

Local Surgeons & Examiners

L. G. HEINS
 *E. B. McKNIGHT
 *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
 C. E. OLSON
 C. A. SCHMIDT
 M. H. WALDORF
 J. R. BRADLEY
 E. L. BUFORD
 B. L. DIETRICH
 *A. D. DANIELSON
 *J. O. GILLILAND
 *F. S. DOZIER
 K. RAWLINS
 R. H. MOSER
 L. G. BLACKMER
 F. P. CAWLEY
 G. M. EDMONDS
 *M. E. NUNEMAKER
 *J. H. ARMSTRONG
 *T. S. BOURKE
 *J. J. LALLY
 *J. G. EVANS
 *H. L. REGIER
 E. P. SERERES
 *A. L. HILBIG
 *T. E. WADE
 *MEDICAL ARTS CLINIC
 M. M. THOMPSON
 G. E. FINKLE
 WEIR PIERSON
 R. M. DAUGHERTY
 W. W. ORRISON
 C. G. STEPHENS
 P. A. BRENNER
 *V. W. FILLEY
 *F. G. FREEMAN
 D. M. EUBANK
 DEAN SAUER
 *M. F. HARMANN
 *W. PARKER
 SUTTER CLINIC
 D. A. ANDERSON
 A. E. RUEB
 O. L. SMITH
 F. A. ELSTON
 R. L. COZINE
 *B. M. MARSHALL
 *C. A. NEWMAN
 *P. M. POWELL
 A. E. CORDONIER
 W. M. THAXTON
 A. T. GORDON
 H. M. DENNY
 JACK GUNN
 W. J. SMITH
 *Examiner

Oculists & Aurists

A. J. STREIT
 W. O. MURPHY
 J. A. BILLINGSLEY
 J. E. BRESETTE
 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
 Guymon
 Guymon
 Herington
 Herington
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 Holden
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 Hutchinson
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 Kansas City
 Kansas City
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 Liberal
 Liberal
 Liberal
 Logan
 McPherson
 McPherson
 Meade
 Meade
 Mineola
 Owensville
 Pratt
 Pratt
 Raytown
 St. Louis
 St. Louis
 St. Louis
 St. Louis
 Salina
 Salina
 St. Marys
 Sunray
 Texhoma
 Topeka
 Topeka
 Topeka
 Troy
 Tucumcari
 Tucumcari
 Union
 Versailles
 Windsor

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

See page 15 for hospitals

Chicago, Rock Island & Pacific Railroad



TIME
 TABLE

MISSOURI-KANSAS DIVISION
 SECOND DISTRICT

No. 1

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

SUNDAY, FEBRUARY 19, 1961

J. F. ORLOMOSKI
 Superintendent

G. J. MULICK
 Acting General Manager

This Time Table for the exclusive use
 and guidance of Employes

WESTWARD

MAIN LINE

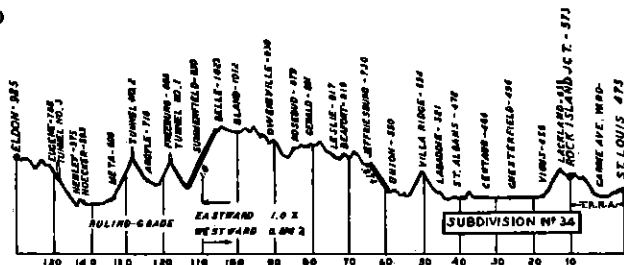
EASTWARD

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	Daily					Time Table No. 1 February 19, 1961						Freight	Daily		
P.M.	8.30	.....	.....	.....	US. ... ST. LOUIS	.....	TO	.....	RYd	P.M.	3.00				
		.....	.....	Yard	75000	CARRIE AVE. YD	.....	RFWT	Yd						
		.....	.....	.....	.....	Easton Ave. Junction	.....	.....	.....			
	8.45	.....	.....	.....	.....	R. I. JUNCTION	.....	.....	.....		1:35				
		.....	.....	.....	.....	St. B & T Crossing	.....	UX	.....					
	8.55	63	89	23013	CK. ... LACKLAND	.....	TO	12.8	Yd		1.20				
	9.05	41	.....	23018	..... VIGUS	.....	P	18.0	Yd		1.01				
	9.20	66	25	23027	CF. ... CHESTERFIELD	.....	TO	26.8	.....		12.46				
	9.30	125	2	23033	..... CENTAUR	.....	P	33.4	.....		12.35				
	9.40	.....	18	23040	..... ST. ALBANS	.....	.....	39.9	.....		12.21				
	9.50	53	4	23046	..... LABADIE	.....	P	46.0	.....		12.07				
	10.05	49	18	23051	..... VILLA RIDGE	.....	P	51.2	.....		11.56				
	10.20	50	95	23060	UN. ... UNION	.....	TO	59.5	W		11.37				
	10.35	.....	3	23065	..... JEFFRIESBURG	.....	P	64.9	.....		11.26				
	10.47	.....	15	23072	..... BEAUFORT	.....	P	71.6	.....		11.15				
	10.52	75	3	23074	..... LESLIE	.....	P	74.0	.....		11.10				
	11.02	42	39	23081	RA. ... GERALD	.....	TO	80.7	.....		10.51				
	11.09	52	17	23085	RB. ... ROSEBUD	.....	TO	84.7	.....		10.44				
	11.18	42	39	23092	OW. ... OWENSVILLE	.....	TO	91.5	.....		10.32				
	11.30	75	50	23100	ND. ... BLAND	.....	TO	100.1	.....		10.18				
	11.38	79	64	23105	X. ... BELLE	.....	TO	105.2	W		10.10				
	11.47	59	.....	23111	..... SUMMERFIELD	.....	P	110.8	.....		9.55				
P.M.	12.01	31	24	23118	FR. ... FREEBURG	.....	TO	118.2	.....		9.31				
A.M.	12.14	70	25	23125	KN. ... ARGYLE	.....	TO	125.1	.....		9.18				
	12.34	41	20	23134	MA. ... META	.....	TO	134.6	.....		8.54				
	12.47	.....	5	23143	..... HOECKER	.....	.....	142.8	.....		8.43				
	12.50	105	10	23145	..... HENLEY	.....	P	144.7	.....		8.39				
	12.59	44	16	23149	G. ... EUGENE	.....	TO	149.5	.....		8.30				
	1.25	.....	Yard	23160	DO. ... ELDON	.....	TO	159.9	RFWT	Yd	8.10				
A.M.								164.2							

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

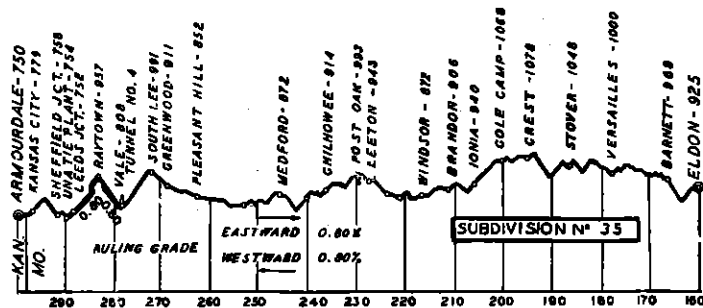
Trains or engines must stop before entering limits of Highway on Industrial track at MP 28-30 serving Hellwig Bros. at Bon Homme, and must be preceded by Flagman to warn Highway traffic before movement is made onto crossing.

