

LOCAL SURGEONS & EXAMINERS

L. G. HEINS	Abilene
*E. B. McKNIGHT	Alma
*A. E. WINSETT	Amarillo
*W. H. WHEIR	Amarillo
R. H. SCHOENHALS	Belle
J. E. RANDLE	Bucklin
W. R. JONES	Canton
R. KINGSLAND	Clayton
*V. MOORE	Dalhart
*J. H. CUNNINGHAM	Dalhart
*D. A. FRANK	Dalhart
E. YODER	Denton
R. J. OHMAN	Dodge City
*E. O. SHELTON	Eldon
C. E. OLSON	Fowler
C. A. SCHMIDT	Gerald
M. H. WALDORF	Greensburg
J. R. BRADLEY	Greensburg
E. L. BUFORD	Guymon
B. L. DIETRICH	Guymon
*A. D. DANIELSON	Herington
*J. O. GILLILAND	Herington
K. RAWLINS	Holden
R. H. MOSER	Holton
F. P. CAWLEY	Hooker
G. M. EDMONDS	Horton
*M. E. NUNEMAKER	Hutchinson
*P. A. STOESZ	Hutchinson
*T. S. BOURKE	Kansas City
*J. J. LALLY	Kansas City
*J. G. EVANS	Kansas City
*H. L. REGIER	Kansas City
E. P. SERERES	Kansas City
*A. L. HILBIG	Liberal
*T. E. WADE	Liberal
*MEDICAL ARTS CLINIC	Liberal
W. J. COLLIER	McPherson
*WEIR PIERSON	McPherson
W. W. ORRISON	Meade
C. G. STEPHENS	Mineola
P. A. BRENNER	Owensville
J. B. SATTERFIELD	Plains
*V. W. FILLEY	Pratt
*F. G. FREEMAN	Pratt
D. M. EUBANK	Raytown
DEAN SAUER	St. Louis
*M. F. HARMANN	St. Louis
*W. PARKER	St. Louis
SUTTER CLINIC	St. Louis
A. E. RUEB	Salina
O. L. SMITH	St. Marys
A. K. HEACOCK	Stinnett
R. L. COZINE	Texhoma
*B. M. MARSHALL	Topeka
*R. L. BRAUNSDORF	Topeka
*P. M. POWELL	Topeka
A. E. CORDONIER	Troy
*W. M. THAXTON	Tucumcari
*A. T. GORDON	Tucumcari
H. M. DENNY	Union
JACK GUNN	Versailles
W. J. SMITH	Windsor

*Examiner

OCULISTS & AURISTS

A. J. STREIT	Amarillo
W. Q. MURPHY	Kansas City
J. A. BILLINGSLEY	Kansas City
CHAS. A. CROCKETT	Kansas City
A. N. ALTRINGER	Kansas City
W. D. PITMAN	Pratt
W. H. LEWIN	St. Louis
C. R. MILSTER	St. Louis
H. W. POWERS	Topeka
H. L. KIRKPATRICK	Topeka

See page 15 for hospitals.

Chicago, Rock Island & Pacific Railroad



TIME TABLE

**MISSOURI-KANSAS DIVISION
SECOND DISTRICT**

No. 3

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

SUNDAY, OCTOBER 27, 1963

J. F. ORLOMOSKI
Superintendent

J. B. BUFFALO
General Manager

W. F. THOMPSON
Asst. Gen. Manager

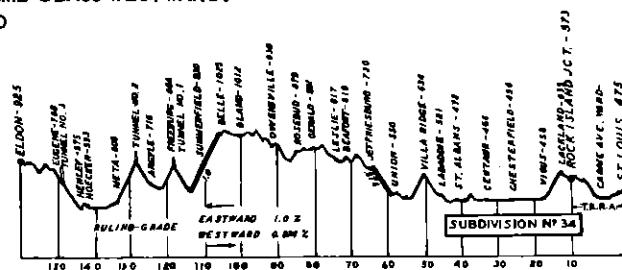
This Time Table for the exclusive use
and guidance of Employees

