

## DIVISION OFFICERS

J. A. SHAVER..... Superintendent..... Osawatomie, Kan.  
 L. V. HOBBS..... Superintendent,  
 Kansas City Terminal  
 Div..... Kansas City, Mo.  
 G. H. NEEDHAM..... Assistant Superintendent,  
 Kansas City Terminal  
 Div..... Kansas City, Mo.  
 R. F. HICKERSON... Trainmaster,  
 Kansas City Terminal  
 Div..... Kansas City, Mo.  
 J. D. BOLING..... Trainmaster,  
 Kansas City Terminal  
 Div..... Kansas City, Mo.  
 R. F. SPURLING..... Terminal Trainmaster,  
 Pueblo Terminal..... Pueblo, Colo.  
 J. M. McJANNETT... Trainmaster, Kansas  
 City Subdiv..... Osawatomie, Kan.  
 B. J. CRANFORD.... Trainmaster, Osawa-  
 tomie, Council Grove,  
 Salina and Topeka  
 Subdivs..... Council Grove, Kan.  
 R. C. SPEER..... Trainmaster, Hoising-  
 ton, Great Bend, and  
 Horace Subdivs..... Hoisington, Kan.  
 W. D. YORK..... 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. E. BUTLER..... 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

## KANSAS DIVISION

# TIMETABLE No. 3

**Effective 12:01 a. m. Sunday, April 23, 1961**

CENTRAL STANDARD TIME, except Hoisington and Horace Subdivs.

MOUNTAIN STANDARD TIME, Hoisington and Horace Subdivs.

Superseding Kansas Division Timetable No. 2, effective April 17, 1960 and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES CONCERNED, WHO MUST ALSO CARRY COPY OF KANSAS DIVISION SPECIAL INSTRUCTION NUMBER 1, EFFECTIVE APRIL 17, 1960; AND MUST ALSO CARRY A COPY OF KANSAS CITY TERMINAL DIVISION SPECIAL INSTRUCTIONS No. 9, EFFECTIVE JUNE 12, 1960.

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

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

## 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	"	.....	" "
Geneseo, Kan.....	Central.....412	".....12	"	.....	" "
" " ".....	Kansas.....11	Central.....411	2:05 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.

**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

# OSAWATOMIE SUBDIV.—BETWEEN SK JCT. AND COUNCIL GROVE

TRAINS WESTWARD				Miles from St. Louis	TIMETABLE No. 3 APRIL 23, 1961		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS			FIRST CLASS		STATIONS				FIRST CLASS	SECOND CLASS		
61 Red Ball Freight	81 Red Ball Freight	85 Local Freight	11 Passenger		Daily	Daily			Passenger	80 Red Ball Freight	86 Local Freight	68 Red Ball Freight
Daily	Daily	Daily Ex. Sunday	Daily			Daily	Daily	Daily Ex. Sunday	Daily			
9 17PM	6 42AM	4 17AM	10 27PM	334.48	SK JCT. . . . . Y		5 03AM	9 30AM	2 30PM	2 00PM		
9 29	6 52	4 28	10 36	343.35	P. . . . . RANTOUL . . . . .	351	4 55	9 15	1 45 <sup>68</sup>	1 45 <sup>68</sup>		
9 42	7 04	4 45 <sup>12</sup>	10 45	354.16	LS. . . . . OTTAWA . . . . . @	362	\$ 4 45 <sup>85</sup>	8 58	1 08	1 30		
				354.43	. . . . . A. T. & S. F. CROSSING . . . . .							
				357.17	. . . . . A. T. & S. F. CROSSING . . . . .							
9 50	7 12	5 15	10 55	360.20	P. . . . . RICHTER . . . . .	368	4 37	8 43	12 45	1 15		
9 59	7 21	5 26	11 02	368.32	P. . . . . LOMAX . . . . . Y	376	4 30	8 31	12 18PM	1 05		
				376.81	. . . . . DK SIDING . . . . .	385	4 22	8 18	11 52AM	12 54		
				378.60	LS. . . . . LYNDON . . . . .	386						
				386.20	. . . . . A. T. & S. F. CROSSING . . . . .							
10 21	7 42	6 08	11 20	386.49	LS. . . . . OSAGE CITY . . . . . @	394	\$ 4 12	8 04	11 20	12 42		
				392.75	. . . . . RX SIDING . . . . .	95	4 06	7 55 <sup>81</sup>	11 02	12 34		
10 29	7 55 <sup>80</sup>	6 28	11 26	401.99	P. . . . . ADMIRE . . . . . *	410	3 58	7 42	10 38	12 23		
10 41	8 06	6 43	11 34	405.83	LS. . . . . ALLEN . . . . . *	414						
				411.02	P. . . . . BUSHONG . . . . .	419						
				412.28	P. . . . . BW SIDING . . . . .	125	3 49	7 28 <sup>85</sup>	10 01	12 10PM		
				425.58	. . . . . COUNCIL GROVE YARD . . . . .	Yd.						
				425.69	CS. . . . . COUNCIL GROVE . . . . . @ W	432	3 35AM	7 00AM	9 30AM	11 40AM		
Daily	Daily	Daily Ex. Sunday	Daily		91.23		Daily	Daily	Daily Ex. Sunday	Daily		