All 85 foot or longer flat cars in TOFC Service, will be handled on head end of train, and speed restricted to 10 MPH through Tunnel No. 2 at M.P. 128.6, and Tunnel No. 3 at M.P. 149.0.



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. 1				Freight			
Daily						February 19, 1961				Daily			
A.M.	1.40			Yard	23160	DO.	ELDON *TO	159.9	RFWT Yd		A.M.	7.50	
							MoPac Crossing UX	160.1					
	1.52		43	17	23166		BARNETT P	165.9				7.38	
	2.10		72	134	23177	V.	VERSAILLES TO	177.0				7.20	
	2.27		52	26	23186	SR.	STOVER TO	185.9				7.01	
	2.42		51		23194		CREST P	184.3				6.47	
	2.49		52	24	23199	NA.	COLE CAMP TO	198.8				6.37	
	2.59		50	16	23205	FA.	IONIA TO	205.4				6.27	
	3.08			8	23211		BRANDON	210.9				6.16	
	3.16		72	100	23216	W.	WINDSOR TO	216.3	WY			6.06	
	3.34		50	16	23227	N.	LEETON TO	227.0				5.45	
	3.40			16	23230		POST OAK	228.6				5.40	
	3.50		87	23	23235	CA.	CHILHOWEE TO	235.4				5.30	
	4.10		51	8	23245		MEDFORD P	245.4				5.15	
	4.24		51		23253		HADSELL P	253.0				5.05	
							MoPac Crossing	262.5				73	
	4.45		68	67	23263	SA.	PLEASANT HILL TO	262.9	W			4.45	
	4.54			26	23268		GREENWOOD	268.7				4.26	
	5.01		51	10	23272		SOUTH LEE P	272.0				4.21	
	5.09		51		23277		VALE P	277.5				4.09	
	5.19		91	35	23281	WN.	RAYTOWN TO	282.7				4.00	
	5.28				23287		LEEDS JUNCTION P	288.3	RYd			3.45	
					60054	US.	KANSAS CITY MO. TO	295.5	R				
	7.30 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			Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 36 STATIONS	Station Numbers	Signs	M.P. from St. Joseph	FIRST CLASS		
3	17	39							18	40	4
Golden State	Psgr.	Psgr.			Time Table No. 1 February 19, 1961				Psgr.	Psgr.	Golden State
Daily	Daily	Daily							Daily	Daily	Daily
P.M.	P.M.	A.M.							A.M.	P.M.	A.M.
10.15	10.00	9.00	...	...	KANSAS CITY, MO. . . US	60054	RFW TY	...	9.00	8.30	2.15
10.20	10.05	9.05	...	...	KANSAS CITY, KANS. . .	60055	RFW TYd	...	8.45	8.10	2.02
11.35	11.11	10.21	...	...	S. J. JCT.			89.3	7.32	7.01	12.55
11.37	11.13	10.23	175E	Yard	TOPEKA YARD. B	588	RFW YYd	90.5	7.31	6.59	12.54
11.49	11.24	10.35	147	18	VALENCIA.	600		101.5	7.21	6.45	12.44
			...	17	WILLARD.	604		105.3			
11.59 P.M.	11.31	10.43	126E 96W	71	MAPLE HILL. . RH	609		110.4	7.14	6.36	12.36
12.06 A.M.	11.37	10.50	...	37	PAXICO.	617		118.2	7.08	6.28	12.29
12.10	11.41	10.54	190W 112E	97	McFARLAND. . FA	621	RY	122.0	7.05	6.24	12.25
12.14	11.45	10.58	46E	42	ALMA. U	625		126.3	7.00	6.20	12.21
12.21	11.52	11.06	125E 130W	14	VOLLAND.	632		133.8	6.53	6.14	12.14
12.31	11.59 P.M.	11.15	...	101	ALTA VISTA. . VA	640		141.8	6.46	6.06	12.06 A.M.
12.34	12.02 A.M.	11.18	93E 93W	...	JONES.	643		144.7	6.43	6.03	12.03 P.M.
12.37	12.05	11.21	...	31	DWIGHT. . . . DW	646		147.7	6.40	6.00	11.59
12.45	12.12	11.29	130E 120W	48	WHITE CITY. . WT	655		156.7	6.33	5.52	11.52
12.51	12.18	11.35	...	22	LATIMER.	662		163.8	6.27	5.45	11.46
			...	...	MoPac Crossing . . .			171.3			
1.05 A.M.	12.30 A.M.	11.45 A.M.	...	Yard	HERINGTON. . RI	670	RFTW YYd	171.4	6.20 A.M.	5.35 P.M.	11.38 P.M.

TOPEKA YARD. B
VALENCIA.
WILLARD.
MAPLE HILL. . RH
PAXICO.
McFARLAND. . FA
ALMA. U
VOLLAND.
ALTA VISTA. . VA
JONES.
DWIGHT. . . . DW
WHITE CITY. . WT
LATIMER.
MoPac Crossing . . .
HERINGTON. . RI

TWO MAIN TRACKS. AUTOMATIC BLOCK SIGNALS

M.P. 68-M. P. 171-46
Signal indications, rules
480-493 in effect.

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

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

Nos. 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.
On Westward movements, all trains and engines reduce speed to 12 MPH (engines only) over Walnut Street Crossing, Herington, Kansas.

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.	P.M.	P.M.	P.M.	A.M.	A.M.		P.M.	P.M.	P.M.	A.M.	P.M.
1.00	4.00	11.00	7.00	12.15	11.50	ARMOURDALE YARD. . .	11.30	2.00	9.30	5.30	5.30
3.00	5.30	12.40	9.00	1.45	1.40	TOPEKA YARD.	8.45	12.30	7.00	2.30	2.30
4.00	6.30	1.35	10.00	2.30	2.30	McFARLAND	7.45	11.00	5.30	1.30	1.30
5.30 A.M.	7.50 P.M.	3.20 A.M.	P.M.	3.45 A.M.	4.35 P.M.	HERINGTON	P.M.	9.30 A.M.	4.00 P.M.	12.15 A.M.	12.15 P.M.

