subdiv.:

70	336	22	335	09	70	335	09	336	22
70	338	24	338	00	70	338	00	338	24
50	339	29	338	34	50	338	34	339	29
70	340	08	339	35	70	339	35	340	08
60	344	33	344	17	60	344	17	344	33
70	349	16	349	09	70	349	09	349	16
70	351	11	350	17	70	350	17	351	11
60	352	24	351	25	60	351	25	352	24
20	354	32	353	37	20	353	37	354	32
70	355	22	355	06	70	355	06	355	22
55	357	14	357	06	55	357	06	357	14
70	368	04	367	30	70	367	30	368	04
70	370	11	369	12	70	369	12	370	11
50	374	25	373	00	50	373	00	374	25
70	376	17	375	18	70	375	18	376	17
70	385	03	384	19	70	384	19	385	03

### 3-D. Concluded:

Permissible Speed in Miles per hour	EASTWARD				WESTWARD				
	From		To		Permissible Speed in Miles per hour	From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole

#### Osawatomie Subdiv. (Concluded)

70	388	35	388	24	70	388	24	388	35
70	394	13	393	38	70	393	38	394	13
70	400	27	400	16	70	400	16	400	27
60	402	03	401	29	60	401	29	402	03
60	406	12	405	36	60	405	36	406	12
70	407	22	407	03	70	407	03	407	22
70	408	33	408	19	70	408	19	408	33
70	416	39	410	34	70	410	34	416	39
70	418	32	418	00	70	418	00	418	32
70	424	09	423	35	70	423	35	424	09

#### Council Grove Subdiv.:

70	426	41	426	26	70	426	26	426	41
70	428	17	428	03	70	428	03	428	17
60	430	35	430	22	60	430	22	430	35
70	432	07	431	32	70	431	32	432	07
50	434	42	432	18	50	432	18	434	42
70	450	36	450	25	70	450	25	450	36
70	453	39	452	14	70	452	14	453	39
65	459	12	459	00	65	459	00	459	12
70	463	28	459	37	70	459	37	463	28
70	469	18	467	23	70	467	23	469	18
70	470	31	470	21	70	470	21	470	31
60	479	33	479	04	60	479	04	479	33
70	484	10	483	16	70	483	16	484	10
70	485	21	485	10	70	485	10	485	21
70	487	20	486	39	70	486	39	487	20
60	488	11	487	32	60	487	32	488	11
70	491	12	490	30	70	490	30	491	12
70	492	27	492	17	70	492	17	492	27
70	498	38	498	24	70	498	24	498	38
70	502	34	502	21	70	502	21	502	34
70	509	16	509	01	70	509	01	509	16
70	517	24	511	02	70	511	02	517	24
70	542	24	541	13	70	541	13	542	24
70	546	14	546	05	70	546	05	546	14
70	549	29	549	00	70	549	00	549	29

#### Salina Subdiv.:

30	492	27	492	18	30	492	18	492	27
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#### Hoisington Subdiv.:

50	559	15	557	20	50	557	20	559	15
60	565	37	563	08	60	563	08	565	37
70	566	37	566	27	70	566	27	566	37
70	576	08	575	32	70	575	32	576	08
70	581	27	581	16	70	581	16	581	27
60	589	20	588	34	60	588	34	589	20
70	600	03	599	35	70	599	35	600	03
70	603	20	603	07	70	603	07	603	20
40	682	34	681	29	40	681	29	682	34

#### Horace Subdiv.:

60	775	30	772	32	60	772	32	775	30
60	810	21	809	39	60	809	39	810	21
60	869	25	869	10	60	869	10	869	25
60	875	17	874	38	60	874	38	875	17
30	895	00	893	28	30	894	00	894	32
20	895	20	895	00	20	894	32	895	34

**3-E. SPEED RESTRICTIONS FOR PASSENGER CARS HAVING SLID FLAT WHEELS:**

No speed limitations are necessary for the safe operation of slid flat wheels under passenger train cars if the length of the flat spot does not exceed the maximum length stated below:

- Four wheel truck cars:  
All types including BX cars..... 3.25 inches
- Six wheel truck cars:  
Coaches..... 3.50 inches  
All other..... 3.25 inches

If the length of the flat spot is greater than the stated figure, the operating speed must not exceed 10 miles per hour to prevent serious rail and wheel damage.