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

# SALINA SUBDIV.—BETWEEN SA JCT. AND MARQUETTE

TRAINS WESTWARD				Miles from St. Louis	TIMETABLE No. 3 APRIL 23, 1961		Station Numbers	Siding Capacity in Cars
SECOND CLASS			85 Local Freight		STATIONS			
		Daily Ex. Sunday			Daily	Daily		
		9 45AM	479.18	SA JCT. . . . .				
		9 57	484.73	. . . . . KIPP . . . . .	GK 6			
		10 16	494.10	. . . . . QQ SIDING . . . . .		53		
			494.82	. . . . . C. R. I. & P. CROSSING . . . . .				
			494.83	. . . . . U. P. CROSSING . . . . .				
		10 26	494.94	. . . . . SALINA . . . . . DWY	GK 16	Yd.		
		10 46	495.38	CS. . . . . SALINA UNION DEPOT . . . . .				
		10 56	499.17	P. . . . . RR SIDING . . . . .		42		
		11 05	505.00	P. . . . . SMOLAN . . . . .	GK 26			
		11 15	511.32	. . . . . FALUN . . . . .	GK 32	24		
		11 30AM	520.79	LS. . . . . MARQUETTE . . . . . @	513			
		Daily Ex. Sunday		41.61				

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. 3 APRIL 23, 1961	TRAINS WESTWARD									
			FIRST CLASS	SECOND CLASS								
			11 Passenger	91 Local Freight		85 Local Freight	81 Red Ball Freight	175 Red Ball Freight	161 Red Ball Freight	61 Red Ball Freight	181 Red Ball Freight	
STATIONS			Daily	Daily Ex. Sunday		Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	
		ST. LOUIS	4 00PM				8 00PM				10 30AM	
		CS. KANSAS CITY (Union Station)	9 10PM									
B 1	279.06	CS. KANSAS CITY NEFF YARD. @DTW <sup>1</sup>		1 00AM			4 15AM	9 00AM	11 30AM	6 30PM	8 00PM	
		0.82 KCSW JCT. Y										
	278.24	0.40 G.M. & O. CROSSING.										
	278.64	0.48 K. C. T. CROSSING.										
	279.12	0.11 K. C. T. CONNECTION.										
	279.23	1.20 CENTROPOLIS										
288	280.43	2.98 LEEDS JCT.	9 25	1 30			4 45	9 20	11 50AM	6 50	8 30	
291	283.41	5.59 PROSPECT.										
	297	0.42 S. L. S. F. CROSSING.										
	289	0.53 DODSON										
298	290.00	3.14 RED BRIDGE										
302	293.14	3.60 MARTIN CITY, MO.										
305	296.74	2.45 KENNETH, KAN.										
297	297.51	6.70 STILWELL										
308	299.96	5.00 BUCYRUS										
314	306.66	6.39 WAGSTAFF										
319	311.66	4.50 LENTO										
326	318.05	3.49 M.K.T. CROSSING										
330	322.55	0.23 PAOLA										
	326.04	0.56 S. L. S. F. CROSSING										
334	326.27	0.13 M.K.T. CROSSING										
	326.83	0.08 KT JCT										
	326.96	2.50 JB SIDING										
	327.04	3.63 OSAWATOMIE	10 25									
	329.54	0.54 OSAWATOMIE YARD. @DW <sup>2</sup>		3 30AM		4 15AM	{ 6 00 6 40	{ 11 45AM 12 01PM	{ 2 15PM 3 00	{ 8 15 9 15	{ 10 40 11 40	
341	333.17	0.75 SK JCT.	10 27PM			4 17AM	6 42AM	12 05PM	3 03PM	9 17PM	11 45PM	
	333.71	56.27	Daily	Daily Ex. Sunday		Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	

