

Local Surgeons & Examiners

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 *A. E. WINSETT
 *D. LOVING
 *W. H. WHEIR
 R. H. SCHOENHALS
 J. E. RANDLE
 W. R. JONES
 R. KINGSLAND
 *V. MOORE
 *J. H. CUNNINGHAM
 *R. A. GUTEKUNST
 E. YODER
 R. J. OHMAN
 *E. O. SHELTON
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 C. A. SCHMIDT
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 J. R. BRADLEY
 J. C. JONES
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 *J. O. GILLILAND
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 G. M. EDMONDS
 *M. E. NUNEMAKER
 *J. H. ARMSTRONG
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 *J. J. LALLY
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 *H. L. REGIER
 E. P. SERERES
 *A. L. HILBIG
 *T. E. WADE
 *MEDICAL ARTS CLINIC
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 G. E. FINKLE
 WEIR PIERSON
 R. M. DAUGHERTY
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 G. R. MASER
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 *V. W. FILLEY
 *F. G. FREEMAN
 D. M. EUBANK
 DEAN SAUER
 *M. F. HARMANN
 *W. PARKER
 D. A. ANDERSON
 A. E. RUEB
 O. L. SMITH
 F. A. ELSTON
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 *B. M. MARSHALL
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 *P. M. POWELL
 A. E. CORDONIER
 W. M. THAXTON
 H. M. DENNY
 JACK GUNN
 W. J. SMITH

* Examiner

Oculists & Aurists

A. J. STREIT
 W. O. MURPHY
 J. A. BILLINGSLEY
 J. E. BRESSETTE
 C. E. HASSIG
 W. D. PITMAN
 A. S. STEINER
 H. W. POWERS
 H. L. KIRKPATRICK

Abilene
 Alma
 Amarillo
 Amarillo
 Amarillo
 Belle
 Bucklin
 Canton
 Clayton
 Dalhart
 Dalhart
 Dalhart
 Denton
 Dodge City
 Eldon
 Fowler
 Gerald
 Greensburg
 Greensburg
 Gruver
 Guymon
 Guymon
 Herington
 Herington
 Herington
 Holden
 Holton
 Hooker
 Hooker
 Horton
 Hutchinson
 Hutchinson
 Kansas City
 Kansas City
 Kansas City
 Kansas City
 Kansas City
 Liberal
 Liberal
 Liberal
 Logan
 McPherson
 McPherson
 Meade
 Mineola
 Mission
 Plains
 Pratt
 Pratt
 Raytown
 St. Louis
 St. Louis
 St. Louis
 Salina
 Salina
 St. Marys
 Sunray
 Texhoma
 Topeka
 Topeka
 Topeka
 Troy
 Tucumcari
 Union
 Versailles
 Windsor

Amarillo
 Kansas City
 Kansas City
 Kansas City
 Pratt
 Pratt
 St. Louis
 Topeka
 Topeka

See page 15 for hospitals

Chicago, Rock Island & Pacific Railroad



TIME TABLE

MISSOURI-KANSAS DIVISION
SECOND DISTRICT

No. **9**

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

SUNDAY, OCTOBER 25, 1959

J. F. ORLOMOSKI,
Superintendent

O. W. LIMESTALL,
General Manager

B. F. WELLS,
Ass't. General Manager

This Time Table for the exclusive use
and guidance of Employees

WESTWARD

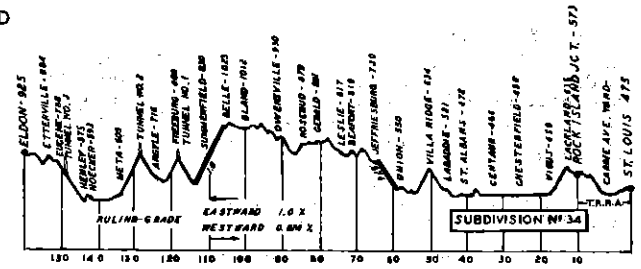
MAIN LINE

EASTWARD

SECOND CLASS			Capacity of Siding	Capacity of Other Tracks	Station Numbers	SUBDIVISION 34			M. P. from St. Louis	Signs	SECOND CLASS		
73						STATIONS					74		
Freight						Time Table No. 9					Freight		
Daily						October 25, 1959					Daily		
	P.M.					US. ST. LOUIS	TO				P.M.		
	3.00			Yard	75000	6.9 CARRIE AVE. YD	* TO			RFWT	3.00		
						4.6 Easton Ave. Junction				Yd			
	3.20					3.1 R. I. JUNCTION					1.35		
						0.1 SL&T Crossing	UX						
	3.30	63	89		23019	2.4 CK. LACKLAND	* TO	12.8	Yd		1.20		
	3.40	41			23018	5.2 VIGUS	P	18.0	Yd		1.01		
	3.55	66	25		23027	8.8 CF. CHESTERFIELD	TO	26.8			12.46		
	4.08	125	2		23033	6.6 CENTAUR	P	33.4			12.35		
	4.20		18		23040	6.5 ST. ALBANS		39.9			12.21		
	4.35	53	4		23046	6.1 LABADIE	P	46.0			12.07		
	4.47	49	18		23051	5.2 VILLA RIDGE	P	51.2			11.56		
	5.03	50	95		23060	8.3 UN. UNION	TO	59.5	W		11.37		
	5.17		3		23065	5.4 JEFFRIESBURG	P	64.9			11.26		
	5.31		15		23072	6.7 BEAUFORT	P	71.6			11.15		
	5.36	75	3		23074	2.4 LESLIE	P	74.0			11.10		
	5.50	42	39		23081	6.7 RA. GERALD	TO	80.7			10.51		
	5.57	52	17		23085	4.0 RB. ROSEBUD	TO	84.7			10.44		
	6.13	42	39		23092	6.8 OW. OWENSVILLE	TO	91.5	Yd		10.32		
	6.31	75	50		23100	8.6 ND. BLAND	TO	100.1			10.18		
	6.40	79	64		23105	5.1 X. BELLE	TO	105.2	W		10.10		
	6.51	59			23111	5.6 SUMMERFIELD	P	110.8			9.55		
	7.07	31	24		23118	7.4 FR. FREEBURG	TO	118.2			9.31		
	7.21	70	25		23125	6.9 KN. ARGYLE	TO	125.1			9.18		
	7.42	41	20		23134	9.5 MA. META	TO	134.8			8.54		
	7.58		5		23143	8.2 HOECKER		142.8			8.43		
	8.02	105	10		23145	1.9 HENLEY	P	144.7			8.39		
	8.12	44	16		23149	4.8 G. EUGENE	TO	149.5			8.30		
	8.40		Yard		23160	10.4 DO. ELDON	* TO	159.9	RFWT	Yd	8.10	A.M.	
	P.M.					164.2							

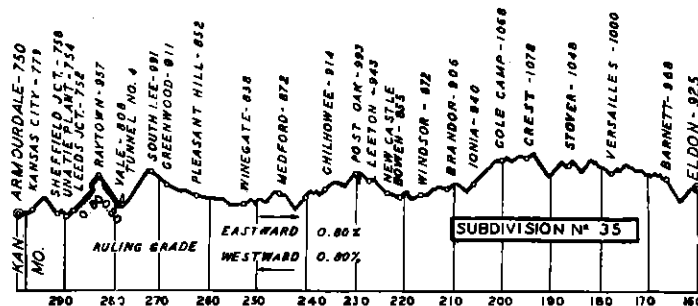
TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED

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



WESTWARD			MAIN LINE					EASTWARD					
SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 35		M. P. from St. Louis	Signs	SECOND CLASS			
73						STATIONS				74			
Freight						Time Table No. 9				Freight			
Daily						October 25, 1959				Daily			
P.M.	9.00			Yard	23160	DO.	ELDON	*TO	159.9	RFWT		A.M.	7.50
						.....	MoPac Crossing	UX	160.1	.....		
	9.13		43	17	23166	.....	BARNETT	P	165.9	.....		7.38	
	9.30		72	134	23177	V.	VERSAILLES	TO	177.0	.....		7.20	
	9.46		52	26	23186	SR.	STOVER	TO	185.9	.....		7.01	
	10.01		51	.....	23194	.....	CREST	P	194.3	.....		6.47	
	10.08		52	24	23199	NA.	COLE CAMP	TO	198.8	.....		6.37	
	10.17		50	16	23205	FA.	IONIA	TO	205.4	.....		6.27	
	10.25		.....	8	23211	.....	BRANDON		210.9	.....		6.16	
	10.38		72	100	23216	W.	WINDSOR	TO	216.3	WY		6.06	
	10.48			6	23221	.....	BOWEN	P	220.7			5.56	
	11.00		50	16	23227	N.	LEETON	TO	227.0	.....		5.45	
	11.06		.....	16	23230	.....	POST OAK		229.6	.....		5.40	
	11.15		67	23	23235	CA.	CHILHOWEE	TO	235.4	.....		5.30	
	11.32		51	8	23245	.....	MEDFORD	P	245.4	.....		5.15	
	11.43		51	.....	23253	.....	HADSELL	P	253.0	.....		5.05	
			.....	.....		.....	MoPac Crossing		262.5	.....		
	11.59 P.M.		66	67	23263	SA.	PLEASANT HILL	TO	262.9	W		4.45	
	12.09 A.M.		.....	26	23268	.....	GREENWOOD		268.7	.....		4.26	
	12.15		51	10	23272	.....	SOUTH LEE	P	272.0	.....		4.21	
	12.25		51	.....	23277	.....	VALE	P	277.5	.....		4.09	
	12.36		91	35	23281	WN.	RAYTOWN	TO	282.7	.....		4.00	
	12.46		.....	.....	23287	.....	LEEDS JUNCTION	P	288.3	RYd		3.45	
			.....	.....	60054	US. .	KANSAS CITY, MO.	TO	295.5	R			
	3.00 A.M.		.....	Yard	60055	.....	KANSAS CITY, KAN.	*	298.0	RFWT Yd		3.00 A.M.	