WESTWARD			MAIN LINE				EASTWARD		
SECOND CLASS			SUBDIVISION 34				SECOND CLASS		
	173							174	
	Freight		Capacity of Siding	Capacity of Other Tracks	Station Numbers		mi. P. from St. Louis	Freight	
	Daily						Signs	Daily	
	P.M. 9.00	.....	Yard	75000	..... CARRIE AVE. YD. 4.6	.....	RFWT Yd	A.M. 4.30	
		.....			..... Easton Ave. Junction. 3.1	.....		
	9.15	.....			..... R. I. JUNCTION 0.1	.....		2.30	
		.....			..... St. L. & T. Crossing 2.4	.....	UX		
	9.30	63	89	23013	CK... LACKLAND 5.2	* TO	12.8 Yd	2.15	
	9.40	41	.....	23018	..... VIGUS 8.6	P	18.0 Yd	2.04	
	9.50	66	25	23027	CF... CHESTERFIELD 6.8	TO	26.8	1.53	
	10.00	125	2	23033	..... CENTAUR 6.9	P	33.4	1.45	
	10.10	.....	18	23040	..... ST. ALBANS 6.1		39.9	1.37	
	10.20	53	4	23046	..... LABADIE 5.2	P	46.0	1.29	
	10.30	49	18	23051	..... VILLA RIDGE 8.3	P	51.2	1.22	
	10.40	50	95	23080	UN... UNION 5.4	TO	59.5 W	1.11	
	10.51	.....	3	23085	..... JEFFRIESBURG 6.7	P	64.9	1.04	
	11.02	.....	15	23072	..... BEAUFORT 2.4	P	71.6	12.55	
	11.05	75	3	23074	..... LESLIE 6.7	P	74.0	12.51	
	11.15	42	39	23081	RA... GERALD 4.0	TO	80.7	12.42	
	11.22	52	17	23085	RB... ROSEBUD 6.8	TO	84.7	12.36	
	11.31	42	39	23092	OW... OWENSVILLE 8.6	TO	91.5	12.27	
	11.42	75	50	23100	ND... BLAND 5.1	TO	100.1	12.15	
	11.50	79	64	23105	X... BELLE 5.6	TO	105.2 W	A.M. 12.08	
	11.58	59		23111	..... SUMMERFIELD 7.4	P	110.8	173 PM 11.58	
	12.10	31	24	23118	FR... FREEBURG 6.9	TO	118.2	11.44	
	12.20	70	25	23125	KN... ARGYLE 9.5	TO	125.1	11.32	
	12.40	41	20	23134	MA... META 8.2	TO	134.8	11.18	
	12.52	.....	5	23143	..... HOECKER 1.9		142.8	11.07	
	12.56	105	10	23145	..... HENLEY 4.8	P	144.7	11.04	
	1.05	44	16	23149	G... EUGENE 10.4	TO	149.5	10.57	
	1.25		Yard	23180	DO... ELDON 157.3	* TO	159.9	RWT Yd 10.40 P.M.	