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS				FIRST CLASS				STATIONS				FIRST CLASS				SECOND CLASS			
93		91		39		3		SUBDIVISION 39				40		4		94		92	
Freight	Freight			Pgr.	Golden State	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	STATIONS				Pgr.	Golden State			Freight	Freight	
Daily	Daily			Daily	Daily				Time Table No. 1				Daily	Daily			Daily	Daily	
P.M. 8.05	A.M. 3.45			P.M. 12.05 ⁹⁴	A.M. 1.10	670	...	Yard	February 19, 1961				P.M. 5.00	P.M. 11.32			P.M. 12.05 ³⁹	A.M. 12.05	
8.12	3.54			12.11	1.15	675	98	...	M. P. from St. Joseph	Distance from Herington	Signs	4.49	11.23			A.M. 11.41	P.M. 11.41		
8.17	4.00			12.14	1.18	678	120	16				4.43	11.20			11.37	11.36		
8.26	4.07			12.21	1.24	684	88	46	HA.			4.37	11.14			11.29	11.29		
8.34	4.14			12.27	1.29	690	86	37	DK.			4.31	11.08			11.22	11.22		
8.43	4.22			12.34	1.35	697	84	...				4.24	11.02			11.14	11.14		
8.53	4.30			12.41	1.41	703	91	15				4.17	10.56			11.07	11.07		
9.03	4.37			12.47	1.46	709	108	40	GA.			4.11	10.51			10.59	10.59		
9.10	4.45			12.55	1.55	716	112	288	MC.			4.04	10.45			10.53	10.53		
9.18	4.53			1.03	2.03	723	88	27				3.56	10.38			10.44	10.44		
9.24	4.59			1.08	2.08	728	98	46	QN.										
9.31	5.06			1.14	2.14	734	88	52				3.52	10.33			10.38	10.38		
9.38	5.13			1.21	2.19	741	80	71											
9.43	5.18			1.25	2.22	743	96	Yard											
9.47	5.20			1.35	2.30	744	80	Yard	SU.										
9.51	5.23			1.41	2.33	746	68	Yard											
10.07	5.27			1.46	2.36	749	370	17											
10.15	5.33			1.52	2.41	754	88	26											
10.23	5.40			1.59	2.47	761	85	30	RT.			3.18	10.03			9.54	9.54		
10.33	5.50			2.07	2.54	770	87	23	NO.			3.11	9.57			9.48	9.48		
10.41	5.58			2.13	2.59	776	98	27	KO.			3.04	9.50			9.38	9.38		
												2.56	9.44			9.30	9.30		
10.49	6.07			2.20	3.06	784	94	31	RS.			2.48	9.37			9.20	9.20		
10.57	6.14			2.41 ⁴⁰	3.12	791	98	22				39							
11.40 P.M.	6.50 A.M.			2.45 P.M.	3.25 A.M.	797	...	Yard	N...			2.35 P.M.	9.25 P.M.			9.12 A.M.	9.12 P.M.		

AUTOMATIC BLOCK SIGNALS
 MP 77.4 to MP 288.0
 Rules 300-306

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.

On Westward movements, all trains and engines reduce speed to 12 MPH (engines only) over Walnut Street Crossing, Herington, Kansas.

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS		FIRST CLASS		Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 40 STATIONS		M. P. from St. Joseph	Distance from Pratt	Signs	FIRST CLASS		SECOND CLASS	
93	91	39	3				40	4				94	92		
Freight	Freight	Psg.	Golden State									Psg.	Golden State	Freight	Freight
Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily
P.M. 11.50	A.M. 6.55	P.M. 2.53	A.M. 3.40	797	...	Yard	N...	PRATT	298.0	...	RYdF WT	P.M. 2.05	P.M. 9.20	A.M. 8.50	P.M. 8.50
11.58 P.M.	7.03	2.59	3.46	802	98	...	...	SMALLEY	302.8	4.6	...	1.52	9.15	8.44	8.44
12.04 P.M.	7.09	3.04	3.50	806	67	41	CU..	CULLISON	307.1	9.1	...	1.46	9.11	8.40	8.40
12.13 A.M.	7.18	3.10	3.56	813	88	35	WF..	WELLSFORD	314.2	16.2	...	1.37	9.05	8.32	8.32
12.19	7.24	3.14	4.00	817	121	27	HD..	HAVILAND	318.6	20.6	...	1.32	9.01	8.27	8.27
12.25	7.30	3.19	4.05	823	88	22	...	BRENNHAM	324.0	26.0	...	1.27	8.57	8.21	8.20
12.30	7.35	3.26	4.09	827	88	91	GB..	GREENSBURG	328.6	30.6	W	1.22	8.53	8.16	8.14
12.36	7.41	3.32	4.14	832	68	34	...	JOY	334.1	36.1	...	1.16	8.48	8.10	8.07
12.41	7.46	3.37	4.19	837	88	35	MU..	MULLINVILLE	338.9	40.9	...	1.12	8.44	8.05	8.01
12.51	7.56 ⁹⁴	3.48	4.27	846	109N 68S	142	BU..	BUCKLIN	347.9	49.9	FWY	1.03	8.37	7.56	7.50
12.59	8.04	3.56	4.33	854	88	27	KG..	KINGSDOWN	355.0	57.0	...	12.55	8.31	7.42	7.42
1.07	8.12	4.04	4.40	861	88	37	BM..	BLOOM	362.8	64.8	...	12.48	8.25	7.34	7.34
1.15	8.20	4.11	4.47	869	87	67	MI..	MINEOLA	370.0	72.0	W	12.42	8.19	7.24	7.24
1.21	8.26	4.17	4.53	875	68	...	...	ADVANCE	376.0	78.0	...	12.37	8.14	7.17	7.17
1.26	8.31	4.21	4.57	879	88	77	F..	FWLER	380.8	82.8	...	12.33	8.10	7.08	7.08
1.37	8.42	4.33	5.06	890	87	89	M..	MEADE	391.0	93.0	W	12.23	8.01	6.56	6.56
1.46	8.51	4.40	5.11	896	117	10	...	MISSLER	396.5	98.5	...	12.18	7.56	6.49	6.49
1.57	9.02	4.49	5.21	905	88	95	Q..	PLAINS	406.4	108.4	W	12.09 P.M.	7.48	6.38	6.38
2.05	9.10	4.55	5.28	912	89	47	KM..	KISMET	413.5	115.5	...	12.02	7.42	6.28	6.28
2.17	9.22	5.04	5.37	925	88	17	...	HAYNE	422.8	124.8	...	11.57 A.M.	7.33	6.19	6.19
2.50 A.M.	9.50 A.M.	5.15 P.M.	5.50 A.M.	933	...	Yard	RA..	LIBERAL	430.6	132.6	RYdF WY	11.45 A.M.	7.26 P.M.	6.10 A.M.	6.10 P.M.

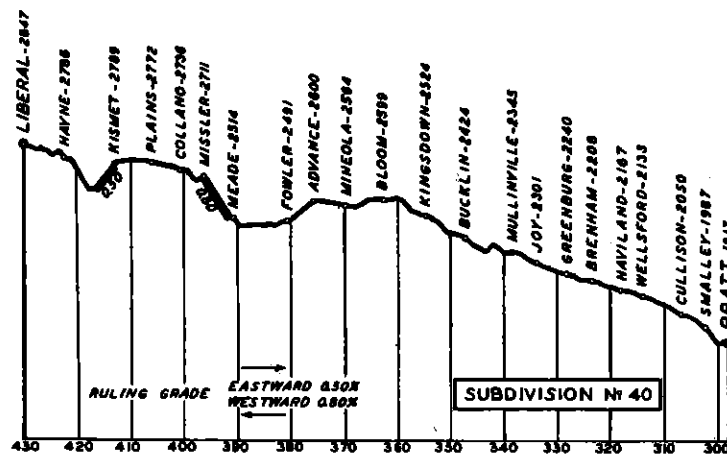
AUTOMATIC BLOCK SIGNALS MP 340 TO MP 434 Rule 300-306