NOTE: Signal Indication, both Opposing and Following Movements

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

<b>TIMETABLE</b> <b>No. 3</b> <b>APRIL 23, 1961</b>		<b>TRAINS EASTWARD</b>							
		<b>FIRST CLASS</b>		<b>SECOND CLASS</b>					
		<b>12</b> Passenger	<b>90</b> Local Freight	<b>80</b> Red Ball Freight	<b>68</b> Red Ball Freight	<b>86</b> Local Freight	<b>168</b> Red Ball Freight	<b>170</b> Red Ball Freight	<b>180</b> Red Ball Freight
<b>Daily</b>	<b>Daily</b> Ex. Sunday	<b>Daily</b>	<b>Daily</b>	<b>Daily</b> Ex. Sunday	<b>Daily</b>	<b>Daily</b>	<b>Daily</b>		
<b>STATIONS</b>									
..... <b>ST. LOUIS</b> .....									
CS... <b>KANSAS CITY</b> (Union Station) ..									
Yd. 279.06	CS... <b>KANSAS CITY NEFF YARD @DTW</b> 0.82		3 30AM		1 00PM	5 30PM		6 00PM	
Yd. 278.24	..... <b>KCSW JCT.</b> Y 0.40								
..... 278.64	..... <b>G.M. &amp; O. CROSSING.</b> 0.48								
..... 279.12	..... <b>K. C. T. CROSSING.</b> 0.48								
..... 279.23	..... <b>K. C. T. CONNECTION.</b> 1.11								
Yd. 280.43	..... <b>CENTROPOLIS</b> ... 2.88								
Yd. 283.41	P..... <b>LEEDS JCT.</b> ... 5.59	6 15	3 00		11 59AM	4 30		1 00AM	2 10AM
Yd. 289.00	P..... <b>PROSPECT.</b> 0.42								
..... 289.42	..... <b>S. L. S. F. CROSSING.</b> 0.58								
e83) w(70) 200.00	TP..... <b>DODSON.</b> ... 3.14								
..... 293.14	P..... <b>RED BRIDGE.</b> 3.40								
..... 296.74	P..... <b>MARTIN CITY, MO.</b> 2.45								
..... 297.51	P..... <b>KENNETH, KAN.</b> 6.70								
140 299.96	P..... <b>STILWELL.</b> 5.00								
90 306.66	P..... <b>BUCYRUS.</b> 6.39								
e89) w87) 311.66	CS..... <b>WAGSTAFF.</b> ... 4.50								
e98) w87) 318.05	P..... <b>LENTO.</b> 3.49								
82 322.55	..... <b>M.K.T. CROSSING.</b> 0.23								
326.04	TP..... <b>PAOLA.</b> 0.56								
326.27	..... <b>S. L. S. F. CROSSING.</b> 0.13								
326.83	..... <b>M.K.T. CROSSING.</b> 0.08								
326.96	..... <b>KT JCT.</b> 2.50								
327.04	P..... <b>JB SIDING.</b> 3.63								
e260) w160) 329.54	CS..... <b>OSAWATOMIE</b> ... W s 5 15								
333.17	..... <b>OSAWATOMIE YARD.</b> @DW s 0.54		1 00AM		10 15 10 00	2 45 2 30		2 35PM 8 35	11 00PM 10 30
Yd. 333.71	..... <b>SK JCT.</b> ... Y 0.75	5 03AM			9 30AM	2 00PM		2 30PM 8 30PM	10 25PM 11 35PM
334.46	..... <b>SK JCT.</b> ... Y 56.27	Daily	Daily Ex. Sunday		Daily	Daily		Daily Ex. Sunday	Daily