See T. T. Rule 16

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

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					STATIONS						18	40	4
Golden State	Psg.	Psg.					Time Table No. 3						Psg.	Psg.	Golden State
Daily	Daily	Daily				October 27, 1963						Daily	Daily	Daily	
P.M.	P.M.	A.M.				KANSAS CITY, MO. . . US			60054	RFW TY		A.M.	P.M.	A.M.	
10.15	9.40	9.00				KANSAS CITY, KANS. . .			60055	RFW TYd		9.00	8.15	2.15	
10.20	9.45	9.05				S. J. JCT.					89.3	8.45	7.50	2.02	
11.35	10.55	10.35				TOPEKA YARD . B						7.30	6.24	12.55	
11.37	10.59	10.40		175E	Yard	VALENCIA			588	RFW YYd	90.5	7.28	6.22	12.54	
11.49	11.11	10.50		147	18	WILLARD			600		101.5	7.19	6.13	12.44	
					17	MAPLE HILL . RH			604		105.3				
11.59	11.20	10.59		126E	71	PAXICO			609		110.4	7.12	6.05	12.36	
P.M.				96W		McFARLAND . FA									
12.06	11.27				37	ALMA			617		118.2	7.06	5.58	12.29	
A.M.				190W	97	VOLLAND			621	RY	122.0	7.03	5.54	12.25	
12.10	11.31	11.09		112E		ALTA VISTA . VA			625		126.3	7.00	5.50	12.21	
12.14	11.35	11.13		46E	42	JONES			632		133.8	6.53	5.44	12.14	
12.21	11.42	11.21		125E	14	D WIGHT . DW			640		141.8	6.46	5.37	12.06	
				130W		WHITE CITY . WT			643		144.7	6.43	5.34	12.03	
12.31	11.50	11.30			101	LATIMER			646		147.7	6.40	5.31	11.59	
12.34	11.53	11.33		93E		MoPac Crossing			655		156.7	6.33	5.24	11.52	
				93W		HERINGTON . RI			662		163.8	6.27	5.17	11.46	
12.37	11.56	11.36			31						171.3				
P.M.				130E	48										
12.45	12.04	11.45		120W											
A.M.					22										
12.51	12.11	11.52													
A.M.															
s 1.05	s 12.25	s 12.05			Yard										
A.M.	A.M.	P.M.													

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

75	93	79	173	95	91	FREIGHT TRAINS (Information Only)					92	76	94	174	98
Freight	Freight	Freight	Freight	Freight	Freight	Time Table No. 3					Freight	Freight	Freight	Freight	Freight
Daily	Daily	Daily	Daily	Daily	Daily	October 27, 1963					Daily	Daily	Daily	Daily	Daily
P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	... ARMOURDALE YARD ...					A.M.	P.M.	P.M.	P.M.	P.M.
7.45	4.00	11.50	9.30	1.00	12.15	..... TOPEKA YARD					5.30	2.00	5.30	6.30	9.30
9.30	5.30	1.40	11.15	3.00	1.45	..... McFARLAND					2.30	P.M.	2.30	4.00	7.00
10.20	6.30	2.30	12.01	4.00	2.30	..... HERINGTON					1.30	11.00	1.30	3.15	5.30
P.M.			P.M.											P.M.	
12.20	7.50	4.35		5.30	3.45						12.15	9.30	12.15		4.00
A.M.	P.M.	P.M.		A.M.	A.M.						A.M.	A.M.	P.M.		P.M.