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



WESTWARD					MAIN LINE					EASTWARD																	
FIRST CLASS					SUBDIVISION 36 STATIONS					FIRST CLASS																	
3	17	39	15	Capacity of Sidings	Capacity of Other Tracks	KANSAS CITY, MO. . . US	KANSAS CITY, KANS. . .	TOPEKA YARD . B	VALENCIA	WILLARD	MAPLE HILL . RH	PAXICO CA	McFARLAND . . FA	ALMA U . .	VOLLAND	ALTA VISTA . . VA	JONES	DWIGHT DW	WHITE CITY . . WT	LATIMER	MoPac Crossing	HERINGTON . RI	18	40	16	4	
Golden State	Rocket	Psgr.	Psgr.																				KANSAS CITY, MO. . . US	KANSAS CITY, KANS. . .	TOPEKA YARD . B	VALENCIA	WILLARD
Daily	Daily	Daily	Daily	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Signs	M.P. from St. Joseph	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
P.M. 10.15	P.M. 10.00	A.M. 9.00	A.M. 8.35	...	...	60054	RFW TY	...	A.M. 9.00	P.M. 7.45	P.M. 7.55	A.M. 2.15										A.M. 9.00	P.M. 7.45	P.M. 7.55	A.M. 2.15	
10.20	10.05	9.05	8.40	...	...	60055	RFW TYd	...	8.45	7.18	7.50	2.02										8.45	7.18	7.50	2.02	
11.35	11.11	10.21	9.56	...	...			89.3	7.32	6.01	6.36	12.55										7.32	6.01	6.36	12.55	
11.37	11.13	10.23	9.59	175E	Yard	588	RFW Y Yd	90.5	7.31	5.59	6.34	12.54										7.31	5.59	6.34	12.54		
11.49	11.24	10.35	10.11	147	18	600	...	101.5	7.21	5.45	6.22	12.44										7.21	5.45	6.22	12.44		
				...	17	604	...	105.3																			
11.59 P.M.	11.31	10.43	10.19	126E 96W	71	609	...	110.4	7.14	5.36	6.12	12.36										7.14	5.36	6.12	12.36		
12.06 A.M.	11.37	10.50	10.26	...	37	617	...	118.2	7.08	5.28	6.04	12.29										7.08	5.28	6.04	12.29		
12.10	11.41	10.54	10.30	190W 112E	97	621	RY	122.0	7.05	5.24	6.00	12.25										7.05	5.24	6.00	12.25		
12.14	11.45	10.58	10.34	46E	42	625	...	126.3	7.00	5.20	5.56	12.21										7.00	5.20	5.56	12.21		
12.21	11.52	11.06	10.42	125E 130W	14	632	...	133.8	6.53	5.14	5.49	12.14										6.53	5.14	5.49	12.14		
12.31	11.59 P.M.	11.15	10.50	...	101	640	...	141.8	6.46	5.06	5.41	12.06										6.46	5.06	5.41	12.06		
12.34	12.02 A.M.	11.18	10.53	93E 93W	...	643	...	144.7	6.43	5.03	5.38	12.03 P.M.										6.43	5.03	5.38	12.03 P.M.		
12.37	12.05	11.21	10.56	...	31	646	...	147.7	6.40	5.00	5.35	11.59										6.40	5.00	5.35	11.59		
12.45	12.12	11.29	11.04	130E 120W	48	655	...	156.7	6.33	4.52	5.27	11.52										6.33	4.52	5.27	11.52		
12.51	12.18	11.35	11.10	...	22	662	...	163.8	6.27	4.45	5.20	11.46										6.27	4.45	5.20	11.46		
				...	...	670	RFTW Y Yd	171.4	6.20	4.35	5.10	11.38										6.20	4.35	5.10	11.38	
1.05 A.M.	12.30 A.M.	11.45 A.M.	11.20 A.M.	...	Yard				A.M. 9.00	P.M. 7.45	P.M. 7.55	A.M. 2.15										A.M. 9.00	P.M. 7.45	P.M. 7.55	A.M. 2.15		

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

Lawrence - Nos. 39 and 40 - Stop to receive or discharge to or from Des Moines or Davenport or beyond. Stop to receive or discharge to or from Herington or beyond, both South and West except California points.
 Nos. 39 and 40 - Receive or discharge revenue passengers where train scheduled to stop and to discharge mail when advised by mail clerks on train.

Nos. 17 and 18, Lawrence, receive and discharge revenue passengers to or from Des Moines or beyond and to or from Wichita or beyond, Kansas City, Kans. receive and discharge to and from stations where scheduled to stop.
 Nos. 15 and 16, receive and discharge Lawrence far and from south of Herington, Des Moines or beyond.

WESTWARD							FREIGHT TRAINS (Information Only)							EASTWARD				
95	93	75	73	91	79		74	76	98	92	94							
Freight	Freight	Freight	Freight	Freight	Freight		Freight	Freight	Freight	Freight	Freight							
Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily							
A.M. 1.00	P.M. 4.00	P.M. 11.00	P.M. 7.00	A.M. 7.00	A.M. 11.50	ARMOURDALE YARD	P.M. 11.30	P.M. 2.00	P.M. 9.30	A.M. 5.30	P.M. 5.30							
3.00	5.45	12.40	9.00	8.40	1.40	TOPEKA YARD	8.45	12.30	7.00	2.30	2.30							
4.00	6.45	1.35	10.00	9.30	2.30	McFARLAND	7.45	11.00	5.30	1.30	1.30							
5.30	8.00	3.20	P.M.	11.00	4.35	HERINGTON	P.M.	9.30	4.00	12.15	12.15							
A.M.	P.M.	A.M.		A.M.	P.M.			A.M.	P.M.	A.M.	P.M.							

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS				FIRST CLASS				Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 39 STATIONS				M. P. from St. Joseph	Distance from Herington	Signs	FIRST CLASS		SECOND CLASS		
93	91	39		3	Psgr.	Golden State	Daily				Daily	P.M.	P.M.	P.M.				A.M.	40	4	94	92
Freight	Freight																					
8.15	11.15			12.05 ⁹⁴	1.10	670	...	Yard	RI...	HERINGTON	171.4	...	RYdFW	4.17	11.32	12.05 ³⁹	12.05					
8.44	11.29			12.11	1.15	675	98	...	...	RISHEL	175.8	4.4	...	4.05	11.23	11.41	11.41			
8.50	11.35 ⁹⁴			12.14	1.18	678	120	16	...	AT&SF Crossing	177.5	6.1	...									
8.58	11.43			12.21	1.24	684	88	46	HA	RAMONA	179.5	8.1	...	4.02	11.20	11.35 ⁹¹	11.36					
9.06	11.51			12.27	1.29	690	86	37	DR	TAMPA	185.7	14.3	...	3.56	11.14	11.29	11.29					
9.17	11.59 ^{A.M.}			12.34	1.35	697	84	...	...	DURHAM	191.8	20.4	...	3.50	11.08	11.22	11.22			
9.24	12.07 ^{P.M.}			12.41	1.41	703	91	15	...	WALDECK	198.4	27.0	...	3.43	11.02	11.14	11.14					
9.31	12.15			12.47	1.46	709	108	40	GA	CANTON	204.8	33.4	...	3.36	10.56	11.07	11.07					
9.40	12.25			12.55	1.55	716	112	288	MC	GALVA	210.7	39.3	...	3.30	10.51	10.59	10.59					
9.48	12.33			1.03	2.03	723	88	27	...	AT&SF Crossing	214.7	43.3	...									
9.54	12.39			1.08	2.08	728	98	34	QN	MCPHERSON	216.7	45.3	YdW	3.23	10.45	10.53	10.53					
10.02	12.47			1.14	2.14	734	88	52	...	MoPac Crossing	219.3	47.3	...									
10.10	12.55			1.21	2.19	741	80	71	...	GROVELAND	224.3	52.3	...	3.16	10.38	10.44	10.44					
10.18 ⁴	12.59			1.25	2.22	743	96	Yard	...	INMAN	229.4	57.4	W	3.12	10.33	10.38	10.38					
10.20 ⁹²	1.03			1.35	2.30	744	80	Yard	SU	SL-SF Crossing	236.1	64.1	...									
10.23	1.08			1.41	2.33	746	68	Yard	...	MEDORA	236.1	64.1	...	3.05	10.26	10.31	10.31					
10.28	1.13			1.46	2.36	749	370	17	...	SLADE	242.4	70.4	Yd	2.58	10.20	10.24	10.24					
10.34	1.19			1.52	2.41	754	88	26	...	AT&SF Crossing	243.6	71.5	...									
10.41	1.26			1.59	2.47	761	85	30	RT	EAST HUTCHINSON	244.4	72.4	Yd	2.56	10.18 ⁹³	10.22	10.22					
10.53	1.48			2.07	2.54	770	87	23	NO	MoPac Crossing	244.9	72.9	...									
11.01	1.55			2.21 ⁴⁰	2.59	776	98	27	KO	HUTCHINSON	245.4	73.4	YdFW	2.53	10.16	10.20	10.20 ⁹³					
11.10	2.13 ⁴⁰			2.29	3.06	784	94	31	RS	MoPac Crossing	246.0	74.0	...									
11.20	2.20			2.37	3.12	791	98	22	...	AT&SF Crossing	246.6	74.6	...									
12.01	2.35			2.45	3.25	797	...	Yard	N	MORTON	247.5	75.5	YdY	2.51	10.10	10.09	10.12					
										WHITE SIDE	250.8	78.5	...	2.48	10.07 ⁹²	10.05	10.07 ⁴					
										PARTRIDGE	255.8	83.8	...	2.43	10.03	9.54	9.54					
										ARLINGTON	262.4	90.4	...	2.36	9.57	9.48	9.48					
										LANGDON	271.1	99.1	...	2.28	9.50	9.38	9.38					
										TURON	277.5	105.5	W	2.21 ³⁹	9.44	9.30	9.30					
										MoPac Crossing	277.8	105.8	...									
										PRESTON	285.4	113.4	...	2.13 ⁹¹	9.37	9.20	9.20					
										MoPac Crossing	285.7	113.7	...									
										NATRONA	292.1	120.1	...	2.06	9.31	9.12	9.12					
										PRATT	298.0	126.0	RYdFW	2.00	9.25	9.00	9.00					

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

SIDING FOR FIRST CLASS TRAINS - PRATT.
West Lead from crossover switch east of Main Street crossing.
No. 4 discharge passengers from El Paso and west. Receive for Englewood and Chicago.