NOTE: Signal Indication, both Opposing and Following Movements

Two Main Tracks

A B C

**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.

# 4 COUNCIL GROVE SUBDIV.—BETWEEN COUNCIL GROVE AND HOISINGTON

TRAINS WESTWARD					Miles from St. Louis	TIMETABLE No. 3 APRIL 23, 1961		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD				
SECOND CLASS			FIRST CLASS			STATIONS				FIRST CLASS		SECOND CLASS		
61 Red Ball Freight Daily	81 Red Ball Freight Daily	85 Local Freight Daily Ex. Sunday	11 Passenger Daily	411 Passenger Daily		412 Passenger Daily	12 Passenger Daily			86 Local Freight Daily Ex. Sunday	80 Red Ball Freight Daily	68 Red Ball Freight Daily		
11 25PM	8 35AM	8 05AM <sup>86</sup>	11 58PM		425.69 424.62	CS... COUNCIL GROVE..@W	432		\$ 3 34AM	8 05AM <sup>85</sup>	6 52AM	11 33AM		
11 28	8 37	8 07	12 01AM		425.80	P... WS.			3 31	8 03	6 48	11 29		
11 42	8 54	8 27	12 11		436.48	LS... WILSEY	444	125	3 21	7 42	6 36	11 13		
					443.94	DELAVAN	452							
11 57PM	9 08	8 43	12 18		445.66	P... JJ SIDING		184	3 13	7 24	6 25	11 01		
12 04AM	9 18	9 03	\$ 12 23		451.09	LS... HBRINGTON...@	459	93	\$ 3 06	7 12	6 15	10 54		
					451.52	C. R. I. & P. CROSSING								
12 19	9 31	9 14	12 35		458.67	LS... HOPE	467	92	2 58	6 55	6 02	10 42		
					459.29	A. T. & S. F. CROSSING								
					462.85	P... DILLON	471							
12 42 <sup>11</sup>	9 41	9 26	12 42 <sup>61</sup>		467.25	P... ELMO	476	125	2 51	6 38	5 52	10 31		
					470.94	TP... CARLTON	479							
12 57	9 51	9 40	12 49		476.17	P... MM SIDING		130	2 43	6 18	5 40	10 20		
1 00	9 54	9 43	12 50		478.05	LS... GYPSUM...@	487	43	2 41	6 15	5 37	10 17		
		9 45AM	12 51		478.81	SA JCT...Y			2 40	6 14				
					479.18	HG SIDING		92	2 36	6 06	5 32	10 11 <sup>81</sup>		
1 07	10 11 <sup>85</sup>	VIA SALINA SUBDIV.	12 55		483.80	P... BRIDGEPORT	499	125	2 30	5 50	5 23	10 02		
1 17	10 22		1 01		483.71	U. P. CROSSING								
1 25	10 30		\$ 1 10		491.23	LS... LINDSBORG	504	90	\$ 2 22	5 40	5 17	9 54		
					495.97	MARQUETTE...@	513	125	2 14	5 20	5 08	9 42		
1 38	10 41	11 40AM	1 19		505.69	P... CRAWFORD	526	88	2 04 <sup>61</sup>	5 01	4 54	9 27		
2 04 <sup>12</sup>	10 55	12 10PM	1 30		517.96	KA JCT								
					524.21	A. T. & S. F. CROSSING								
					524.23	LS... GENESEO...@	532	57	\$ 12 23AM	\$ 1 50 <sup>11</sup>	4 45 <sup>80</sup>	4 45 <sup>86</sup>	9 19	
2 14	11 02	12 40	\$ 1 50 <sup>12</sup>	2 45AM	524.56	WE JCT			12 20AM					
				2 46	525.08	GO JCT...Y								
				2 47	525.57	P... GW SIDING	534	125	1 46	4 20	4 42	9 14		
2 18	11 05	12 50	1 52	2 50AM	526.21	S. L. S. F. CROSSING								
					529.71	LS... BUSHTON	545	87	1 36	3 55	4 29	9 00		
2 31	11 18	1 05	2 02		537.60	LS... CLAFLIN	553	125	1 30	3 45	4 20	8 50		
2 41	11 27	1 17	2 09		546.22	P... REDWING	561	88	1 24	3 35	4 10	8 40		
2 51	11 36	1 29	2 16		552.81	LS... HOISINGTON...@DWY	567	Yd.	1 18AM	3 25AM <sup>61</sup>	4 00AM	8 30AM		
3 25AM <sup>88</sup>	11 45AM	1 40PM	\$ 2 33AM		558.82									
Daily	Daily	Daily Ex. Sunday	Daily	Daily			133.53		Daily	Daily	Daily Ex. Sunday	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.