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS				FIRST CLASS				SUBDIVISION 39 STATIONS				FIRST CLASS		SECOND CLASS		
93	91	39	3	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	M. P. from St. Joseph	Distance from Herington	Signs	40	4	94	92			
Freight	Freight	Pagr.	Golden State							Pagr.	Golden State	Freight	Freight			
Daily P.M.	Daily A.M.	Daily P.M.	Daily A.M.	Yard	RI	HA	DK	GA	MC	QN	SU	RT	NO	KO	RS	N
8.05	3.45	12.20	1.10	670	...	Yard	RI	...	RYdFW	171.4	...	4.40	11.32	8.40	10.40	
8.12	3.54	12.26	1.15	675	98	...	...	...	TY	175.8	4.4	4.25	11.23	8.32	10.29	
8.17	4.00	12.30	1.18	678	120	16	...	...	...	177.5	6.1	4.22	11.20	8.27	10.24	
8.26	4.07	12.35	1.24	684	88	46	HA	...	...	179.5	8.1	4.17	11.14	8.19	10.16	
8.34	4.14	12.40	1.29	690	86	37	DK	...	...	185.7	14.3	4.12	11.08	8.11	10.08	
8.43	4.22	12.46	1.35	697	84	...	...	...	...	191.8	20.4	4.07	11.02	8.04	10.01	
8.53	4.30	12.51	1.41	703	91	15	...	...	...	198.4	27.0	4.02	10.56	7.57	9.53	
9.03	4.37	12.56	1.46	709	108	40	GA	...	...	204.8	33.4	3.57	10.51	7.50	9.46	
9.10	4.45	1.10	1.55	716	112	288	MC	...	...	210.7	39.3	3.46	10.45	7.43	9.39	
9.18	4.53	1.17	2.03	723	88	27	...	...	...	214.7	43.3	3.39	10.38	7.34	9.30	
9.24 92	4.59	1.22	2.08	728	98	46	QN	...	...	216.7	45.3	3.34	10.33	7.28	9.24	
9.31	5.06	1.28	2.14	734	88	52	...	...	...	219.3	47.3	3.29	10.26	7.21	9.11	
9.38	5.13	1.34	2.19	741	80	71	...	...	...	224.3	52.3	3.24	10.20	7.14	9.04	
9.43	5.18	1.37	2.22	743	98	Yard	...	...	...	229.4	57.4	3.22	10.18	7.10	9.00	
9.47	5.20	2.00	2.30	744	80	Yard	SU	...	...	236.1	64.1	3.20	10.16	7.07	8.57	
9.51	5.23	2.03	2.33	746	68	Yard	...	...	...	236.1	64.1	3.04	10.10	7.04	8.54	
10.07	5.27	2.06	2.36	749	370	17	...	...	...	242.4	70.4	3.01	10.07	7.00	8.50	
10.15	5.33	2.11	2.41	754	88	26	...	...	...	243.6	71.5	2.56	10.03	6.53	8.44	
10.23	5.40	2.16	2.47	761	85	30	RT	...	...	244.4	72.4	2.51	9.57	6.46	8.37	
10.33	5.50	2.22	2.54	770	87	23	NO	...	...	244.9	72.9	2.45	9.50	6.37	8.28	
10.41	5.58	2.27	2.59	776	98	27	KO	...	...	245.4	73.4	2.40	9.44	6.29	8.20	
10.49	6.07	2.33	3.06	784	94	31	RS	...	...	246.0	74.0	2.33	9.37	6.21	8.12	
10.57	6.14	2.38	3.12	791	98	22	...	...	...	246.6	74.6	2.27	9.31	6.14	8.05	
11.40	6.50	3.05	3.25	797	...	Yard	N	...	...	247.5	75.5	2.20	9.25	5.55	7.55	