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

WESTWARD					MAIN LINE					EASTWARD								
SECOND CLASS		FIRST CLASS			Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 40 STATIONS					FIRST CLASS		SECOND CLASS			
91	93		39	3				40	4		94	92	Pgrr.	Golden State	Freight	Freight		
Freight	Freight		Psg.	Golden State				Pgrr.	Golden State		Freight	Freight						
Daily	Daily		Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily					
P.M. 2.55	A.M. 12.10		P.M. 2.53	A.M. 3.40	797	...	Yard	N. . .	PRATT	TO	298.0	...	RYdF WT	P.M. 1.30	P.M. 9.20		A.M. 8.50	P.M. 8.50
3.05	12.18		2.59	3.46	802	98	...	...	SMALLEY	P	302.6	4.6	...	1.17	9.15		8.44	8.44
3.13	12.26		f 3.04	3.50	806	67	41	CU. .	CULLISON	TO	307.1	9.1	...	f 1.13	9.11		8.40	8.40
3.23	12.34		f 3.10	3.56	813	88	35	WF. .	WELLFORD	TO	314.2	16.2	...	f 1.06	9.05		8.32	8.32
3.30	12.40		f 3.14	4.00	817	121	27	HD. .	HAVILAND	TO	318.6	20.6	...	f 1.02	9.01		8.27	8.27
3.37	12.47		3.19	4.05	823	88	22	...	BRENHAM	P	324.0	26.0	...	12.57	8.57		8.20	8.20
3.47	12.57		s 3.26	4.09	827	88	91	GB. .	GREENSBURG	TO	328.6	30.6	W	s 12.52	8.53		8.14	8.14
3.57	1.05		3.32	4.14	832	68	34	...	JOY	P	334.1	36.1	...	12.46	8.48		8.07	8.07
4.04	1.12		f 3.37	4.19	837	88	35	MU. .	MULLINVILLE	TO	338.9	40.9	...	f 12.42	8.44		8.01	8.01
4.16	1.24		s 3.48	4.27	846	109N 68S	142	BU. .	BUCKLIN	TO	347.9	49.9	FWY	s 12.33	8.37		7.50	7.50
4.26	1.34		f 3.56	4.33	854	88	27	KG. .	KINGSDOWN	TO	355.0	57.0	...	f 12.25	8.31		7.42	7.42
4.42	1.44		f 4.04	4.40	861	88	37	BM. .	BLOOM	TO	362.8	64.8	...	f 12.18			7.34	7.34
4.54	1.53		f 4.11	4.47	869	87	67	MI. .	MINEOLA	TO	370.0	72.0	W	f 12.12	8.19		7.24	7.24
5.02	2.02		4.17	4.53	875	68	...	...	ADVANCE	P	376.0	78.0	...	12.07	8.14		7.17	7.17
5.08	2.08		f 4.21	4.57	879	88	77	F. . .	FOWLER	TO	380.8	82.8	...	P.M. 12.03	8.10		7.08	7.08
5.19	2.19		s 4.33	5.06	890	87	89	M. . .	MEADE	TO	391.0	93.0	W	A.M. 11.53	8.01		6.56	6.56
5.26	2.26		4.40	5.11	896	117	10	...	MISSLER	P	396.5	98.5	...	11.48	7.56		6.49	6.49
5.38	2.38		f 4.49	5.21	905	88	95	Q. . .	PLAINS	TO	406.4	108.4	W	f 11.39	7.48		6.38	6.38
5.48	2.48		f 4.55	5.28	912	89	47	KM. .	KISMET	TO	413.5	115.5	...	f 11.32	7.42		6.28	6.28
6.19	3.00		5.04	5.37	925	88	17	...	HAYNE	P	422.8	124.8	...	11.23	7.33		6.19	6.19
6.30	3.20		s 5.15	5.50	933	...	Yard	RA. .	LIBERAL	TO	430.6	132.6	RYdF WY	11.15	7.26		6.10	6.10

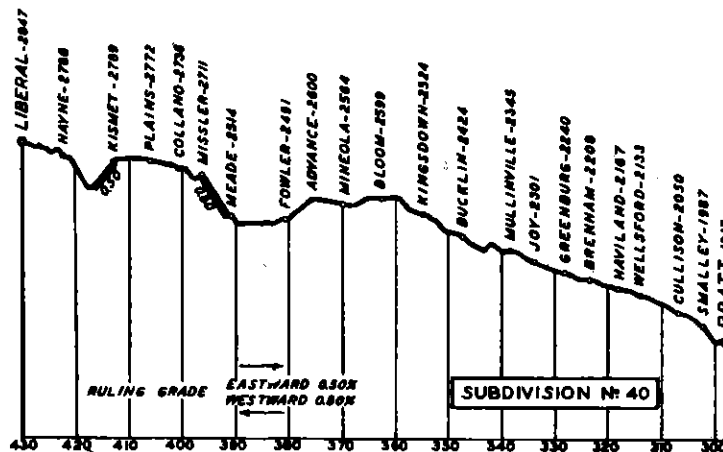
AUTOMATIC BLOCK SIGNALS
MP 340-MP 430
Rate 300-350

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

SIDING FOR FIRST CLASS TRAINS - PRATT:
West Lead from crossover switch east of Main Street crossing.

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

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



WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS		FIRST CLASS		SUBDIVISION 41				FIRST CLASS		SECOND CLASS	
91	93	39	3	STATIONS				40	4	92	94
Freight	Freight	Psg.	Golden State	Time Table No. 9				Psg.	Golden State	Freight	Freight
Daily	Daily	Daily	Daily	October 25, 1959				Daily	Daily	Daily	Daily
P.M.	A.M.	P.M.	A.M.					A.M.	P.M.	P.M.	A.M.
6.45	3.35	5.40 ⁹²	6.05	Yd	...	933	RA..	10.55	7.11	5.40 ³⁹	5.40
6.55	3.45	5.46	6.11	..	68	939	....	10.49	7.05	5.16	5.16
7.02 ⁴	3.50	5.50	6.15	37	121	943	RO..	10.45	7.02 ⁹¹	5.10	5.10
7.12	4.01	6.02	6.24	99	88	953	KR..	10.35	6.54	4.55	4.55
7.24	4.13	6.12	6.33	25	113	963	....	10.24	6.46	4.42	4.42
7.39	4.25 ⁹⁴	6.24	6.42	140	106	972	GO..	10.16	6.38	4.30	4.25 ⁹³
7.47	4.33	6.33	6.48	..	49	978	....	10.06	6.33 ³⁹	4.20	4.15
7.53	4.39	6.39	6.52	27	88	983	FM..	10.02	6.29	4.14	4.09
8.09	4.51	6.54	7.01	146	68 ^E 128 ^W	993	HM..	9.52	6.21	3.59	3.56
8.21	5.02	7.04	7.10	22	88	1003	....	9.39	6.13	3.45	3.45
8.33	5.12	7.14	7.18	88	91	1013	DF..	9.30	6.05	3.34	3.34
8.39	5.18	7.22	7.23	..	68	1020	....	9.21	6.00	3.25	3.25
8.45	5.24	7.28	7.28	45	89	1025	....	9.16	5.55	3.18	3.18
8.50	5.29	7.32	7.32	..	69	1030	....	9.11	5.51	3.13	3.13
8.56	5.35	7.37	7.36	19	121	1035	....	9.06	5.47	3.07	3.07
9.01	5.40	7.41	7.40	..	88	1039	....	9.02	5.43	3.02	3.02
9.30 ^{P.M.}	6.45 ^{A.M.}	7.50 ^{P.M.}	7.48 ^{A.M.}	Yd	...	1044	WR..	8.55 ^{A.M.}	5.38 ^{P.M.}	2.55 ^{P.M.}	2.55 ^{A.M.}

AUTOMATIC BLOCK SIGNALS
 MP 434.3 to MP 443.4
 Rules 340-358

STATION	M.P. from St. Joseph	Distance from Liberal	Signs	WESTWARD	EASTWARD
LIBERAL, KANS.	434.2	...	RYdF WY	10.55	7.11
STONE, OKLA.	440.0	5.8	....	10.49	7.05
TYRONE	444.0	9.8	....	10.45	7.02
BM&E Crossing	453.1	18.9	....	
HOOKER	454.3	20.1	W	10.35	6.54
OPTIMA	464.6	30.4	....	10.24	6.46
GUYMON	473.8	39.4	....	10.16	6.38
JUNIOR	479.9	45.7	....	10.06	6.33
GOODWELL	484.1	49.9	W	10.02	6.29
TEXHOMA, OKLA.	494.3	60.1	WY	9.52	6.21
STEVENS, TEX.	504.3	70.1	....	9.39	6.13
STRATFORD	514.2	80.0	W	9.30	6.05
P&S Crossing	514.7	...	....
BRICKEL	520.0	85.8	....	9.21	6.00
CONLEN	526.0	91.8	....	9.16	5.55
IRWIN	530.9	96.7	....	9.11	5.51
CHAMBERLIN	536.1	101.9	....	9.06	5.47
HITT	540.0	105.8	....	9.02	5.43
DALHART	545.4	111.2	RYd FWTY	8.55	5.38

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

SIDING FOR FIRST CLASS TRAINS - LIBERAL:

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

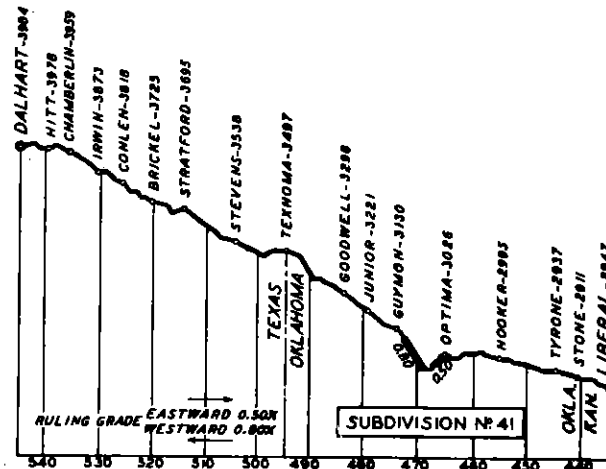
SIDING FOR FIRST CLASS TRAINS - DALHART:

Short No. 1 Track.