# HOISINGTON SUBDIV.—BETWEEN HOISINGTON AND HORACE

**5**

TRAINS WESTWARD					Miles from St. Louis	TIMETABLE No. 3 APRIL 23, 1961		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD				
SECOND CLASS				FIRST CLASS		STATIONS				FIRST CLASS	SECOND CLASS			
81 Red Ball Freight	93 Local Freight	61 Red Ball Freight		11 Passenger						12 Passenger		68 Red Ball Freight	94 Local Freight	80 Red Ball Freight
Daily	Daily Ex. Sunday	Daily		Daily			Daily		Daily	Daily Ex. Sunday	Daily			
1130AM <sup>94</sup>	7 05AM	3 25AM		1 48AM	558.82	LS.....HOISINGTON.....@DWY	567	Yd.	s 12 06AM		6 30AM	1130AM <sup>81</sup>	2 25AM	
11 53AM	7 30	3 37		1 58 <sup>80</sup>	568.90	.....OLMITZ.....	577	73	11 56PM		5 45	11 05	1 58 <sup>11</sup>	
12 01PM	7 42	3 45		2 04	575.58	LS.....OTIS.....	583	74	11 49		5 36	10 55	1 27	
12 12	7 55	4 00		2 11	575.67	LS.....BISON.....	592	125	11 41		5 25	10 40	1 17	
12 19	8 03	4 15		m2 16	584.16	LS.....LA CROSSE.....@	598	74	m11 34		5 16	10 30	1 09	
12 25	8 20	4 21		2 21	595.70	P.....MARTHA.....	608	48	11 29		5 10	9 49	1 03	
12 36	8 40	4 33		2 29	605.30	LS.....McCRACKEN.....	613	160	11 21		5 03	9 37	12 52	
12 50	8 56	4 50 <sup>68</sup>		2 38	616.07	LS.....BROWNELL.....@	624	80	11 12		4 50 <sup>61</sup>	9 23	12 40	
12 57	9 16 <sup>94</sup>	5 03		2 43	616.16	P.....OSGOOD.....	630	125	11 07		4 30	9 16 <sup>93</sup>	12 33	
1 05	9 30	5 10		2 48	622.18	TP.....RANSOM.....	635	77	11 03		4 24	9 10	12 27	
1 12	9 40	5 18		2 53	627.39	TP.....ARNOLD.....	642	48	10 58		4 16	9 01	12 20	
1 20	9 50	5 26		a 2 59	633.80	LS.....UTICA.....@Y	648	125	a 10 53		4 08	8 50	12 12	
1 25	9 59	5 31		3 03	640.32	P.....LUDWIG.....	653	80	10 49		4 03	8 24	12 04AM	
1 37	10 33	5 45		3 12	644.71	LS.....SHIELDS.....	663	125	10 40		3 50	8 05	11 52PM	
1 48	10 50	5 58		3 20	655.62	LS.....HEALY.....@	673	77	10 32		3 38	7 45	11 41	
1 54	10 59	6 05		3 24 <sup>68</sup>	665.03	P.....RANCH.....	678	125	10 28		3 24 <sup>11</sup>	7 32	11 35	
					670.22	.....A. T. & S. F. CROSSING.....								
					681.70	LS.....SCOTT CITY.....@W	690	72	s 10 17		2 58	7 15	11 21	
2 11	11 20AM	6 32		s 3 34	682.57	.....A. T. & S. F. CROSSING.....								
					682.88	TP.....MODOC.....	700	125	10 07		2 45	6 55 <sup>61</sup>	11 10	
2 24	12 01PM	6 55 <sup>94</sup>		3 46	692.17	TP.....MARINTHAL.....	707							
					699.23	P.....SHELBY.....	709	78	9 59		2 33	6 35	10 59	
2 39	12 20	7 10		3 54	701.56	LS.....LEOTI.....@	715	76	s 9 54		2 26	6 25	10 52	
2 45	12 45	7 20		s 4 02	707.10	P.....HIXON.....	720	51	9 49		2 20	5 55	10 45	
2 51	12 55	7 27		4 07	712.24	LS.....SELKIRK.....	725	125	9 45		2 14	5 35	10 39	
2 57	1 05	7 36		4 12	717.18	P.....WHITEBLAW.....	732	77	9 39		2 05	5 25	10 30	
3 05	1 15	7 50		4 18	724.55	LS.....TRIBUNE.....	737	48	9 35		2 00	5 15	10 20	
3 11	1 22	7 59		4 23	729.00	(LS.....HORACE.....@WY	739	Yd.	9 33PM		1 55AM	5 00AM	10 14PM	
3 15PM	1 45PM	8 10AM		s 4 27AM	730.88									
Daily	Daily Ex. Sunday	Daily		Daily		171.88			Daily		Daily	Daily Ex. Sunday	Daily	

# GREAT BEND SUBDIV.—BETWEEN HOISINGTON AND GREAT BEND

TRAINS WESTWARD				Miles from St. Louis	TIMETABLE No. 3 APRIL 23, 1961		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS			661 Red Ball Freight		STATIONS				662 Red Ball Freight	SECOND CLASS		
	663 Red Ball Freight		Daily Ex. Sunday						Daily Ex. Sunday	664 Red Ball Freight		
					LS.....HOISINGTON.....@DWY	567	Yd.	9 30AM	2 30PM			
				558.82	.....GREAT BEND.....	GD10	Yd.	9 00AM	2 00PM			
				568.95								
					10.13			Daily Ex. Sunday	Daily Ex. Sunday			