AUTOMATIC BLOCK SIGNALS
 MP 171.4 to MP 288.0
 Rules 300-306

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

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

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

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

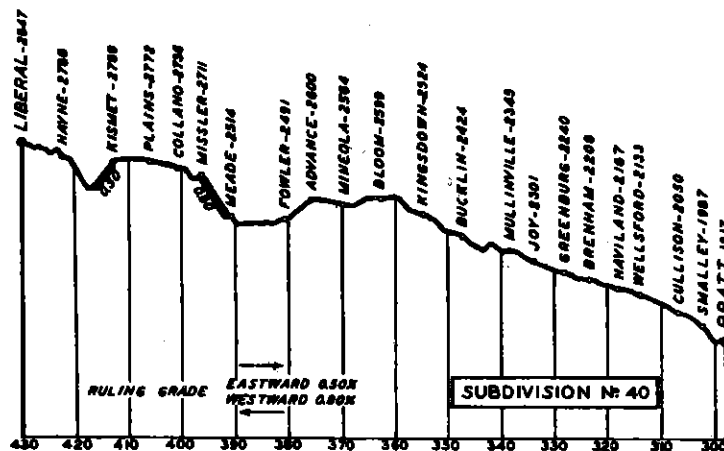
WESTWARD				MAIN LINE										EASTWARD			
SECOND CLASS		FIRST CLASS		Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 40				M. P. from St. Joseph	Distance from Pratt	Signs	FIRST CLASS		SECOND CLASS	
93	91	39	3				40	4	94	92							
Freight	Freight	Pgr.	Golden State	Pgr.	Golden State	Freight	Freight										
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily										
P.M. 11.50	A.M. 6.55	P.M. 3.15	A.M. 3.40	797	...	Yard	N. ...	... PRATT ...	TO 298.0	...	RYdF WT	P.M. 2.05	P.M. 9.20	A.M. 5.55	P.M. 7.50	
11.58 P.M.	7.03	3.21	3.46	802	98	...	...	... SMALLEY ...	P 802.6	4.6	...	1.57	9.15	5.44	7.45
12.04 A.M.	7.09	3.26	3.50	808	67	41	...	... CULLISON ...	P 807.1	9.1	...	1.53	9.11	5.39	7.39
12.13 A.M.	7.18	3.33	3.56	813	88	35	...	... WELLSFORD ...	P 814.2	16.2	...	1.47	9.05	5.31	7.32
12.19	7.24	3.37	4.00	817	121	27	HD. .	... HAVILAND ...	TO 818.6	20.6	...	1.43	9.01	5.26	7.27	
12.25	7.30	3.42	4.05	823	88	22	...	... BRENHAM ...	P 824.0	26.0	...	1.38	8.57	5.20	7.21
12.30	7.35	3.48	4.09	827	88	91	GB. .	... GREENSBURG ...	TO 828.6	30.6	W	1.33	8.53	5.15	7.16	
12.36	7.41	3.54	4.14	832	68	34	...	... JOY ...	P 834.1	36.1	...	1.27	8.48	5.09	7.10
12.41	7.46	3.59	4.19	837	88	35	MU. .	... MULLINVILLE ...	TO 838.9	40.9	...	1.23	8.44	5.04	7.05	
12.51	7.56	4.10	4.27	846	109N 88S	142	BU. .	... BUCKLIN ...	TO 847.9	49.9	FWY	1.15	8.37	4.55	6.55	
12.59	8.04	4.17	4.33	854	88	27	KG. .	... KINGSDOWN ...	TO 855.0	57.0	...	1.07	8.31	4.48	6.47	
1.07	8.12	4.24	4.40 94	861	88	37	BM. .	... BLOOM ...	TO 862.8	64.8	...	1.01	8.25	4.40	6.38	
1.15	8.20	4.31	4.47	869	87	67	MI. .	... MINEOLA ...	TO 870.0	72.0	W	12.55	8.19	4.23	6.30	
1.21	8.26	4.37	4.53	875	68	...	...	... ADVANCE ...	P 876.0	78.0	...	12.50	8.14	4.16	6.20
1.26	8.31	4.43	4.57	879	88	77	F. . .	... FOWLER ...	TO 880.8	82.8	...	12.44	8.10	4.10	6.12	
1.37	8.42	4.55	5.06	890	87	89	M. . .	... MEADE ...	TO 891.0	93.0	W	12.36	8.01	3.59	6.01	
1.46	8.51	5.02	5.11	896	117	10	...	... MISSLER ...	P 896.5	98.5	...	12.25	7.56	3.53	5.55
1.57	9.02	5.11	5.21	905	88	95	Q. . .	... PLAINS ...	TO 406.4	108.4	W	12.17	7.48	3.43	5.44	
2.05	9.10	5.17	5.28	912	89	47	KM. .	... KISMET ...	TO 413.5	115.5	...	12.11	7.42	3.35	5.36	
2.17	9.22	5.25	5.37	925	88	17	...	... HAYNE ...	P 422.8	124.8	...	12.03 P.M.	7.33	3.25	5.25
2.50 A.M.	9.50 A.M.	5.45 P.M.	5.50 A.M.	933	...	Yard	RA. .	... LIBERAL ...	TO 430.6	132.6	RYdF WY	11.55 A.M.	7.26 P.M.	3.15 A.M.	5.10 P.M.	