No. 3, discharge passengers from Kansas City and beyond, receive passengers for West of Tucumcari.

No. 4, discharge passengers from West of Tucumcari, receive passengers for Kansas City and beyond.

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



WESTWARD

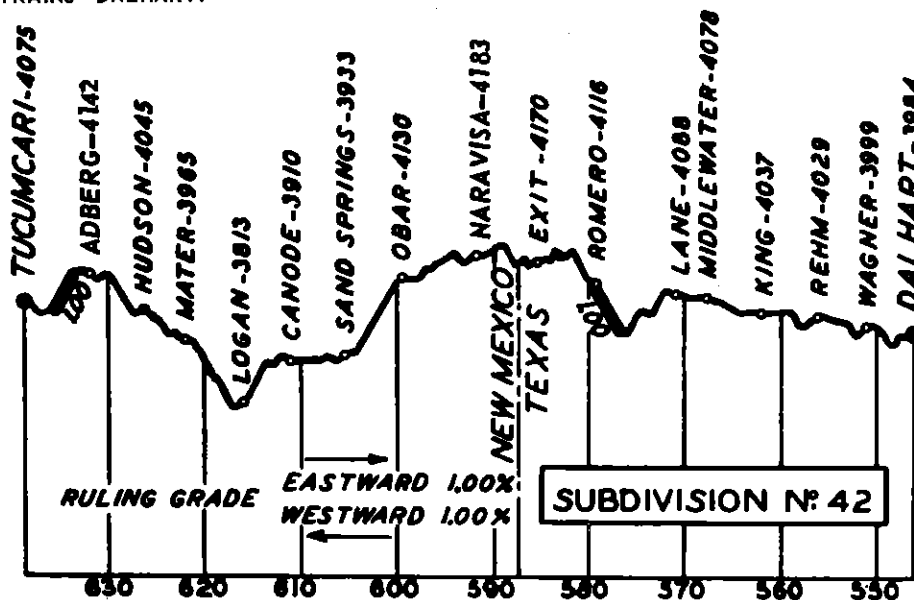
MAIN LINE

EASTWARD

SECOND CLASS		FIRST CLASS		Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 42 STATIONS		M.P. from St. Joseph	Distance from Dalhart	Signs	FIRST CLASS		SECOND CLASS	
91	93	39	3				40	4				92	94		
Freight	Freight	Pagr.	Golden State	Yd	...	1044	WR..	Time Table No. 9 October 25, 1959	RYdF WTY	s	A.M.	P.M.	P.M.	A.M.	
Daily	Daily	Daily	Daily												Daily
P.M. 10.00	A.M. 7.05		P.M. 8.05					... DALHART ... TO	545.4	...				P.M. 2.45	A.M. 2.40
								... FW&D Crossing ...	545.5	0.1					
								... REHM ...	555.1	9.7		8.27	5.24	1.51	1.48
10.18	7.23		8.16	8.06	24	88	1054	... KING ...	560.8	15.4		8.22	5.19	1.43	1.40
10.26	7.30		8.21	8.11	..	68	1059	... MIDDLE WATER ...	566.6	21.2	W	8.16	5.14	1.35	1.32
10.34	7.38		8.28	8.16	17	119	1085	... LANE ...	570.5	25.1		8.07	5.11	1.30	1.26
10.39	7.42		8.32	8.20	..	67	1069	... ROMERO ... TO	578.4	33.0		8.00	5.05	1.20	1.16
10.50	8.00		8.41	8.27	25	103	1077	... EXIT TEX ...	584.4	39.0		7.52	5.00	1.11	1.07
11.05	8.12		8.47	8.32	3	58	1083	... NARAVISA, N. M. ... TO	590.8	45.4	W	7.46	4.54	1.01	12.57
11.20	8.19		8.56	8.38	46	113	1089	... OBAR ...	598.9	53.5		7.37	4.47	12.49	12.45
11.32	8.28		9.05	8.45	20	88	1098	... SAND SPRINGS ...	604.5	59.1		7.31	4.42	12.39	12.35
11.42	8.36		9.11	8.50	14	88	1103	... LOGAN ... TO	615.3	69.9	W	7.21	4.32	12.19	12.15
11.55	8.55		9.25	9.01	40	102	1114	... MATER ...	621.3	75.9		7.13	4.27	12.09	12.05
12.05	9.03		9.33	9.08	..	88	1120	... ADBERG ...	631.5	86.1		7.04	4.18	11.53	11.48
12.17	9.16		9.47	9.19	..	103	1129	... TUCUMCARI ... TO	638.5	93.1	RYdF WTY	6.55	4.11	11.40	11.35
1.00	9.40		10.00	9.30	Yd	...	1137					A.M.	P.M.	A.M.	P.M.

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

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



WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS		FIRST CLASS	Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 4			M. P. from Memphis	Distance from Amarillo	Signs	FIRST CLASS		SECOND CLASS	
31	21	22				32									
Freight	Psgr.	Psgr.				Freight									
Daily	Daily	Daily	Daily												
P.M. 10.00	P.M. 7.10	Yard	....	27762	VN. AMARILLO	* TO	761.6	....	RYdFW	A.M. 9.10	P.M. 4.00		
10.13	7.18	....	71	27768	SONCY		767.1	6.1	....	8.57	3.15		
10.23	7.26	44	....	27775	BUSHLAND		774.0	13.2	W	8.51	3.01			
10.33	7.35	57	30	27783	WO. WILDORADO	TO	782.0	21.3	....	8.43	2.40			
10.43	7.43	32	....	27789	EVERETT		789.5	28.8	....	8.34	2.15		
10.53	7.49	82	58	27796	GA. VEGA	TO	795.0	34.3	W	8.28	2.01				
11.03	7.57	19	....	27804	LANDERGIN		802.7	42.0	....	8.19	1.40		
11.13	8.04	58	52	27810	DR. ADRIAN	TO	808.8	48.1	....	8.13	1.25			
11.20	8.09	19	....	27813	GRUHLKEY		813.0	52.1	....	8.08	1.05		
11.35	8.20	7	48	27821	BOISE		821.5	60.8	....	7.59	12.45 P.M.			
11.50 P.M.	8.33	13	51	27833	GLENRIO, TEX.		832.2	71.6	....	7.47	12.20 A.M.			
12.25 A.M.	8.57	22	51	27851	SJ. SAN JON, N.MEX.	TO	850.3	89.5	....	7.28	11.55			
12.45 A.M.	9.13	....	51	27866	LESBIA		865.4	104.4	....	7.11	11.25		
1.30 A.M.	9.30 P.M.	Yard	....	1137	XN. TUCUMCARI	* TO	874.0	113.4	RYdFW TY	7.00 A.M.	11.00 A.M.			

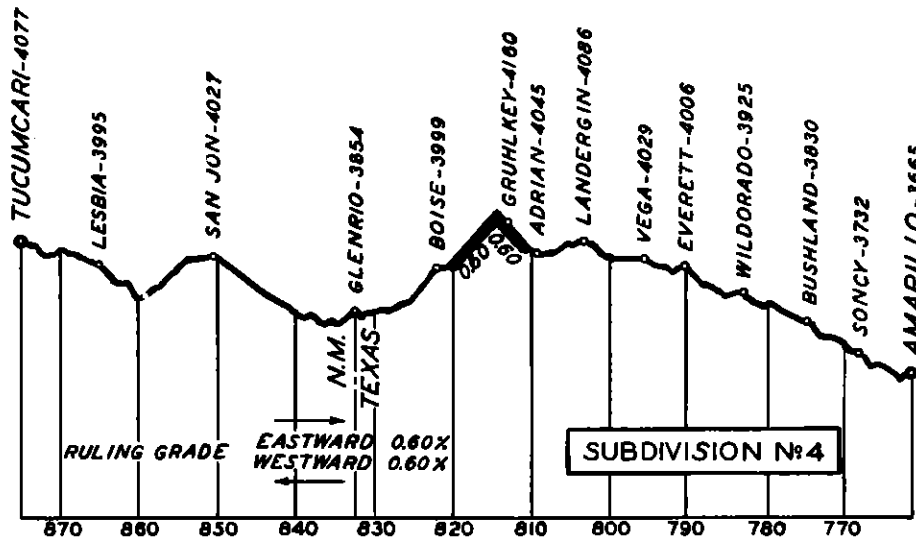
TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.

First class trains approach Amarillo passenger station at restricted speed.

SIDING FOR FIRST CLASS TRAINS - AMARILLO:
Siding extending from switch near Buchanan Street to switch west of passenger station.

No. 21, receive or discharge revenue passengers.

No. 22, receive or discharge revenue passengers and to receive or discharge express and baggage when flagged by Agent at station or when advised by Messenger of train.