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		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS			FIRST CLASS		No. 3				FIRST CLASS	SECOND CLASS		
81 Red Ball Freight	61 Red Ball Freight	95 Local Freight	11 Passenger		APRIL 23, 1961				12 Passenger	96 Local Freight	80 Red Ball Freight	68 Red Ball Freight
Daily	Daily	Daily Ex. Sunday	Daily	STATIONS		Daily	Daily Ex. Sunday	Daily	Daily			
3 25PM	8 30AM	5 30AM	4 32AM	730.88	LS.....HORACE.....@WY	739	Yd.	s 9 28PM	1 05PM	10 05PM	1 45AM	
3 40	8 50	6 11	4 41	740.53	P.....WALKINGHOOD, KANSAS..	748	78	9 16	12 48	9 53	1 24	
3 48	8 59	6 25	4 47	746.61	LS..TOWNER, COLORADO.....	754	65	9 11	12 40	9 45	1 17	
3 55	9 07	6 35	4 52	752.57	P.....STUART.....	760	125	9 06	12 20	9 37	1 10	
4 02	9 15	6 50	4 57	758.13	TP..SHERIDAN LAKE.....@	766	77	9 01	12 07PM	9 30	1 03	
4 17	9 30	7 16	5 09	771.80	P.....CHIVINGTON.....	780	125	8 49	11 30AM	9 14	12 47	
4 25	9 39	8 01	5 15	778.91	P.....DISTON.....	787	77	8 43	11 10	9 05	12 38	
4 35	9 50	8 32	a 5 22	785.86	LS.....EADS.....@W	794	125	s 8 37	10 50	8 56	12 29	
4 45	10 09 <sup>96</sup>	8 50	5 28	793.65	P.....HAWKINS.....	802	77	8 29	10 09 <sup>61</sup>	8 46	12 19	
5 03	10 30	9 27 <sup>96</sup>	5 41	807.76	LS.....HASWELL.....@	816	131	8 17	9 27 <sup>95</sup>	8 30	12 03AM	
5 14	10 42	9 41	5 48	816.99	P.....INMAN.....	825	78	8 10	9 10	8 18	11 50PM	
5 31	11 01	10 00	5 59	830.50	P.....HEATH.....	838	125	7 59 <sup>80</sup>	8 52	7 59 <sup>12</sup>	11 34	
5 43	11 14	10 31	a 6 08	841.28	LS.....SUGAR CITY.....Y	849	77	a 7 50	8 35	7 28	11 21	
5 50	11 22 <sup>95</sup>	11 22 <sup>61</sup>	s 6 15	846.46	LS.....ORDWAY.....@W	854	153	s 7 45	7 40	7 21	11 15	
6 03	11 29	11 50AM	6 20	852.14	TP.....CROWLEY.....	860	77	7 40	7 10	7 14	11 08	
6 17	11 36	12 01PM	6 24	857.32	LS...OLNEY SPRINGS.....@	865	79	7 36	7 00	7 07	11 02	
6 32	11 44	12 10	6 29	863.18	P.....PULTNEY.....	871	125	7 31	6 49	6 59	10 56	
				869.29	.....A. T. & S. F. CROSSING.....							
6 50 <sup>80</sup>	11 54AM	12 20	6 35 <sup>96</sup>	870.41	P.....NEPESTA.....	878	77	7 25	6 35 <sup>11</sup>	6 50 <sup>81</sup>	10 48	
6 57	12 01PM	12 30	6 41	876.10	LS.....BOONE.....	884	78	7 20	6 05	6 43	10 41	
7 15 <sup>12</sup>	12 08	12 55	6 45	881.22	LS.....AVONDALE.....@	889	123	7 15 <sup>81</sup>	5 55	6 36	10 35	
7 30	12 20	1 15	6 52	889.86	P.....BAXTER.....	898	78	7 08	5 42	6 25	10 25	
7 35	12 25	1 30	6 56	893.76	P.....COOMBS JCT.....	902		7 04	5 37	6 20	10 20	
			6 58	894.94	.....FE JCT.....			7 02				
				895.02	.....FOUNTAIN RIVER.....							
			6 59	895.06	.....FW JCT.....			7 01				
			6 59	895.11	P.....C. & S. CROSSING.....							
			s 7 30AM	896.44	CS.....PUEBLO U. D.....@			6 55PM				
8 00PM	2 00PM	2 30PM		897.09	CS.....PUEBLO YARD.DTWY	905	Yd.		5 25AM	6 00PM	10 00PM	
Daily	Daily	Daily Ex. Sunday	Daily					Daily	Daily Ex. Sunday	Daily	Daily	
				166.21								

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

TRAINS WESTWARD				Miles from St. Louis	TIMETABLE		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS			669 Red Ball Freight		No. 3				670 Red Ball Freight	SECOND CLASS		
			Daily Ex. Sunday		APRIL 23, 1961				Daily Ex. Sunday			
STATIONS												
			3 30AM	368.35	LS.....LOMAX.....Y	376		5 10PM				
			3 55	374.47	.....MICHIGAN.....	T 97		4 55				
			4 25	381.64	LS.....OVERBROOK.....	T104		4 40				
			5 05	391.52	TP.....RICHLAND.....	T114		3 55				
			5 30	398.21	.....BERRYTON.....	T121		3 30				
				406.57	.....A. T. & S. F. CROSSING.....							
			6 30AM	407.61	LS.....TOPEKA.....	T130	Yd.	3 00PM				
			Daily Ex. Sunday					Daily Ex. Sunday				

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.  
Kansas Division (3)



**SPECIAL INSTRUCTIONS**

**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).**

Passenger trains handling freight equipment must not exceed maximum speed of freight trains, except upon authority of Superintendent.