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		94	92		
Freight	Freight		Psgr.	Golden State	Time Table No. 1					Psgr.	Golden State		Freight	Freight		
Daily	Daily		Daily	Daily	February 19, 1961					Daily	Daily		Daily	Daily		
A.M.	A.M.		P.M.	A.M.	STATIONS					A.M.	P.M.		A.M.	P.M.		
9.55	3.10		5.40 92	6.05 94	Yd	...	933	RA.	LIBERAL, KANS	434.2	...	RYdF WY	11.20	7.11	5.40 3	5.40 39
10.01	3.20		5.46	6.11	..	68	939	....	STONE, OKLA	440.0	5.8	....	11.12	7.06	5.16	5.16
10.10	3.25		5.50	6.15	37	121	943	RO.	TYRONE	444.0	9.8	....	11.06	7.03	5.10	5.10
10.22	3.37		6.02	6.24	99	88	953	KR.	BM&E Crossing	453.1	18.8	....			
10.40	3.49		6.12	6.33	25	113	963	....	HOOKER	454.3	20.1	W	10.53	6.55	4.55	4.55
10.50	3.58		6.24	6.42	140	106	972	GO.	OPTIMA	464.6	30.4	....	10.40	6.46	4.42	4.42
10.58	4.14		6.33	6.48	..	49	978	....	GUYMON	473.8	39.4	....	10.31	6.38	4.25	4.30
11.04	4.20		6.39	6.52	27	86	983	FM.	JUNIOR	479.9	45.7	....	10.21	6.33	4.14	4.20
11.16	4.32		6.54	7.01	146	E 68 W 128	993	HM.	GOODWELL	484.1	49.9	W	10.17	6.29	4.09	4.14
11.27	4.43		7.04	7.10	22	88	1003	....	TEXHOMA, OKLA	494.3	60.1	WY	10.07	6.21	3.56	3.59
11.37	4.53		7.14	7.18	88	91	1013	DF.	STEVENS, TEX	504.3	70.1	....	9.54	6.13	3.45	3.45
11.43	5.00		7.22	7.23	..	68	1020	....	STRATFORD	514.2	80.0	W	9.45	6.05	3.34	3.34
11.49	5.06		7.28	7.28	45	89	1025	....	P&SF Crossing	514.7	...	....		
11.54	5.11		7.32	7.32	..	68	1030	....	BRICKEL	520.0	85.8	....	9.36	6.00	3.25	3.25
11.59	5.17		7.37	7.36	19	121	1035	....	CONLEN	526.0	91.8	....	9.31	5.55	3.18	3.18
A.M. 12.04	5.21		7.41	7.40	..	88	1039	....	IRWIN	530.9	96.7	....	9.26	5.51	3.13	3.13
P.M. 12.20	6.00		7.50	7.48	Yd	...	1044	WR.	CHAMBERLIN	536.1	101.9	....	9.21	5.47	3.07	3.07
P.M. A.M.			P.M.	A.M.					HITT	540.0	105.8	....	9.17	5.43	3.02	3.02
									DALHART	545.4	111.2	RYd FWTY	9.10	5.38	2.55	2.55

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

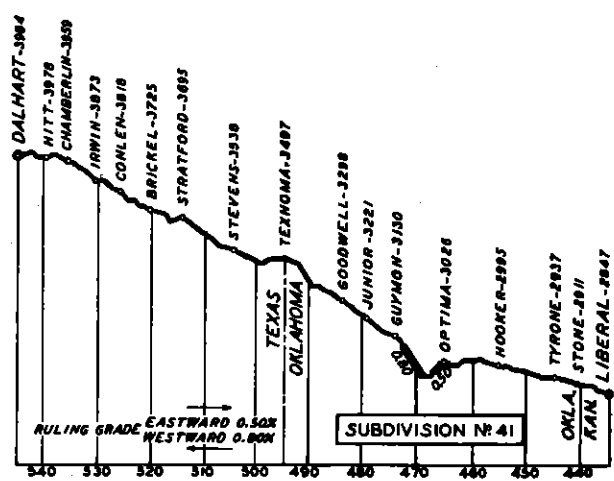
SIDING FOR FIRST CLASS TRAINS - LIBERAL:
Siding extending from switch at MP 430-10 to switch at MP 434-16.

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

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

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

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

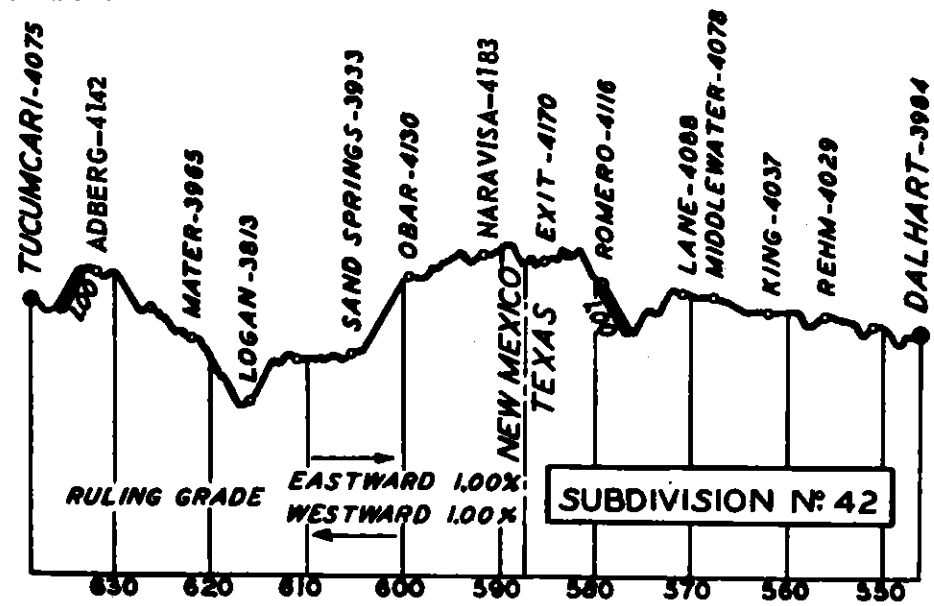


WESTWARD					MAIN LINE										EASTWARD			
SECOND CLASS		FIRST CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 42 STATIONS						FIRST CLASS		SECOND CLASS		
91	93		39	3											40	4		92	94
Freight	Freight		Psgr.	Golden State								Psgr.	Golden State		Freight	Freight		
Daily	Daily		Daily	Daily								Daily	Daily		Daily	Daily		
P.M.	A.M.		P.M.	A.M.								A.M.	P.M.		P.M.	A.M.		
12.30	6.20		8.05	7.55	Yd	...	1044	WR..				8.55	5.33		2.45	2.40		
12.42	6.32		8.16	8.06	24	88	1054	...				8.34	5.24		1.51	1.48		
12.49	6.39		8.21	8.11	...	68	1059	...				8.25	5.19		1.43	1.40		
12.56	6.46		8.28	8.16	17	119	1065	...				8.16	5.14		1.35	1.32		
1.05	6.51		8.32	8.20	...	87	1069	...				8.10	5.11		1.30	1.26		
1.21	7.02		8.41	8.27	25	103	1077	RM..				8.00	5.05		1.21	1.16		
1.29	7.10		8.47	8.32	3	58	1083	...				7.52	5.00		1.11	1.07		
1.36	7.17		8.56	8.38	46	113	1089	UN..				7.46	4.54		1.01	12.57		
1.43	7.37		9.05	8.45	20	88	1096	...				7.37	4.47		12.49	12.45		
1.49	7.44		9.11	8.50	14	88	1103	...				7.31	4.42		12.39	12.35		
2.00	7.55		9.25	9.01	40	102	1114	OA..				7.21	4.32		12.19	12.15		
2.07	8.05		9.33	9.08	...	88	1120	...				7.13	4.27		12.09	12.04		
2.20	8.17		9.47	9.19	...	103	1126	...				7.04	4.18		11.53	11.48		
3.15	9.10		10.00	9.30	Yd	...	1137	XN..				6.55	4.11		11.40	11.35		
P.M.	A.M.		P.M.	A.M.								A.M.	P.M.		A.M.	P.M.		