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			STATIONS		FIRST CLASS			SECOND CLASS			
91	93		39	3	Capacity of Other Tracks	Capacity of Sidings	Station Numbers	Time Table No. 3 October 27, 1963	M.P. from St. Joseph	Distance from Liberal	Signs	40	4		94	92
Freight	Freight		Pagr.	Golden State								Pagr.	Golden State	Freight	Freight	
Daily	Daily		Daily	Daily								Daily	Daily		Daily	Daily
A.M. 9:55	A.M. 3:10 ₉₄		P.M. 6:10	A.M. 6:05	Yd		933	RA			RYdF WY	A.M. 11:20	P.M. 7:11		A.M. 9:30	P.M. 4:45
10.01	3.20		6.16	6.11	68		939	...	440.0	5.8	...	11.12	7.06		3.01	4.36
10.10	3.25		6.20	6.15	37	121	943	RO	444.0	9.8	...	11.06	7.03		2.56	4.31
10.22	3.37		6.32	6.24	99	88	959	KR	453.1	18.9	...					
10.40	3.49		6.46	6.33	25	113	963	...	454.3	20.1	W	10.53	6.55		2.44	4.19
10.50	3.58		6.59	6.42	140	106	972	GO	464.6	30.4	...	10.40	6.46		2.32	4.07
10.58	4.14		7.05	6.48	49	978	...	...	473.6	39.4	...	10.31	6.38		2.20	3.55
11.04	4.20		7.11	6.52	27	88	983	FM	479.9	45.7	...	10.21	6.33		2.13	3.48
11.16	4.32		7.25	7.01	146	88	993	HM	484.1	49.9	W	10.17	6.29		2.07	3.43
11.27	4.43		7.35	7.10	22	88	1003	...	494.3	60.1	WY	10.07	6.21		1.55	3.32
11.37	4.53		7.45	7.18	88	91	1013	DF	504.3	70.1	...	9.54	6.13		1.45	3.21
11.43	5.00		7.51	7.23	68	1020	...	...	514.2	80.0	W	9.45	6.05		1.35	3.10
11.49	5.06		7.57	7.28	45	89	1025	...	514.7	...	...			
11.54	5.11		8.02	7.32	68	1030	...	...	520.0	85.8	...	9.36	6.00		1.29	2.59
11.59	5.17		8.08	7.36	19	121	1035	...	526.0	91.8	...	9.31	5.55		1.23	2.53
12.04	5.21		8.12	7.40	88	1039	...	...	530.9	96.7	...	9.26	5.51		1.18	2.47
P.M. 12:20	A.M. 6:00		P.M. 8:20	A.M. 7:48	Yd	1044	WR	...	536.1	101.9	...	9.21	5.47		1.12	2.40
									540.0	105.8	...	9.17	5.43		1.07	2.35
									545.4	111.2	RYd FWTY	9.10	5.38		12.55	2.25

AUTOMATIC BLOCK SIGNALS
MP 94.5 TO MP 94.4
FROM 300-308

STATION	CLASS	M.P.	Distance from Liberal	Signs	WESTWARD	EASTWARD
LIBERAL, KANS	TO	434.2	...	RYdF WY	11.20	7.11
STONE, OKLA	P	440.0	5.8	...	11.12	7.06
TYRONE	TO	444.0	9.8	...	11.06	7.03
BM&E Crossing	UX	453.1	18.9	...		
HOOKER	TO	454.3	20.1	W	10.53	6.55
OPTIMA	P	464.6	30.4	...	10.40	6.46
GUYMON	TO	473.6	39.4	...	10.31	6.38
JUNIOR	P	479.9	45.7	...	10.21	6.33
GOODWELL	TO	484.1	49.9	W	10.17	6.29
TEXHOMA, OKLA	TO	494.3	60.1	WY	10.07	6.21
STEVENS, TEX	P	504.3	70.1	...	9.54	6.13
STRATFORD	TO	514.2	80.0	W	9.45	6.05
P&SF Crossing	...	514.7	...	...
BRICKEL	P	520.0	85.8	...	9.36	6.00
CONLEN	P	526.0	91.8	...	9.31	5.55
IRWIN	P	530.9	96.7	...	9.26	5.51
CHAMBERLIN	P	536.1	101.9	...	9.21	5.47
HITT	P	540.0	105.8	...	9.17	5.43
DALHART	TO	545.4	111.2	RYd FWTY	9.10	5.38