The speed shown below is the highest speed authorized for the operation of Passenger and Freight trains.

SUBDIVISIONS	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>Kansas City:</b>		
Between Kansas City and Leeds Jct.....	55	35
Between Leeds Jct. and KT Jct.....	60	40
Between KT Jct. and Osawatomie.....	79	55
Osawatomie.....	79	55
Council Grove.....	79	55
Hoisington.....	79	55
Horace.....	79	55
Salina.....	40	40
Topeka.....	40	40
Great Bend.....	30	30

**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
301 to 392.....	65	1110 to 1149.....	65
513 to 626.....	65	1500 to 1582.....	65
800 to 814.....	30	2000 to 2017.....	85
4100.....	35	MV-KO&G-OCAA	
4102 to 4103.....	75	DIESEL	
4104 to 4371.....	65	ENGINES	
4501 to 4526.....	65	751 to 756.....	65
4601 to 4612.....	65		
4801 to 4826.....	65		
7000 to 7021.....	98		
7100.....	90		
8001 to 8036.....	98		
9000 to 9020.....	35		
9102 to 9191.....	35		
9200 to 9239.....	35		

**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 turnouts and crossovers, entire train.....	15
Through Nos. 15, 16 and 20 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).	

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

	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>Kansas City Terminal Railway:</b>		
Rule 600.		
Signal Bridge 19, Belmont Av. West end Sheffield Tower 8 limits, to KCT Crossing.....	35	25
Signal Bridge 19 to East end/Tangent... Grand Av. Tower 6 limits. (Curve.....	50	25
	40	20
Under train sheds.....	8	8
Road engines running backward with or without cars.....	Low Speed	
<b>Council Grove Subdiv.:</b>		
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
Salina.....	494	4	496	10	25
LaCrosse.....	589	38	590	21	45
Eads.....	785	22	785	36	40
Ordway.....	846	10	847	3	40
Boone.....	876	11	876	12	40

**SPECIAL INSTRUCTIONS**

**3-D. Continued:**

**LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS:**

Permissible Speed in Miles per hour	EASTWARD				WESTWARD			
	From		To		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	28	70	329	28	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
65	368	04	367	30	65	367	30	368	04
70	370	11	369	12	70	369	12	370	11
60	374	25	373	00	60	373	00	374	25
70	376	17	375	18	70	375	18	376	17
70	385	03	384	19	70	384	19	385	03
70	388	35	388	24	70	388	24	388	35
65	394	13	393	38	65	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
65	418	32	410	34	65	410	34	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
55	505	21	505	15	55	505	15	505	21
70	509	16	509	01	70	509	01	509	16
65	517	24	511	02	65	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

**3-D. Concluded:**

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

**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:

<b>Four wheel truck cars:</b>	
All types including BX cars.....	3.25 inches
<b>Six wheel truck cars:</b>	
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)
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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.

**SPECIAL INSTRUCTIONS**

<b>3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:</b>	Miles Per Hour
Pile Drivers.....	25
Steam Shovels.....	25
Bridge Derrick Cars (non-revolving).....	30
<p>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.</p>	
Bridge Derrick-Pile Driver (combination machine).....	25
<p>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.</p>	
American Ditchers (self-propelling).....	25
<p>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.</p>	
Locomotive Cranes or Clam Shells.....	25
<p>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.</p>	
American Ditchers, loaded on flat cars.....	25
Yard (clam shell) and "Burro" Cranes, loaded on flat cars	25
Jordan Spreaders and Spreader-Ditchers.....	25
<p>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.</p>	

<b>3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Concluded):</b>	Miles Per Hour
Industrial Brownhoist Locomotive Crane.....	25
<p>Industrial Brownhoist, Diesel Powered, Full Revolving Locomotive Crane should be moved with boom lowered on the racks on boom car. Boom must be disconnected from rotating portion of machine, and supported entirely upon boom car. Cables need not be removed from boom, but must be left slack between machine and boom.</p>	
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, 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 Freight Train Speed
Scale Test Cars (Except MPX 5121).....	30
Scale Test Car MPX 5121.....	Maximum Freight Train Speed

Scale test cars must be handled next to cabooses.