Station	M.P. from St. Joseph	Distance from Dalhart	Signs	RYdF WTY	A.M.	P.M.	P.M.	A.M.
DALHART	454.4	...	...	...	8.55	5.33	2.45	2.40
FW&D Crossing	455.5	0.1	...	...		
REHM	555.1	9.7	...	...	8.34	5.24	1.51	1.48
KING	560.8	15.4	...	...	8.25	5.19	1.43	1.40
MIDDLEWATER	566.8	21.2	W	...	8.16	5.14	1.35	1.32
LANE	570.5	25.1	...	...	8.10	5.11	1.30	1.26
ROMERO	578.4	33.0	...	...	8.00	5.05	1.21	1.16
EXIT, TEX	584.4	39.0	...	...	7.52	5.00	1.11	1.07
NARAVISA, N. M.	590.8	45.4	W	...	7.46	4.54	1.01	12.57
OBAR	598.9	53.5	...	...	7.37	4.47	12.49	12.45
SAND SPRINGS	604.5	59.1	...	...	7.31	4.42	12.39	12.35
LOGAN	615.3	69.9	W	...	7.21	4.32	12.19	12.15
MATER	621.3	75.9	...	...	7.13	4.27	12.09	12.04
ADBERG	631.5	86.1	...	...	7.04	4.18	11.53	11.48
TUCUMCARI	638.5	93.1	RYdF WTY	...	6.55	4.11	11.40	11.35

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	Psg.	Psg.				Freight											
Daily		Daily	Daily	Daily													
A.M.	P.M.	Yard	.....	27762	VN. AMARILLO	781.6	.....	RYdFW	A.M.	P.M.					
1.45	7.10	.....	71	27768	..... SONCY	767.1	6.1	.....	8.57	4.00				
1.55	7.18	44	.....	27775	..... BUSHLAND	774.0	13.2	W	8.51	3.01					
2.05	7.26	57	30	27783	WO. WILDORADO	782.0	21.3	.....	8.43	2.40						
2.13	7.35	32	.....	27789	..... EVERETT	789.5	28.8	.....	8.34	2.15				
2.22	7.43	82	58	27796	GA. VEGA	795.0	34.3	W	8.28	2.01							
2.29	7.49	19	.....	27804	..... LANDERGIN	802.7	42.0	.....	8.19	1.40				
2.41	7.57	58	52	27810	DR. ADRIAN	808.8	48.1	.....	8.13	1.25						
2.52	8.04	19	.....	27813	..... GRUHLKEY	813.0	52.1	.....	8.08	1.05				
2.57	8.09	7	48	27821	..... BOISE	821.5	60.8	.....	7.59	12.45 P.M.					
3.09	8.20	13	51	27833	..... GLENRIO, TEX.	832.2	71.8	.....	7.47	12.20 A.M.					
3.24	8.33	22	51	27851	SJ. SAN JON, N.MEX.	850.3	89.5	.....	7.28	11.55 A.M.						
3.55	8.57	.....	20	27866	..... LESBIA	865.4	104.4	.....	7.11	11.25				
4.15	9.13	Yard	.....	1137	XN. TUCUMCARI	874.0	113.4	RYdFW TY	7.00 A.M.	11.00 A.M.						
6.30 A.M.	9.30 P.M.																

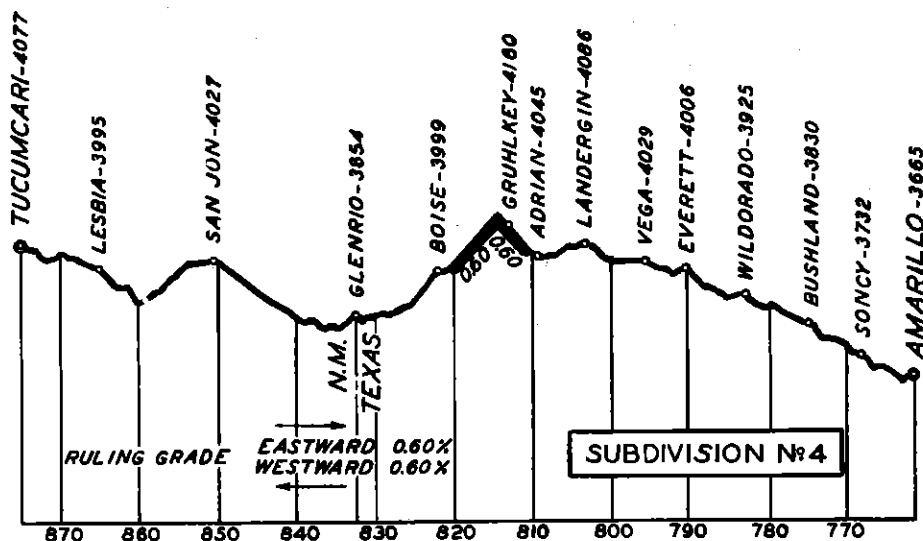
TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED.

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 STATIONS			M. P. from Amarillo	Signs	SECOND CLASS						
	997					998											
	Freight					Freight											
	Daily					Daily											
	A.M. 5.30	Yard	.....	933	RA.....	LIBERAL, KANS.	TO	153.2	RYdF WY	A.M. 9.30						
		.....	.....	.....	.....	BM&E Crossing	UX	.....	.....						
	5.55	44	51	87140	.....	BAKER, OKLA	.....	140.3	.....	8.30				
	6.11	33	51	87132	.....	ADAMS	.....	131.8	.....	8.10				
	6.36	46	51	87118	HS.....	HARDESTY, OKLA.	TO	118.3	.....	7.36 997						
	7.06 998	86	63	87108	HN.....	HITCHLAND, TEX	TO	107.9	W	7.06							
	7.21	20	51	87100	.....	BERNSTEIN	.....	100.1	.....	6.35				
	7.40	148	51	87091	GU.....	GRUVER	TO	90.7	YdW	6.15							
	8.05	86	51	87075	MB.....	MORSE	TO	75.4	RYdW	5.31							
	8.07	.....	.....	.....	.....	ROCK ISLAND JCT.	.....	74.4	Yd	5.28			
	8.09	.....	.....	87074	.....	MORSE JCT	.....	73.8	YdY	5.25			
	8.28	30	51	87087	.....	PRINGLE	.....	67.3	.....	5.05				
	8.53	65	51	87057	FN.....	STINNETT	TO	57.5	YdWYF	4.27							
	9.15	18	16	87049	.....	OIL CITY	.....	49.0	Yd	3.59					
	9.23	.....	44	87046	.....	ANTELOPE	.....	45.9	Yd	3.53				
	9.27	174	40	87043	.....	SANFORD	.....	43.8	Yd	3.50					
	9.48	165	86	87037	FH.....	FRITCH	TO	37.3	.....	3.38						
	9.59	12	.....	87032	.....	DEAL	.....	33.5	.....	3.31			
	10.09	3	.....	87029	.....	WILHELM	.....	28.9	.....	3.23			
	10.33	.....	51	87019	.....	MASTERSON	.....	19.1	.....	3.05			
	10.42	17	.....	87013	.....	ST. FRANCIS	.....	13.2	Y	2.50				
	A.M.	.....	.....	.....	.....	P&S Crossing	.....	1.9	.....							
	5.30 P.M.	Yard	.....	27762	VN.....	AMARILLO	TO	.....	RYdF WY	2.30 A.M.					