WESTWARD			LIBERAL - AMARILLO LINE										EASTWARD				
SECOND CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 7					M. P. from Amarillo	Signs	SECOND CLASS				
	997					STATIONS							998				
	Freight					Time Table No. 9							Freight				
	Daily					October 25, 1959							Daily				
	A.M. 7.00	Yard	.....	.....	933	RA.....LIBERAL, KANS.* TO	153.2	RYdF WY	A.M. 6.00						
						.....^{12.9} BM&E Crossing..... UX										
	7.25	44	51	87140	.....BAKER, OKLA.....	140.3	.....	4.55							
	7.40	33	51	87132	.....ADAMS.....	131.8	.....	4.35							
	8.05	46	51	87118	HS.....HARDESTY, OKLA. TO	118.3	.....	4.05								
	8.30	86	63	87108	HN.....HITCHLAND, TEX..... TO	107.9	W	3.40									
	8.50	20	51	87100	.....BERNSTEIN.....	100.1	.....	3.25							
	9.15	148	51	87091	GU.....GRUVER..... TO	90.7	YdW	3.05									
	9.59	86	51	87075	MB.....MORSE..... TO	75.4	RYdW	2.30									
	10.10	.....	.....	.....	.....ROCK ISLAND JCT.	74.4	Yd	2.08					
	10.13	.....	.....	87074	.....MORSE JCT.....	73.8	YdY	2.05						
	10.28	30	51	87087	.....PRINGLE.....	67.3	.....	1.50							
	10.53	65	51	87057	FN.....STINNETT..... TO	57.5	YdWYF	1.30									
	11.13	18	16	87049	.....OIL CITY.....	49.0	Yd	1.05								
	11.25	.....	44	87046	.....ANTELOPE.....	45.9	Yd	12.55							
	A.M. 12.10	174	40	87043	.....SANFORD.....	43.8	YdY	12.45								
	P.M. 12.25	165	86	87037	FH.....FRITCH..... TO	37.3	.....	12.30								
	12.35	12	.....	87032	.....DEAL.....	33.5	.....	12.20						
	12.45	.....	59	87029	.....WILHELM.....	28.9	.....	A.M. 12.10						
	1.05	.....	51	87019	.....MASTERSON.....	19.1	.....	P.M. 11.50						
	1.20	17	.....	87013	.....ST. FRANCIS.....	13.2	Y	11.35							
	1.35	.....	48	87005	.....MAYER.....	6.8	.....	11.25						
		.....	.....	.....	.....P&SF Crossing.....	1.9	.....									
	5.30 P.M.	Yard	.....	27762	VN.....AMARILLO.....* TO	153.2	RYdF WY	11.00 P.M.								

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

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

Nos. 997 and 998 stop at all stations where necessary to handle mail, express
and baggage.

WESTWARD

ST. JOSEPH LINE

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 36A STATIONS Time Table No. 9 October 25, 1959	M. P. from St. Joseph	Signs	SECOND CLASS				
995	217	996							218				
Freight	UnPac Local	Freight							UnPac Local				
Mon. Wed. Fri.	Daily	Mon. Wed. Fri.							Daily				
P.M. 7.00	P.M. 6.35	...	Yard	498	SY ST. JOSEPH YD. *TO	...	RFWY Yd	A.M. 5.10	P.M. 11.00				
		...	...	...	CB&Q Crossing UX	...	...				
		...	...	498	UN ST. JOSEPH, MO., U. D. TO	...	R						
		...	...	...	CB&Q Crossing UX	...	...				
		...	...	...	UTRR Crossing UX	...	...				
7.10	6.40	96	74	499	ELWOOD, KAN.	1.1	Yd	4.45	10.37				
7.20	6.50	25	118	503	WA WATHENA. TO	5.0	Yd	4.35	10.30				
7.30	7.00		12	507	BLAIR	8.8	...	4.20	10.20				
7.45	7.10	16	27	512	RO TROY (T.T. Rule 15e). TO	13.5	WRyd	4.07	10.10				
7.58	P.M.	...	29	518	BENDENA	19.2	...	3.47	P.M.				
8.10		...	25	523	DN DENTON TO	24.1	...	3.35					
8.20		...	29	528	PURCELL	29.1	...	3.22					
8.31		...	8	532	PIERCE JCT.	33.6	...	3.10					
9.00		...	250	539	HN HORTON. TO	40.8	FWTYd	2.50					
9.21		...	18	547	WHITING	49.0	...	2.06					
10.00		...	48	558	H HOLTON TO	60.1	W	1.36					
10.23		55	32	567	MA MAYETTA. TO	69.4	...	12.56					
10.40		...	32	574	HOYT	75.8	...	12.41					
10.55		...	18	580	ELMONT	82.0	...	12.21					
		...	...	...	UP Crossing	89.2	...						
11.20 P.M.		...	Yard	588	S. J. JCT. *TO	89.3	Yd	12.01 A.M.					

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

WESTWARD

SALINA BRANCH

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 36B STATIONS Time Table No. 9 October 25, 1959	M. P. from St. Joseph	Signs	SECOND CLASS				
	565	566											
	Mixed	Mixed											
	Daily Except Sunday	Daily Except Sunday											
A.M. 4.00		A.M. 11.50	...	Yard	670	RI HERINGTON *TO	171.4	RWT Yd					
4.35		11.20	...	32	19009	WO WOODBINE TO	180.3	...					
4.52		10.55	...	17	19015	PEARL	186.7	...					
			AT&SF Crossing UX	192.8	...					
5.23		10.35	30	80	19022	Z ENTERPRISE TO	193.1	...					
5.47		10.15	64	45	19027	BE ABILENE. TO	198.4	FW					
			UP Crossing UX	220.3	...					
7.15 A.M.		8.15 A.M.	...	132	19049	SA SALINA *TO	220.8	RWT Yd					

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

WESTWARD			DODGE CITY BRANCH							EASTWARD										
SECOND CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 40A			M. P. from St. Joseph	Distance from Bucklin	Signs	SECOND CLASS								
		561				STATIONS											564			
		Freight				Time Table No. 9											Freight			
		Mon. Wed. Fri.				October 25, 1959											Mon. Wed. Fri.			
		A.M. 6.30	142	125-N 70S	846	BU.	BUCKLIN.	*TO	347.9	. . . .	RF WY	P.M. 2.30							
		6.55	48	. . . . .	21009	. . . . .	FORD		356.4	8.5	. . . .	2.00					
		7.30	20	. . . . .	21018	. . . . .	WILROADS		365.7	17.8	. . . .	1.30					
		7.50	24	. . . . .	21026	. . . . .	SOUTH DODGE		373.4	25.5	. . . .	1.10					
		8.00 A.M.	92	. . . . .	21027	. . . . .	DODGE CITY. } 28.5	*TO	374.4	26.5	RYdWY	1.00 P.M.						

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

All trains and engines must stop for Highway 283 known as South Second Avenue,
Dodge City, MP 373.3 and move over crossing only on a signal from member of
crew on ground at crossing.

WESTWARD			DALHART - MORSE LINE							EASTWARD								
			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 41A			M. P. from Morse Jct.	Signs								
						STATIONS												
						Time Table No. 9												
						October 25, 1959												
			. . . . .	. . . . .	87074	. . . . .	MORSE JCT		0.0		YdY				
			34	51	88010	. . . . .	CAPPS		9.6							
			44	51	88020	SF.	SUNRAY	*TO	20.0		RYdW							
			206	. . . . .	88023	. . . . .	SHEERIN JCT	P	23.1		YdY					
			54	. . . . .	88027	. . . . .	BRYDEN	P	27.2						
			180	. . . . .	88030	BR.	ETTER	TO	29.6		YdY						
			. . . . .	. . . . .	. . . . .	. . . . .	P&SF Crossing	UX	29.9					
			54	. . . . .	88041	. . . . .	EXUM	P	40.9						
			22	. . . . .	88046	. . . . .	WILCO		46.3						
			54	. . . . .	88051	. . . . .	DALMOR	P	50.9						
			Yard	. . . . .	1044	WR.	DALHART	*TO	60.8		RYdFW TY						