**3-F. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:**

All Diesel Engines and Motor Cars dead in tow or disabled in Charge of Crew:

- With trucks and traction motors in good running condition.....  
Maximum Train Speed, or Maximum Engine Speed for particular engine whichever is lower (See Item 2-B)
- With trucks or parts of same not in good running condition.....  
As Authorized By Superintendent

Diesel engines (road or switch) for movement dead in tow must have cut-out cock in supply line to control air reservoir closed and control air reservoir drained, and drain cocks left open; all switches opened; battery fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

- With flat spot 2 3/4" or more in length for 36" diameter wheels used on E. M. D. passenger diesels..... 10
- With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels.. 10  
No restriction for flat spots shorter than above specified lengths.

**3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:**

- Pile Drivers..... 25
- Steam Shovels..... 25
- Bridge Derrick Cars (non-revolving)..... 30

Bridge derrick cars (non-revolving) must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; and uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

- Bridge Derrick-Pile Driver (combination machine)..... 25  
Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.

- American Ditchers (self-propelling)..... 25  
American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train. Side rods and cranks must be removed from trucks.

**3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Concluded):**

- Locomotive Cranes or Clam Shells..... 25  
Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination.
- American Ditchers, loaded on flat cars..... 25
- Yard (clam shell) and "Burro" Cranes, loaded on flat cars 25
- Jordan Spreaders and Spreader-Ditchers..... 25

Jordan spreaders and spreader-ditchers must be headed in working direction, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

- Wrecking Cranes (non-self-propelling)..... 25

Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling work equipment shown under Item 3-G above must be restricted to five miles per hour less than such maximum freight train speed.

**Wrecking Cranes (self-propelling):**

The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:

Maximum Freight Train Speed	Permissible Speed When Handling Self-propelled Wrecking Cranes
MPH	MPH
15	10
20	15
25	15
30	20
35	20
40	25
45	30
49	30
50	30
55	35

- Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position.....  
Maximum Train Speed Consist "A"

- Scale Test Cars (Except MPX 5121)..... 30

- Scale Test Car MPX 5121.....  
Maximum Train Speed, Consist "A"

Scale test cars must be handled next to caboose.

**3-H. TRAIN ORDER, FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:**

When there is to be handled any unit of equipment mentioned in Items 3-E and 3-F and 3-G, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.

**3-I. STEAM ENGINES - MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:**

Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and speed restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.