**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	PROspect 1-0500 MAin 1-1000.		
<b>HOSPITAL, St. Mary's Hospital</b>	Kansas City, Mo.	101 Memorial Drive	WEstport 1-0481		
★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	{ 101 State Line, Kansas City, Mo.	WILLow 2-3355.
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. J. R. Whiteman	Kansas City, Mo.	6314 Brookside	HIlland 4-6607	4919 West 58th Street	HEdrick 2-5500.
Dr. C. G. Edde	Kansas City, Mo.	1001 Argyle Bldg., 12th & McGee	VICTor 2-0828	6050 Oak	JEferson 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.	AXtel 4-3461	504 East Wea	AXtel 4-2206.
★Dr. J. T. Fowler	Osawatomie, Kan.	507 Sixth	PLateau 5-3101	320 Main	PLateau 5-3175.
★Dr. W. O. Appenfelder	Osawatomie, Kan.	524 Brown	PLateau 5-3186	Rural Route 1	PLateau 5-3215.
★Dr. F. A. Trump	Ottawa, Kan.	336 Main	CHerry 2-1620	1004 South Cedar	CHerry 2-1119.
★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.	214½ Hockaday	727	21 McMay	286.
★Dr. James A. Powell	Council Grove, Kan.	28 North Neosho	4	28 North Neosho	4.
★Dr. R. W. Blackburn	Council Grove, Kan.	214½ Hockaday	727	700 Mosier	523.
★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	508.
★Dr. C. E. Scott	Salina, Kan.	207½ West Cloud	TAylor 7-5549	858 S. 11th	TAylor 7-5445.
★Dr. J. C. Mitchell	Salina, Kan.	United Bldg.	TAylor 7-3061	116 W. Lake Drive	TAylor 5-5892.
★Dr. W. Holwerda	Lindsborg, Kan.	130 North Second	ACademy 7-2461	403 North Washington	ACademy 7-2490.
★Dr. M. C. Murfitt	Lindsborg, Kan.	231 North Main	ACademy 7-5761	231 North Main	ACademy 7-5051.
★Dr. D. D. Fuller	Marquette, Kan.	Marquette	KI mball 6-2211	Lindsborg 121 W. Lincoln	ACademy 7-5821.
★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. R. F. Shaw	Hoisington, Kan.	351 West Tenth	621	Hoisington 351 W. 10th	558.
★Dr. Robert Moore	Hoisington, Kan.	814 North Elm St.	1250	303 East Sixth Street	366.
★Dr. Robert J. Unrein	Hoisington, Kan.	351 West 10th	621	372 West Sixth Street	1413.
★Dr. T. J. Brown, Division Surgeon	Hoisington, Kan.	155½ South Main	48	373 West Second	413.
Dr. L. R. McGill	Hoisington, Kan.	302 Main	42	302 Main	424.
★Dr. R. Greer	Topeka, Kan.	98 West 10th	CEntal 3-9681	1137 Mac Vicar	CEntal 2-0013
★Dr. David C. Shivel	Great Bend, Kan.	1400 Polk	GLadstone 3-3523	2527 Zarah Drive	GLadstone 3-9448.
★Dr. Homer B. Russell	Great Bend, Kan.	1400 Polk	GLadstone 3-3523	3301 Broadway	GLadstone 3-3705.
★Dr. W. R. Evans, Asst. Surgeon	Great Bend, Kan.	1912 17th	GLadstone 3-8266	1112 Main St.	GLadstone 3-7442.
★Dr. J. H. Baker	LaCrosse, Kan.	Seventh and Main	CAstle 2-3418	515 West Ninth	CAstle 2-3555.
★Dr. F. K. Bowser	LaCrosse, Kan.	McCracken, Kan.	CAstle 2-2503	502 East Seventh	CAstle 2-2668.
★Dr. K. McLain	Ransom, Kan.	Ransom, Kan.	34	Ransom	77.
★Dr. D. B. Parker	Ransom, Kan.	Ness City		Ness City	
★Dr. H. P. Palmer	Scott City, Kan.	202 College	87	1101 Myrtle	100.
★Dr. G. W. Fields	Scott City, Kan.	202 College	87	1106 College	783.
★Dr. T. M. Cable	Leoti, Kan.	Wichita County Clinic	FRontier 5-2231	Leoti	FRontier 5-2423.
★Dr. W. F. Werner	Tribune, Kan.		DRake 6-4251	Tribune	DRake 6-4543.
★Dr. William James Porter	Tribune, Kan.		DRake 6-4251	Tribune	DRake 6-4343.
<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. D. B. Shaw	Pueblo, Colo.	702 North Main	LIncoln 4-4100	2107 Elisabeth	LIncoln 3-2323.

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