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

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

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. 1 February 19, 1961	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 15a). 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		...	3	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.	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. 1 February 19, 1961	M. P. from St. Joseph	Signs	SECOND CLASS		
	565	566									
Freight	Daily Except Sunday	Freight							Daily Except Sunday		
A.M. 4.00	4.35	A.M. 11.50							11.20		
	4.52		10.55								
	5.23		10.35								
	5.47		10.15								
	7.15		8.15								

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. ON WESTWARD MOVEMENTS, ALL TRAINS AND ENGINES REDUCE SPEED TO 12 MPH (ENGINES ONLY) OVER WALNUT STREET CROSSING, HERINGTON, KANSAS.

WESTWARD			DODGE CITY BRANCH						EASTWARD						
SECOND CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 40A STATIONS			M. P. from St. Joseph	Distance from Bucklin	Signs	SECOND CLASS			
	561	Freight											564	Freight	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.....	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 STATIONS			M. P. from Morse Jct.	Signs				
			.....	.....	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	.....			

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, 633B-642B, 750, 751	90		
400, 401	85		
485-499, 621-623, 9002-9004, 9015, 9016	80		
404-408, 410, 411, 425-429, 675-677, 675B-677B, 38-49, 70-127, 70B-88B, 123B, 430-441, 1200-1343	70		
128-143, 128B-135B, 450-475, 537-546, 765-779, 795-797, 811-840	65		
716-732, 735-745, 598, 599, 759-764, 798-806, 9006, 9013-9014	60		
773, 774 (Towing speed 55)	50		
529-536 (Towing speed 65) 1000-1015	45		
550-563, 700-707, 900-914 (Towing Speed 25)	40		
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	25		
SUBDIVISIONS 4 and 7	30		
Train handling Diesel Electric Crane No. 95260 or Pile Driver 95232	35		
SUBDIVISIONS 4, 36, 39, 40, 41, 42	35		
SUBDIVISIONS 7, 34, 35, 36A, 36B, 40A, 41A	25		
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.			
Ditcher-Spreader No. 95319 moving in train is re- stricted to a speed not in excess of 25 MPH, ex- cept when hauled dead in train, in trailing position, coupled to a load at either end, when it may be handled at a speed of 40 MPH.			
SUBDIVISION 4 (except as shown below)	59	50	
MP 795 to MP 795-8	30	30	
MP 815-08 to 818-16	50	40	
SUBDIVISION 7 (except as shown below)	35	35	
MP 1-31 P&SF Crossing	20	20	
MP 37-10 to MP 43-28	20	20	
MP 43-28 to MP 46-13	15	15	
Bridge 665	5	5	
MP 44-00 to MP 49-00 Engines other than road switchers backing up	10	10	
MP 45-24 to MP 49-00	15	15	
MP 49-00 to MP 57-17	20	20	
Bridge 706	20	20	
Bridge 834	20	20	
MP 127-30 Grade Crossing - Engine Only	5	5	
MP 139-31 BM&E Crossing	15	15	
MP 152-10 Grade Crossing	10	10	
SUBDIVISION 34 (except as shown below)	50	40	
MP 10-16 St. L. B. & T. Co. Crossing Eastward	10	10	
Westward	15	15	
MP 13-0 to MP 106-28 (except as shown below)	40	35	
MP 17-22 to MP 17-29	30	25	
MP 19-14 to MP 19-33	30	25	
MP 41-0 to MP 41-16	15	15	
MP 53-0 to MP 55-4	25	20	
MP 59-7 to MP 59-19 - Engine only	20	20	
MP 85-38 to MP 86-34	25	20	
MP 106-28 to MP 121-30 (except as shown below)	35	30	
Bridge 1146	20	20	
MP 121-30 to MP 128-34 (except as shown below)	40	35	
MP 128-21 Tunnel #2	20	20	
MP 128-34 to MP 140-6	35	30	
MP 140-6 to MP 150-28 (except as shown below)	40	35	
Bridge 1433	20	20	
MP 149-0 Tunnel #3	25	20	
MP 150-28 to MP 151-6	25	25	
SUBDIVISION 35 (except as shown below)	50	45	
MP 159-28 to MP 160-24	15	15	
MP 162-0 to MP 164-25	40	35	
MP 172-28 to MP 175	40	35	
MP 193-25 to MP 201-28	40	40	
MP 242-20 Mo. Pac. Crossing	20	20	
MP 268-22 to MP 273-04	40	40	
MP 274-09 to MP 274-16	40	40	
MP 275-12 to MP 275-18	40	40	
MP 278-25 to MP 278-29	40	40	
MP 280-21 to MP 280-27	40	40	
MP 284-06 to MP 284-19	40	40	
MP 285-27 to MP 286-04	40	40	
Sheffield - connection between K.C. Terminal & SL-SF	10	10	
SUBDIVISION 36 (except as shown below)	79	60	
Through Topeka Interlocking	10	10	
MP 89-0 to MP 90-24	10	50	
MP 90-24 to MP 93-5	60	50	
MP 94-37 to MP 95-9 Westward Track	70	50	
MP 96-29 to MP 100-29 (except as shown below)	70	50	
MP 97-0 to MP 97-7	50	40	
MP 100-19 to MP 100-29	60	50	
MP 103-10 to MP 104-3	70	50	
MP 110-25 to MP 110-38	65	50	
MP 115-30 to MP 115-39	65	50	
MP 119-24 to MP 119-30	65	45	
MP 121-17 to MP 123-30	60	50	
MP 125-30 to MP 125-37	70	50	
MP 136-25 to MP 137-05 Westward Track	70	50	
MP 136-25 to MP 142-18 Eastward Track	55	45	
MP 137-35 to MP 143-16 Westward Track	50	40	
MP 142-18 to MP 143-16 Eastward Track	70	50	
MP 152-15 to MP 152-24	70	50	
MP 169-24 to MP 171-20 (except as shown below)	40	40	
MP 171-12 Mo. Pac. Crossing - all tracks	15	15	
SUBDIVISION 39 (except as shown below)	79	60	
MP 171-20 to MP 171-30	40	40	
MP 171-30 to MP 176-33	65	50	
MP 176-33 to MP 214-12 (except as shown below)	70	50	
MP 177-20 AT&SF Crossing	70	50	
MP 214-12 to MP 219-22 (except as shown below)	50	40	
MP 219-12 Mo. Pac. Crossing - Engine Only	20	20	
MP 226-4 SLSF Crossing	60	45	
MP 243-22 to MP 247-12	30	30	

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	60	50	Trains handling steam derrick 95020 must have two or more empty cars immediately ahead and behind derrick over bridges		6
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 Sallina and Sallina	Restricted Speed	
SUBDIVISION 42 (except as shown below)	79	60	SUBDIVISION 40-A (except as shown below)	25	25
MP 545-20 FWD Crossing	20	20	MP 373-00 to MP 374-12	6	6
Bridge 6165	50	40	SUBDIVISION 41-A (except as shown below)	30	30
SUBDIVISION 36A (except as shown below)	40	40	MP 29-31 P&SF Crossing	15	15
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	16			
Bridge 594	15	16			

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 Sallina 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—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 McFarland.