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

SPEED RESTRICTIONS

LOCATION	LOCATION	Passenger Trains	Freight Trains
ALL SUBDIVISIONS			
Authorized speed through switch leads of turnouts as follows:			
No. 20	40		
No. 15	25		
Others	15		
Location No. 15 Turnouts:			
Subdivision 36 MP 133-32, Crossover.			
Subdivision 36 MP 144-31, Crossover.			
Subdivision 39 MP 217-1, East end siding McPherson.			
MP 218-37, West end siding McPherson.			
MP 245-35, West end siding Hutchinson.			
Subdivision 41 MP 543-25, East end No. 1 track Dalhart.			
MAXIMUM ENGINE SPEEDS			
1-3, 402-403, 409, 625-656, 632B-642B, 675-677, 750-751	90		
400-401	85		
485-499, 621-623, 9002-9004, 9015-9016	80		
404-408, 410-411, 425-441, 675B-677B, 38-49, 70-127, 70B-73B, 88B-98B, 100B-123B, 1200-1332	70		
128-143, 128B-135B, 450-474, 537-546, 765-772, 775-779, 811-824, 836-840	65		
735-745, 598-599, 716-730, 758-764, 798-806, 9006-9011, 9013-9014, 9071	60		
825-835	55		
773-774 (towing speed 55 MPH)	50		
1000-1015	48		
529-536 (towing speed 65 MPH)	45		
700-707, 9012	40		
500-528, 550-563, 900-914 (towing speed 40 MPH)	35		
351, 361-377	30		
Road freight or passenger diesels, other than road switchers backing up	40		
When this being done except in switching movements or when shoving cars a member of the crew must be in the leading end of the unit within reach of the communi- cating signal or emergency valve.			
Trains and engines moving against current of traffic on two main tracks over facing point spring switches, not protected by signals	30		
Engines except RDC cars running forward light or with only one car	Freight train speed		
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.			
Scale test cars moving in trains will be handled 5 cars ahead of caboose.			
Trains Handling Scale Test Car RI 95384	40		
Weed spray 2231	30		
Short wheel base ore hoppers	30		
Motor cars without cars approaching interlocking signals and within interlocking limits	10		
Train handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by car Inspector or officer.	25		
Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.			
These instructions will not apply to wrecking derricks with boom trailing when trained behind engine in wreck train service. In such case speed restrictions will be as follows:			
SUBDIVISIONS 34, 35-41A	25		
SUBDIVISIONS 36, 39, 40, 41-42	40		
SUBDIVISIONS 36A, 36B-40A	20		
SUBDIVISIONS 4 and 7	30		
Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.			
Air rail loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car.			
Where speeds on any Subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.			
SUBDIVISION 4 (except as shown below)		59	50
MP 795 to MP 795-8	30	30	30
MP 815-08 to 818-16	50	50	40
SUBDIVISION 7 (except as shown below)		35	35
MP 1-31 P&SF Crossing	20	20	20
MP 37-10 to MP 43-28	20	20	20
MP 43-28 to MP 46-13	15	15	15
Bridge 465	5	5	5
MP 44-00 to MP 49-00 Engines other than road switchers backing up	10	10	10
MP 45-24 to MP 49-00	15	15	15
MP 49-00 to MP 57-17	20	20	20
Bridge 706	20	20	20
Bridge 834	20	20	20
MP 127-30 Grade Crossing - Engine Only	5	5	5
MP 139-31 BM&E Crossing	15	15	15
MP 152-10 Grade Crossing	10	10	10
SUBDIVISION 34 (except as shown below)		50	40
MP 10-16 St. L. B. & T. Co. Crossing Eastward	10	10	10
Westward	15	15	15
MP 13-0 to MP 106-28 (except as shown below)	40	35	25
MP 17-22 to MP 17-29	30	25	25
MP 19-14 to MP 19-33	30	25	25
MP 41-0 to MP 41-16	15	15	15
MP 53-0 to MP 55-4	25	20	20
MP 59-7 to MP 59-19 - Engine only	20	20	20
MP 85-38 to MP 85-34	25	20	20
MP 106-28 to MP 121-30 (except as shown below)	35	30	30
Bridge 1146	20	20	20
MP 121-30 to MP 128-34 (except as shown below)	40	35	20
MP 128-21 Tunnel #2	20	20	20
MP 128-34 to MP 140-6	35	30	30
MP 140-6 to MP 150-28 (except as shown below)	40	35	35
Bridge 1433	20	20	20
MP 149-0 Tunnel #3	20	20	20
MP 150-28 to MP 151-6	25	25	25
SUBDIVISION 35 (except as shown below)		50	45
MP 159-28 to MP 160-24	15	15	15
MP 162-0 to MP 164-25	40	35	35
MP 172-28 to MP 175	40	35	35
MP 193-25 to MP 201-28	40	40	40
MP 262-20 Mo. Pac. Crossing	20	20	20
MP 268-22 to MP 273-04	40	40	40
MP 274-09 to MP 274-16	40	40	40
MP 275-12 to MP 275-18	40	40	40
MP 278-25 to MP 278-29	40	40	40
MP 280-21 to MP 280-27	40	40	40
MP 284-06 to MP 284-19	40	40	40
MP 285-27 to MP 286-04	40	40	40
Sheffield — connection between K.C. Terminal & SL-SF.	10	10	10
SUBDIVISION 36 (except as shown below)		79	60
Through Topeka Interlocking	10	10	10
MP 89-0 to MP 90-24	60	50	50
MP 90-24 to MP 93-5	70	50	50
MP 94-37 to MP 95-8 Westward Track	70	50	50
MP 96-29 to MP 100-29 (except as shown below)	50	40	40
MP 97-0 to MP 97-7	60	50	50
MP 100-19 to MP 100-29	70	50	50
MP 103-10 to MP 104-3	65	50	50
MP 110-25 to MP 110-38	60	50	50
MP 115-30 to MP 115-39	65	50	50
MP 119-24 to MP 119-30	60	45	45
MP 121-17 to MP 123-30	70	50	50
MP 125-30 to MP 125-37	70	50	50
MP 136-25 to MP 137-05 Westward Track	65	45	45
MP 136-25 to MP 142-18 Eastward Track	50	40	40
MP 137-35 to MP 143-16 Westward Track	70	50	50
MP 142-18 to MP 143-16 Eastward Track	75	50	50
MP 152-15 to MP 152-24	40	40	40
MP 169-24 to MP 171-20 (except as shown below)	15	15	15
MP 171-12 Mo. Pac. Crossing—all tracks	15	15	15
SUBDIVISION 39 (except as shown below)		79	60
MP 171-20 to MP 171-30	40	40	40
MP 171-30 to MP 176-33	65	50	50
MP 176-33 to MP 214-12 (except as shown below)	70	50	50
MP 177-20 AT&SF Crossing	70	50	50
MP 214-12 to MP 219-22 (except as shown below)	50	40	40
MP 219-12 Mo. Pac. Crossing - Engine Only	20	20	20
MP 236-4 SLSF Crossing	60	45	45
MP 243-22 to MP 247-12	30	30	30
MP 285-28 Mo. Pac. Crossing	60	45	45

SPEED RESTRICTIONS—Continued

LOCATION	Passenger Trains	Freight Trains	LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 40 (except as shown below)	79	60	SUBDIVISION 36B (except as shown below)	30	25
MP 328-25 Main St. Crossing Greensburg	50	50	Trains handling steam derrick 95020 must have two or more empty cars immediately ahead and behind derrick over bridges		5
MP 393-12 to MP 395-10	65	50	Abilene—connection to AT&SF Ry.	10	10
SUBDIVISION 41 (except as shown below)	79	60	MP 192-24—AT&SF Crossing	10	10
MP 453-04 BM&E Crossing	60	50	Between Abilene and West Abilene	Restricted Speed	
MP 473-10 to MP 474-03	40	40	Between East Salina and Salina	Restricted Speed	
MP 514-24 P&SF Crossing	60	50	SUBDIVISION 40-A (except as shown below)	25	25
SUBDIVISION 42 (except as shown below)	79	60	MP 373-00 to MP 374-12	6	6
MP 545-20 FWD Crossing	20	20	SUBDIVISION 41-A (except as shown below)	30	30
Bridge 6165	50	40	MP 29-31 P&SF Crossing	15	15
SUBDIVISION 36A (except as shown below)	40	40			
MP 0-4 CB&Q Crossing	10	10			
MP 2-7 to MP 4-4	15	15			
MP 7-0 to St. Joseph line Jct.	30	30			
Missouri River Bridge at St. Joseph	6	6			
MP 89-2 UP R. R. Crossing	15	15			
Bridge 594	15	15			

SPECIAL INSTRUCTIONS

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

	Maximum Height of Water Above Rail
Diesel Engines and Motor Cars	3 Inches
RDC Cars 9002-9003, 9004, 9015, 9016	5 Inches
Light Weight passenger Cars	7 Inches
Conventional passenger Cars	12 Inches

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

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

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

2c. S. J. Jct. is the initial station for Westward trains on Subdivision 36.

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

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

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

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

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

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

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

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

4. Rule 83:

St. Louis U. D.—Passenger trains only.
Leeds Junction—For first-class trains in both directions and westward second class trains.
Kansas City, Mo. U. D.—Passenger trains only.
Kansas City, Kansas, yard office—Trains originating or terminating.
Topeka, Telegraph Office, Union Pacific passenger station—Passenger trains only.
Amarillo Passenger station—First-class trains.
Amarillo Yard office—All except first-class trains.

4a. Trains originating and terminating will register by Form 1339 at Mc Farland.

4b. Trains 3, 4, 15, 16, 17, 18 will register by Form 1339 at Herington.

4c. Train Nos. 4 and 40 will register by Form 1339 at Liberal.

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

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

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

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

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

6. Standard clocks are located at:

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

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

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

SPECIAL INSTRUCTIONS—Continued

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

Signals are numbered as follows:

Westward	6379	6381	16273		
Eastward	6380	6382	16268	16270	16272

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

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

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

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

Sub-divn.	MP	Crossing	Re- marks	Operated by	Normal Position Gates AGAINST	Light Ar- rangement for	
						Stop	Pro- ceed
34	10.4	StLB& TCo.	Gate	Trainmen	StLB&TCo.	Red	Yellow
35	160.1	MoPac.	Gate	Trainmen	MoPac.	Red	Yellow
39	McPherson	AT&SF.	Gate	Trainmen	CR1&P.	Red	Yellow
39		MoPac.	Gate	Trainmen	MoPac.	Red	Yellow
39	246.0	AT&SF.	Gate	Trainmen	AT&SF.	Red	Yellow
39	246.6	MoPac.	Gate	Trainmen	MoPac.	Red	Yellow
41	285.7	MoPac.	Gate	Trainmen	MoPac.	Red	Yellow
41	453.1	BM&E.	Gate	Trainmen	BM&E.	Red	Yellow
7	140.3	BM&E.	Gate	Trainmen	BM&E.	Red	Yellow
36a	0.3	CB&Q.	Gate	Gate	CB&Q.	Red	Yellow
36a	0.4	CB&Q.	Gate	Tender	CB&Q.	Red	Yellow
36a	0.5	UTRR.	Gate	Trainmen	CR1&P.	Red	Green
36b	192.8	AT&SF.	Gate	Trainmen	CR1&P.	Red	Green
36b	220.3	UP.	Gate	Trainmen	CR1&P.	Red	Green
41a	29.9	P&SF.	Gate	Trainmen	P&SF.	Red	Yellow

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

Sub.- Divn.	MP	Crossing	Sub.- Divn.	MP	Crossing
35	262.5	Missouri Pac.	39	236.1	SL-SF
39	177.5	AT&SF	39	244.9	Missouri Pac.
39	214.7	AT&SF	39	277.8	Missouri Pac.
39	219.3	Missouri Pac.	41	514.7	P&SF

11f. Following whistle signals designate route desired:

<p>At Topeka North Topeka 2 long. West Main 3 long. East Main 3 long 1 short. East Yard Lead 2 long 1 short. City 3 short 1 long.</p>	<p>At St. Joseph, Missouri River Bridge and Interlocking: East End of Missouri River Bridge: CR1&P Route 1 long 1 short 1 long. Union Pacific Route. 1 long 1 short.</p>
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Dalhart Main track—One long.
Ice House track—One long, one short.

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

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

Freight trains and mixed trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned, as follows:

"C. & E. after (time) protect against
Extra Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

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

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

15a. Union Pacific R. R. Jct. is located at MP 13.5 (Troy). The Jct. switch will be left lined for CR1&P main track. Telegraphers at Troy during hours on duty are authorized to handle switches for UP trains.

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

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

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

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

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

16e. Between State Line and UPRR connection at Kaw Bridge, between Terminal Jct. or CR1&P Jct. and Topeka Jct. Subdiv. 36 and between West Abilene and East Salina Subdiv. 36B, trains will be governed by time tables and rules of UPRR.

16f. Trains between CR1&P Jct. and West Abilene, and between East Salina and A. B. Jct. Subdiv. 36B, will be governed by time table and rules of the AT&SF Ry.