## LOCATION OF HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
<b>HOSPITAL</b>	St. Louis, Mo.	Grand and Shaw	{ PProspect 1-0500 MMain 1-1000.		
<b>HOSPITAL, St. Mary's Hospital</b>	Kansas City, Mo.	101 Memorial Drive	WEstport 1-0461		
★Dr. J. E. Castles, District Surgeon	Kansas City, Mo.	1002 Argyle Bldg., 12th and McGee	Harrison 1-5037 & 1-5038, Victor 2-6100, Station 36	620 West Dartmouth Road	Jackson 3-4027.
Dr. H. M. Parker	Kansas City, Mo.	520 Argyle Bldg., 12th and McGee	Victor 2-3233	{ 6837 Oak Terrace, Kansas City, Mo.	Highland 4-8725.
Dr. C. A. Koehler	Kansas City, Mo.	1001 Argyle Bldg., 12th and McGee	GRand 1-7174	3204 Penn	LOgan 1-3189.
Dr. L. A. O'Brien	Kansas City, Mo.	1002 Argyle Bldg., 12th and McGee	Harrison 1-5037 and 1-5038	{ 637 West 39th Terrace, Kansas City, Mo.	DElmar 3-2173.
★Dr. C. W. Rose	Kansas City, Mo.	103 North Elmwood	BEnton 1-4191	334 South Van Brunt	CHestnut 1-4484.
Dr. J. R. Whiteman	Kansas City, Mo.	6314 Brookside	Jackson 2-5886	5916 Delmar, Mission, Kan.	
Dr. C. G. Edde	Kansas City, Mo.	500 Argyle Bldg., 12th & McGee	Victor 2-0828	5050 Oak	JEfferson 1-8807.
<b>FIRST AID STATION</b>	Kansas City, Mo.	Shops, East Bottoms.			
NOTE—Office hours of Dr. Castles as follows: 9:00 a. m. to 5:00 p. m.					
Note—Hours of First Aid Station, East Bottoms Shops, Kansas City, Mo., as follows: 8:00 a. m. to 5:00 p. m., daily except Sunday and Legal Holidays.					
★Dr. C. L. Van Pelt	Paola, Kan.	New Baehr Bldg.	300	506 East Wea	236.
★Dr. W. L. Speer, Division Surgeon	Osawatomie, Kan.	559 Main	45	12th and Pacific	128.
★Dr. J. T. Fowler	Osawatomie, Kan.	507 Sixth	274	1135 Parker	1440.
★Dr. W. O. Appenfeller	Osawatomie, Kan.	538½ Main	174	307 Main	538.
★Dr. F. A. Trump	Ottawa, Kan.	336 Main	1826	1004 South Cedar	102.
★Dr. O. C. Fritts	Osage City, Kan.	106 North Sixth	Central 33	732 California	Central 157.
<b>EMERGENCY STATION</b>	Council Grove, Kan.	Morris County Hospital, Washington and Keller	261		
★Dr. R. A. Barker	Council Grove, Kan.		727		286
★Dr. N. A. Burkett	Council Grove, Kan.	28 North Neosho	4	22 South Tenth	4 and 619.
★Dr. R. W. Blackburn	Council Grove, Kan.	214½ Hookaday	727	Council Grove and Adams	63B.
★Dr. J. O. Gilliland	Herington, Kan.	Bank of Herington Bldg.	107	519 South E.	501.
★Dr. A. D. Danielson	Herington, Kan.	Bank of Herington Bldg.	107	315 South Broadway	606.
★Dr. O. R. Brittain	Salina, Kan.	425 West Iron	3604	150 North Phillips	1720.
★Dr. C. E. Scott	Salina, Kan.	425 West Iron	5448	919 Cedar	8749.
★Dr. H. S. Dreher, Sr.	Salina, Kan.	425 West Iron	5448	851 Highland	9480.
★Dr. J. C. Mitchell	Salina, Kan.	United Bldg.	7-3061	542 South Eighth	5892.
★Dr. W. Holwerda	Lindsborg, Kan.	130 North Second	120	403 North Washington	194.
★Dr. M. C. Murfit	Lindsborg, Kan.	231 North Main	455	231 North Main	455.
★Dr. D. D. Fuller	Marquette, Kan.	Marquette	184	Marquette	185
★Dr. R. F. Shaw	Clafin		129		4W.
★Dr. C. E. Thompson	Holyrood, Kan.	Holyrood	37	Holyrood	103.
<b>EMERGENCY STATION</b>	Hoisington, Kan.	Hoisington Lutheran Hospital	1196	250 West Ninth	1196.
★Dr. T. J. Brown, Division Surgeon	Hoisington, Kan.	155½ South Main	48	373 West Second	413
Dr. E. H. Atkins, Asst. Surgeon	Hoisington, Kan.	173 West First	314	564 West Second	272
★Dr. W. R. Evans, Asst. Surgeon	Hoisington, Kan.	106 North Walnut	34	1112 North Main	551.
Dr. L. R. McGill	Hoisington, Kan.	302 Main	42	302 Main	424.
★Dr. R. Greer	Topeka, Kan.	918 West 10th	3-9681	1137 Mac Vicar	2-0013
★Dr. M. F. Russell	Great Bend, Kan.	1305 Main	35	2715 Broadway	317
★Dr. J. H. Baker	LaCrosse, Kan.	Seventh and Main	197	515 West Ninth	104
★Dr. F. K. Bowser	LaCrosse, Kan.		448	502 East Seventh	447.
★Dr. K. McLain	Ransom, Kan.		504	Ransom	77.
★Dr. D. B. Parker	Ness City, Kan.	Ness City		Ness City	
★Dr. H. P. Palmer	Scott City, Kan.	202 College	87	202 East Second	100
★Dr. G. W. Fields	Scott City, Kan.	202 College	87	411 Manor Drive	783.
★Dr. E. R. Beiderwell	Leoti, Kan.	Leoti	58	Leoti	58
★Dr. T. M. Cable	Leoti, Kan.	Wichita County Clinic	58	Leoti	173J.
★Dr. W. F. Werner	Tribune, Kan.		3259	Tribune	3421
<b>EMERGENCY STATION</b>	Pueblo, Colo.	Parkview Hospital	LIncoln 2-8680	404 West Seventeenth	
★Dr. R. H. McIlroy, Division Surgeon	Pueblo, Colo.	702 North Main	LIncoln 4-4100	1915 Greenwood	LIncoln 3-2340.
Dr. J. W. White, Asst. Division Surgeon	Pueblo, Colo.	702 North Main	LIncoln 4-4100	509 West Sixteenth	LIncoln 3-4340.
Dr. W. N. Baker, Asst. Div. Surgeon	Pueblo, Colo.	702 North Main	LIncoln 4-4100	517 Van Buren	LIncoln 3-1017.
★Dr. D. B. Shaw	Pueblo, Colo.	702 North Main	LIncoln 4-4100	2107 Elizabeth	LIncoln 3-2323.

★Medical Examiners for Examination of all Applicants.  
 ★★Medical Examiners for Examination of Applicants not required to take color perception tests