4b. Trains 3, 4, 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	CRI&P.....	Red..	Yellow
39	246.0	MoPac...	Gate	Trainmen	MoPac.....	Red..	Yellow
39	246.6	AT&SF...	Gate	Trainmen	AT&SF.....	Red..	Yellow
39	285.7	MoPac...	Gate	Trainmen	MoPac.....	Red..	Yellow
41	453.1	BM&E...	Gate	Trainmen	BM&E.....	Red..	Yellow
7	140.3	BM&E...	Gate	Trainmen	BM&E.....	Red..	Yellow
36a	0.3	CB&Q...	Gate	Gate	CB&Q.....	Red..	Yellow
36a	0.4	CB&Q...	Gate	Tender	CB&Q.....	Red..	Yellow
36a	0.5	UTRR...	Gate	Trainmen	CRI&P.....	Red..	Green
36b	192.8	AT&SF...	Gate	Trainmen	CRI&P.....	Red..	Green
36b	220.3	UP.....	Gate	Trainmen	P&SF.....	Red..	Yellow
41a	29.9	P&SF...	Gate	Trainmen	P&SF.....	Red..	Yellow

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

Sub-Divn.	MP	Crossing	Sub-Divn.	MP	Crossing
35	262.5	Missouri Pac.	39	238.1	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:

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

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

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

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

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

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

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

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

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

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

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

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

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

16d. Between Kansas City Belt Jct. and Kansas Avenue Subdiv. 35, between Kansas City, Mo. and Terminal Jct. Subdiv. 36 on tracks of the 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 CRI&P Jct. and Topeka Jct. Subdiv. 36 and between West Abilene and East Salina Subdiv. 36B, trains will be governed by time tables and rules of UPRR.

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

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

17. Subdivision 7 between Sanford and Canadian River has a maximum grade of 3.6% and between Canadian River and Oil City 2.5%. Eastward trains must stop at Sanford and westward trains at Oil City and make standing air brake 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	Mill Post	Kind of Structure
34	Broadway	Viaduct
34	Florissant Ave.	Viaduct
34	Kingshighway	Viaduct
34	Natural Bridge Rd.	Viaduct
34	Suburban Ry.	Viaduct
34	Klenian Ave.	Viaduct
34	St. Louis Ave.	Viaduct
34	Easton Ave.	Viaduct
34	15.6	Viaduct
34	42.1	Thru Truss
34	45.8	Thru Truss
34	49.0	Viaduct
34	55.1	Thru Truss
34	118.0	Tunnel No. 1
34	121.5	Thru Truss
34	128.6	Tunnel No. 2
34	135.5	Thru Truss
34	137.0	Thru Truss
34	138.8	Thru Truss
34	143.3	Thru Truss Osage River
34	149.0	Tunnel No. 3
35	165.8	Viaduct
35	182.5	Viaduct
35	184.5	Viaduct
35	216.6	Viaduct MKT Ry.
35	248.0	Viaduct
35	277.8	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	116.6	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

"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, passenger and freight trains must not exceed a speed of 10 MPH less than 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 or engineer 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 or engineers 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.

PLACE	NAME	TELEPHONE
St. Louis	Evangelical Deaconess—6140 Oakland Ave.	Mission 5-8510
St. Louis	Peoples (for Colored)—3449 Pine St.	Jefferson 5468
Kansas City, Kansas	Providence Hospital—18th and Barnett.	DRexel 1-3140
Topeka	St. Francis Hospital—1719 W. 6th St.	6-3441
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

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.

29. Industrial scale located at MP 83 pole 21, near Elmont, Kansas, not equipped with dead rail. Engines must not occupy this scale.

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.	4
34	53	Davis Spur	2
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
35	202.6	Hunt Spur	3
36	84.6	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	Panoma Spur	92
41	471.3	Cabot Carbon Co.	60
41a	471.8	Gen'l Atlas Carbon Co.	39
41a	19.0	Phillips Spur	
42	23.0	Sheerin Spur	
4	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.

COMMUNICATION OFFICES

OFFICE HOURS

Week Days
Except Saturday

*Sundays and Holidays

**Saturdays

SUBDIVISION 34		From	To
Lackland	*..**	7:00 a.m.	3:00 p.m.
		3:00 p.m.	11:00 p.m.
Thursday - Friday		11:00 p.m.	7:00 a.m.
Chesterfield		7:00 a.m.	4:00 p.m.
Union		7:30 a.m.	4:30 p.m.
Gerald		7:30 a.m.	4:30 p.m.
Rosebud		8:00 a.m.	12:00 p.m.
Bland		4:00 p.m.	5:00 p.m.
Owensville		1:30 p.m.	3:30 p.m.
Belle		7:30 a.m.	4:30 p.m.
Freeburg		7:00 a.m.	4:00 p.m.
Argyle		3:15 p.m.	4:30 p.m.
Meta		1:15 p.m.	3:00 p.m.
Eugene		7:00 a.m.	4:00 p.m.
Eldon	*..**	6:00 a.m.	2:00 p.m.
	*..**	10:00 p.m.	6:00 a.m.

SUBDIVISION 35		From	To
Versailles		7:30 a.m.	4:30 p.m.
Stover		7:30 a.m.	4:30 p.m.
Cola 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		10:15 a.m.	12:00 p.m.
Chilhowee		6:00 a.m.	10:00 a.m.
		1:15 p.m.	3:00 p.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.
McFarland	*..**	9:00 a.m.	5:00 p.m.
	*..**	7:00 p.m.	3:00 a.m.
Alma		8:00 a.m.	6:00 p.m.
Alta Vista		8:00 a.m.	6:00 p.m.
Dwight		7:00 a.m.	4:00 p.m.
White City		8:00 a.m.	5:00 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	*..**	8:01 a.m.	4:01 p.m.
	*..**	8:00 p.m.	4:00 a.m.
Inman		8:00 a.m.	5:00 p.m.
Hutchinson		Continuous	
Arlington		8:00 a.m.	5:00 p.m.
Langdon		8:00 a.m.	12 Noon
Turon		1:20 p.m.	3:40 p.m.
		4:00 p.m.	5:00 p.m.
Preston		8:30 a.m.	5:30 p.m.

SUBDIVISION 40		From	To
Pratt		Continuous	
Haviland		8:30 a.m.	5:30 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		1:15 p.m.	3:45 p.m.
Bloom		8:30 a.m.	12:00 a.m.
		4:00 p.m.	5:30 p.m.
Mincola		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	

*Dualized Stations

SUBDIVISION 41		From	To
Liberal		Continuous	
Tyrone		8:30 a.m.	5:30 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.	5:30 p.m.
Stratford		8:00 a.m.	5:00 p.m.
Dalhart		Continuous	

SUBDIVISION 42		From	To
Dalhart		Continuous	
Naravisa	*..**	7:00 a.m.	4:00 p.m.
Logan	*..**	7:00 a.m.	4:00 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.
Wilderado		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 Jon		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.
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.
Holtton	**	8:00 a.m.	5:00 p.m.
Mayetta	**	8:00 a.m.	5:00 p.m.