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

17. Subdivision 7 between Sanford and Canadian River has a maximum grade of 3.6% and between Canadian River and Oil City 2.5%. Eastward trains must stop at Sanford and westward trains at Oil City and make standing air brake tests as provided in form MP 141 Rule 29. Trains must not leave Sanford or Oil City to descend to Canadian River unless 85% of all air brakes are operative, retainers turned in accordance with Rule 62 of MP 141, locomotive supplied with sand and sufficient number of hand brakes applied to insure safety. Cars must not be shoved down these descending grades unless a sufficient number of hand brakes have been set to control the movement of every car. After descending maximum grades—stop—turn down retainers—carefully inspect wheels and brake rigging.

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

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

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

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

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

27. Draw bridges located at:

St. Joseph—Missouri River.

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

Subdivision	Mile Post	Kind of Structure
34	Broadway	Viaduct
34	Florissant Ave.	Viaduct
34	Kingshighway	Viaduct
34	Natural Bridge Rd.	Viaduct
34	Suburban Ry.	Viaduct
34	Klenian Ave.	Viaduct
34	St. Louis Ave.	Viaduct
34	Easton Ave.	Viaduct
34	15.6	Viaduct
34	42.1	Thru Truss
34	45.8	Thru Truss
34	49.0	Viaduct
34	55.1	Thru Truss
34	118.0	Tunnel No. 1
34	121.5	Thru Truss
34	128.6	Tunnel No. 2
34	135.5	Thru Truss
34	137.0	Thru Truss
34	138.8	Thru Truss
34	143.3	Thru Truss Osage River
34	149.0	Tunnel No. 3
35	165.8	Viaduct
35	182.5	Viaduct
35	184.5	Viaduct
35	216.6	Viaduct MKT Ry.
35	248.0	Viaduct
35	277.8	Tunnel No. 4
35	Bridge 71	Thru Truss on SL-SF

SPECIAL INSTRUCTIONS—Concluded.

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

28a. Subdivn. 39, Steel bridge Mp 191-9, Steel bridge at Mp 235-7, will not clear man on side of car or with feet hanging over side of flat car or out of door of box car.

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

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

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

28e. Unloading dock west end house track north side Ionia, Mo., will not clear man on side of car.

28f. Sub-Division No. 34 Osage Gravel loading track MP 140-5 structure will not clear man on top or side of car.

28g. Unloading dock north side house track Argyle, Mo., will not clear man on side of car.

31. Industrial or spur tracks are located at:

Sub-div.	Mile Post	Name	Car Capacity
34	23.5	St. Louis County Water Works	16
34	24.2	City of St. Louis Water Works	50
34	28.6	Helwig Bros.....	2
34	53	Davis Spur.....	4
34	51.8	Skelley Oil Spur	3
34	64-30	M.F.A. Coop Ass'n	3
34	83.2	Johnson Spur	6
34	97.3	Ellis.....	3
34	140.3	Osage Gravel Loading Track.....	30
35	273.9	R. A. Long	4
35	278.4	Kansas Buff Brick Co.....	27
35	283.4	Universal Trailer Co.....	6
35	286.8	Reich and Sons	8
36	94.6	Security Benefit Ass'n Spur	8
36	95.30	Koss Construction Co.	15
40	335.3	Northern Natural Gas Co.....	40
40	401.3	Collano Elevator.....	20
40	402.1	Hobart	27
40	419.9	Shamrock	21
40a	370.3	Renco Spur.....	6
41	442.6	Fluor	45
41	457.13	Panama Spur	92
41	471.3	Cabot Carbon Co.....	60
41	471.9	Gen'l Atlas Carbon Co.....	39
41a	19.0	Phillips Spur	
41a	23.0	Sheerin Spur	
42	601.6	Gravel Pit	
4	764.3	Team Track	10
4	837.8	Endee Team Track.....	15
7	43.1	United Carbon Co.....	21
7	43.2	United Carbon Co.....	35

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

"Snow plows, and Diesel Units with pilot plows, when plowing snow will not exceed 5 MPH when meeting or passing or being passed by a passenger train."

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

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

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

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

Subdivision 34, MP 15 pole 0.
MP 22 pole 2.
MP 35 pole 0.
MP 38 pole 18.
MP 39 pole 29.
MP 42 pole 0.
MP 105 pole 4.
MP 113 pole 7.
MP 115 pole 25.
MP 121 pole 1.
MP 129 pole 3.
MP 140 pole 17.
MP 142 pole 22.

Subdivision 40, East end of Cimarron River Bridge 4184.
Subdivision 41, East end of Beaver River Bridge 4679.

The following letters and symbols indicate:—

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

OFFICIAL HOSPITAL

PLACE	NAME	TELEPHONE
St. Louis	Evangelical Deaconess—6140 Oakland Ave.....	Mission 5-85 10
St. Louis	Peoples (for Colored)—3449 Pine St.....	Jefferson 5468
Kansas City, Kansas	Providence Hospital—18th and Barnett	DRexel 1-3140
Topeka	St. Francis Hospital—1719 W. 6th St.....	5-3441
Pratt	Pratt County—3rd and Commodore.....	1080
Liberal	Epworth—524 No. Washington St.....	Main 4-3821
Amarillo	St. Anthony—707 North Polk St.....	Drake 6-9866
Tucumcari	Tucumcari General—South End 4th St.....	2
Horton	Horton Hospital—East Front St.....	25

COMMUNICATION OFFICES

OFFICE HOURS

Week Days
Except Saturday

*Sundays and Holidays

**Saturdays

SUBDIVISION 34		From	To
Lackland	*-***	6:00 a.m.	2:00 p.m.
Chesterfield	*-***	2:00 p.m.	10:00 p.m.
Union		7:00 a.m.	4:00 p.m.
		7:30 a.m.	4:30 p.m.
Gerald		7:30 a.m.	4:30 p.m.
Rosebud		8:00 a.m.	5:00 a.m.
Owensville		7:30 a.m.	4:30 p.m.
	**	7:30 a.m.	4:30 p.m.
Bland	*-***	6:00 p.m.	3:00 a.m.
Belle		7:00 a.m.	4:00 p.m.
Freeburg		7:30 a.m.	4:30 p.m.
Argyle		7:00 a.m.	4:00 p.m.
Meta		7:00 a.m.	4:00 p.m.
Eugene		7:00 a.m.	4:00 p.m.
Eldon	*-***	6:00 a.m.	2:00 p.m.
	*-***	6:30 p.m.	2:30 a.m.

SUBDIVISION 35		From	To
Versailles		7:30 a.m.	4:30 p.m.
Stover		7:30 a.m.	4:30 p.m.
Cole Camp		7:30 a.m.	4:30 p.m.
Ionia		7:00 a.m.	4:00 p.m.
Windsor	*-**	8:00 a.m.	5:00 p.m.
Leeton		6:00 a.m.	3:00 p.m.
Chilhowee	*-**	6:00 p.m.	3:00 a.m.
Pleasant Hill		8:00 a.m.	5:00 p.m.
Raytown		8:30 a.m.	5:30 p.m.

SUBDIVISION 36		From	To
Topeka Yd.		Continuous	
Maple Hill		7:00 a.m.	4:00 p.m.
Paxico		8:00 a.m.	5:00 p.m.
McFarland	*-***	9:00 a.m.	5:00 p.m.
	*-***	7:00 p.m.	3:00 a.m.
Alma		8:00 a.m.	5:00 p.m.
Aika Vista		8:00 a.m.	5:00 p.m.
Dwight		7:00 a.m.	4:00 p.m.
White City	*-**	8:00 a.m.	11:59 p.m.

SUBDIVISION 39		From	To
Herington		Continuous	
Tampa		8:00 a.m.	5:00 p.m.
Durham		7:00 a.m.	4:00 p.m.
Galva		7:00 a.m.	4:00 p.m.
McPherson		Continuous	
Inman		8:00 a.m.	5:00 p.m.
Hutchinson		Continuous	
Arlington		8:00 a.m.	5:00 p.m.
Langdon		7:00 a.m.	4:00 p.m.
Turton		8:30 a.m.	5:30 p.m.
Preston		8:30 a.m.	5:30 p.m.
Pratt		Continuous	

SUBDIVISION 40		From	To
Pratt		Continuous	
Cullison		8:30 a.m.	5:30 p.m.
Wellsford		8:30 a.m.	5:30 p.m.
Haviland		8:00 a.m.	5:00 p.m.
Greensburg	**	8:00 a.m.	5:00 p.m.
Mullinville		8:30 a.m.	5:30 p.m.
Bucklin	*-**	8:30 a.m.	5:30 p.m.
Kingsdown		8:00 a.m.	5:00 p.m.
Bloom		8:30 a.m.	5:30 p.m.
Mineola		8:30 a.m.	5:30 p.m.
Fowler		8:30 a.m.	5:30 p.m.
Meade	*-***	8:00 a.m.	5:00 p.m.
Plains		8:30 a.m.	5:30 p.m.
Kismet		8:30 a.m.	5:30 p.m.
Liberal		Continuous	

SUBDIVISION 41		From	To
Liberal		Continuous	
Tyrone		8:00 a.m.	5:00 p.m.
Hooker		8:00 a.m.	5:00 p.m.
Guymon	*-***	6:30 a.m.	3:30 p.m.
Goodwell		7:30 a.m.	4:30 p.m.
Texhoma	*-**	8:00 a.m.	5:00 p.m.
Stratford		8:00 a.m.	5:00 p.m.
Dalhart		Continuous	

SUBDIVISION 42		From	To
Dalhart		Continuous	
Naravisa		6:30 a.m.	3:30 p.m.
Logan		6:30 a.m.	3:30 p.m.
Tucumcari		Continuous	

SUBDIVISION 4		From	To
Amarillo	*-***	7:00 a.m.	3:00 p.m.
	*-***	6:00 p.m.	2:00 a.m.
Wildorado		7:30 a.m.	4:30 p.m.
Vega		7:30 a.m.	4:30 p.m.
Adrian		7:00 a.m.	4:00 p.m.
San Jan		7:15 a.m.	4:15 p.m.
Tucumcari		Continuous	

SUBDIVISION 7		From	To
Liberal		Continuous	
Hardesty		6:00 a.m.	3:00 p.m.
Hitchland		8:30 a.m.	5:30 p.m.
Gruver		8:30 a.m.	5:30 p.m.
Morse		8:00 a.m.	5:00 p.m.
Stinnett		7:30 a.m.	4:30 p.m.
Fritch		8:30 a.m.	5:30 p.m.
Amarillo	*-***	7:00 a.m.	3:00 p.m.
	*-***	6:00 p.m.	2:00 a.m.

SUBDIVISION 36-A		From	To
Wathena		8:00 a.m.	5:00 p.m.
	**	8:00 a.m.	5:00 p.m.
Troy		8:00 a.m.	4:00 p.m.
	*-**	7:30 p.m.	3:30 a.m.
Denton		8:00 a.m.	5:00 p.m.
Horton		7:00 a.m.	4:00 p.m.
	**	7:00 a.m.	4:00 p.m.
Holton		8:00 a.m.	5:00 p.m.
Mayetta		8:00 a.m.	5:00 p.m.

SUBDIVISION 36-B		From	To
Woodbine		6:30 a.m.	3:30 p.m.
Enterprise		7:00 a.m.	4:00 p.m.
Abilene		7:30 a.m.	4:30 p.m.
	**	7:30 a.m.	4:30 p.m.
Salina		8:00 a.m.	5:00 p.m.
	**	8:00 a.m.	5:00 p.m.

SUBDIVISION 40-A		From	To
Bucklin	*-**	8:00 a.m.	5:00 p.m.

SUBDIVISION 41-A		From	To
Dalhart		Continuous	
Etter		8:00 a.m.	5:00 p.m.
Sunray		8:30 a.m.	5:30 p.m.
Sherrin		8:00 a.m.	5:00 p.m.

J. H. GILFILLAN, Terminal Sup't., Kansas City, Kan.
 R. E. WILLIAMS, Ass't. Supt., Carrie Ave, Mo.
 R. H. BRIGHT, Trainmaster, Liberal, Kan.
 S. A. WILLIAMS, Trainmaster, Kansas City, Kan.
 R. M. DICKERSON, Trainmaster, Kansas City, Kan.
 W. L. HUNT, Trainmaster, Eldon, Mo.
 T. J. HULL, Trainmaster, Herington, Kan.
 A. T. WOODS, Ass't. Trainmaster-Agent, Amarillo, Tex.
 J. W. GANN, Master Mechanic, Kansas City, Kan.
 A. L. FRANCIS, Ass't. Master Mechanic, Liberal, Kan.
 J. H. KATHERMAN, Road Foreman Equipment, Kansas City, Kan.
 A. L. DAVIS, Road Foreman Equipment, Herington, Kan.
 E. J. GWIN, Road Foreman Equipment, Pratt, Kan.
 J. J. BUTTON, Chief Dispatcher, Kansas City, Kan.
 F. J. BRIDGES, Ass't. Chief Dispatcher, Kansas City, Kan.
 W. E. PERRYMAN, Ass't. Chief Dispatcher, Kansas City, Kan.
 H. L. REYBURN, Ass't. Chief Dispatcher, Kansas City, Kan.
 C. T. ROWLEY, Chief Dispatcher, Liberal, Kan.
 W. R. HEDRICK, Night Chief Dispatcher, Liberal, Kan.

P. H. JOHNSON
 J. B. JOHNSON
 R. W. CHURCH
 A. P. USSARY
 W. D. MINNICK
 C. R. FERGUSON
 D. K. SHORT
 R. M. YOUNG

} Train Dispatchers
 Kansas City, Kan.

C. D. WILLIAMSON
 G. G. MURPHY
 R. W. POPEJOY
 V. E. McCORMICK
 D. W. CULVER
 M. A. GALLOWAY

} Train Dispatchers
 Liberal, Kansas

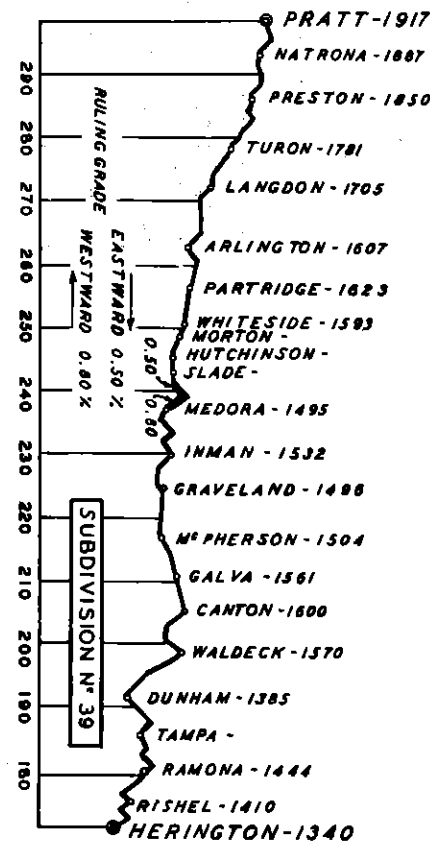
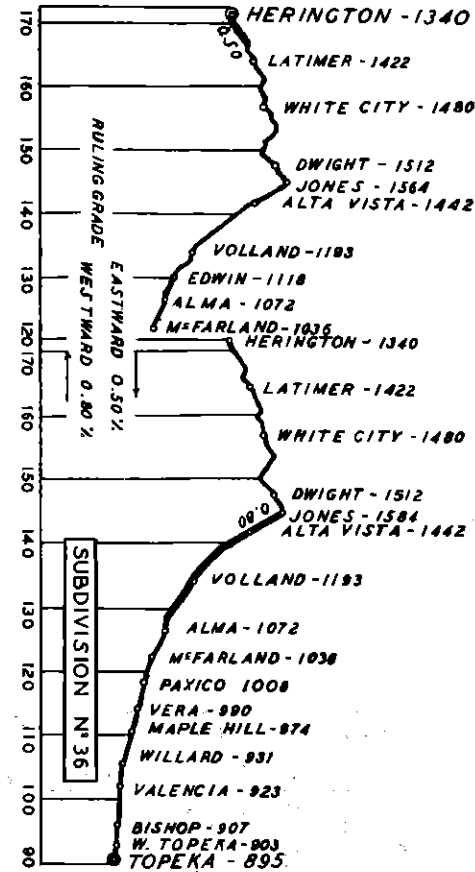
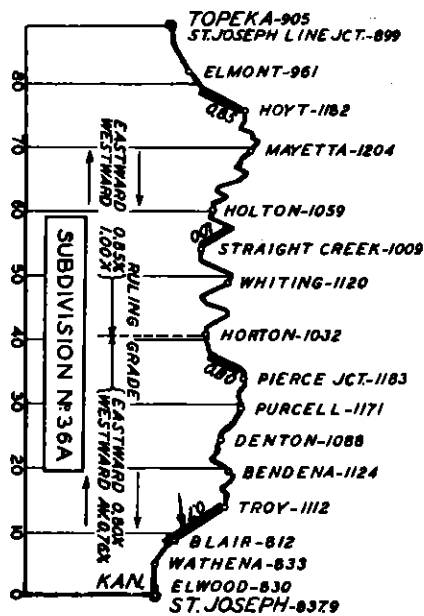
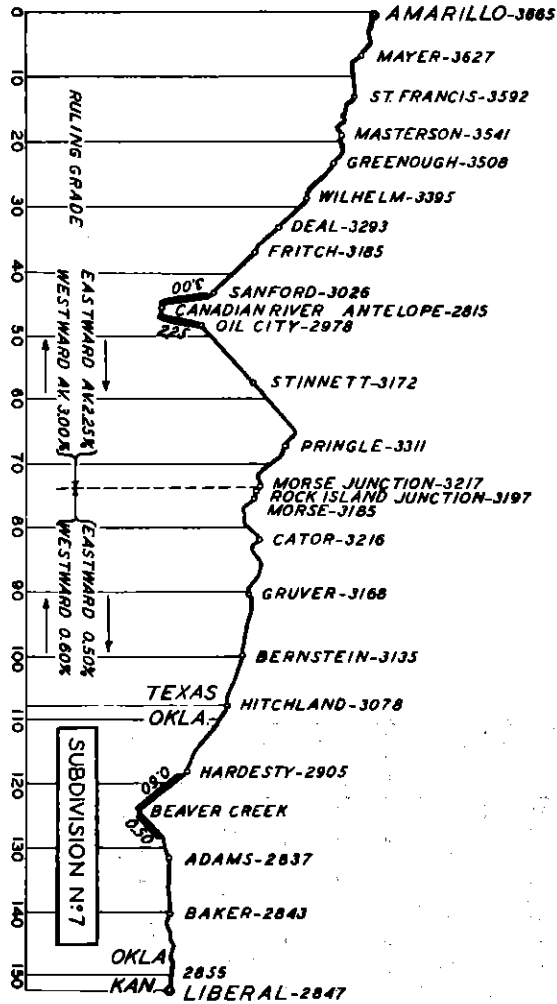


TABLE OF TRAIN SPEEDS

Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour
0	33	110.0	1	3	57.1	1	19	45.6	1	34	38.2
0	34	106.0	1	4	56.2	1	20	45.0	1	35	37.9
0	36	100.0	1	5	55.3	1	21	44.4	1	40	36.0
0	38	94.7	1	6	54.5	1	22	43.9	1	45	34.3
0	40	90.0	1	7	53.7	1	23	43.4	1	50	32.7
0	42	85.7	1	8	52.9	1	24	42.9	1	55	31.3
0	45	80.3	1	9	52.1	1	25	42.4	2	0	30.0
0	48	75.0	1	10	51.4	1	26	41.9	2	5	28.8
0	50	72.0	1	11	50.7	1	27	41.4	2	10	27.7
0	52	69.2	1	12	50.0	1	28	40.9	2	15	26.7
0	54	66.6	1	13	49.3	1	29	40.4	2	20	25.7
0	56	64.2	1	14	48.6	1	30	40.0	2	25	24.8
0	58	62.0	1	15	48.0	1	31	39.6	3	0	20.0
1	0	60.0	1	16	47.4	1	32	39.1	4	0	15.0
1	1	59.0	1	17	46.7	1	33	38.7	6	0	10.0
1	2	58.0	1	18	46.1						