SUBDIVISION 36-B		From	To
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.

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

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

J. H. GILFILLAN, Terminal Sup't., Kansas City, Kan.
 A. E. ANDERSON, Ass't., Supt., Liberal, Kan.
 G. S. PEARSON, Trainmaster, Kansas City, Kan.
 W. A. CATLETT, Terminal Trainmaster, Kansas City, Kan.
 G. W. ZINN, Trainmaster, Road Foreman, Eldon, Mo.
 T. J. HULL, Trainmaster, Herrington, Kan.
 M. M. DAVIS, Trainmaster-Agent, St. Louis, Mo.
 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. T. BAIER, Road Foreman Equipment, Kansas City, Kan.
 A. L. DAVIS, Road Foreman Equipment, Pratt, Kan.
 J. J. BUTTON, Chief Dispatcher, Kansas City, Kan.
 F. J. BRIDGES, Ass't. Chief Dispatcher, Kansas City, Kan.
 J. N. HARDIN, 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.

J. B. JOHNSON
 R. W. CHURCH
 A. P. USSARY
 W. D. MINNICK
 C. R. FERGUSON
 D. D. EDGERTON
 B. N. ROBERTS

} Train Dispatchers
 Kansas City, Kan.

G. G. MURPHY
 R. W. POPEJOY
 V. E. McCORMICK
 D. W. CULVER
 F. S. JOSLIN
 R. E. BORTH

} Train Dispatchers
 Liberal, Kansas

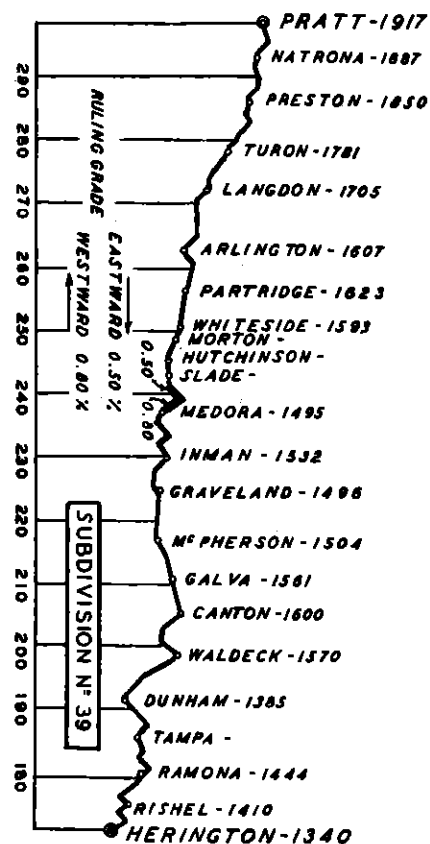
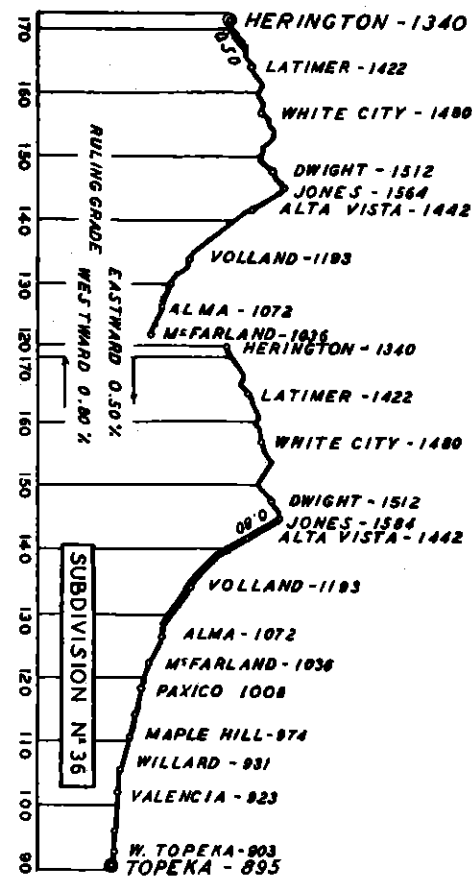
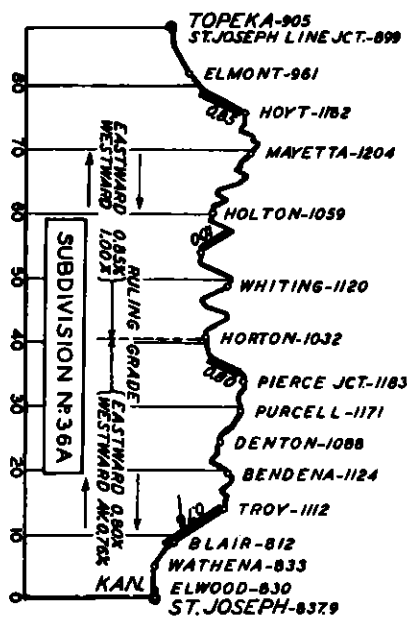
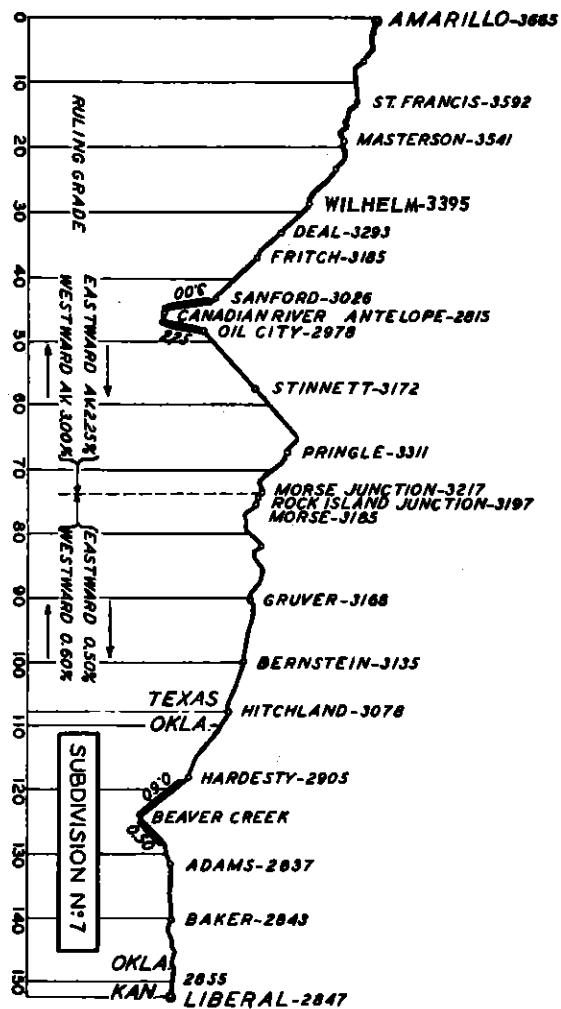


TABLE OF TRAIN SPEEDS

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						