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

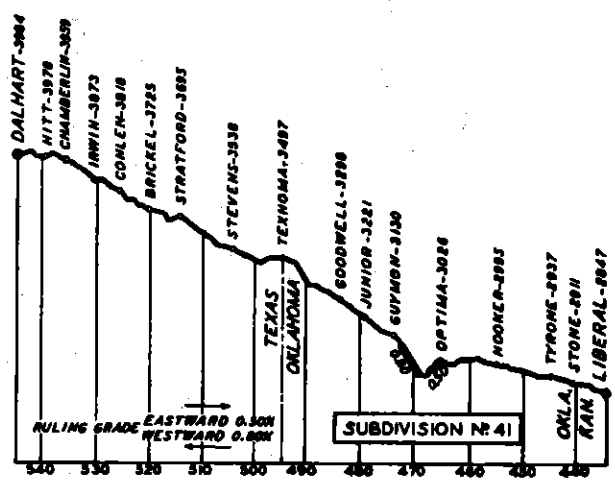
SIDING FOR FIRST CLASS TRAINS - LIBERAL:
Siding extending from switch at MP 430-10 to switch at MP 434-16.

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.

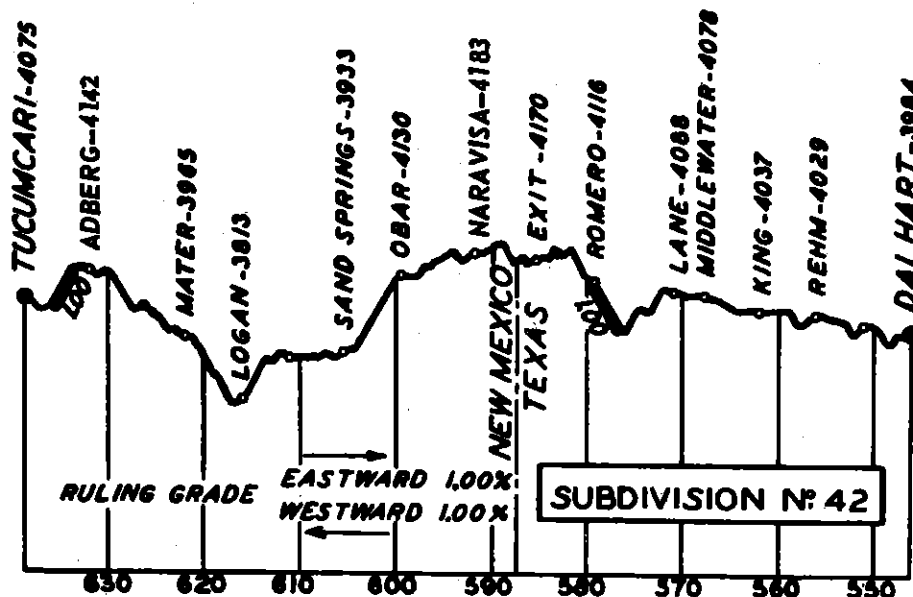


WESTWARD										MAIN LINE										EASTWARD			
SECOND CLASS				FIRST CLASS						SUBDIVISION 42				FIRST CLASS		SECOND CLASS							
91	93		39	3	Capacity of Other Tracks		Capacity of Sidings		Station Numbers		STATIONS		40	4		92	94						
Freight	Freight		Pagr.	Golden State							Time Table No. 3		Pagr.	Golden State		Freight	Freight						
Daily	Daily		Daily	Daily							October 27, 1963		Daily	Daily		Daily	Daily						
P.M.	A.M.		P.M.	A.M.							M.P. from St. Joseph		A.M.	P.M.		P.M.	A.M.						
12.30	6.20		8.35	7.55	Yd . . .		1044		WR . .		545.4		8.55	5.33		1.55	12.50						
12.42	6.32		8.46	8.06	24	88	1054						8.35	5.24		1.27	12.37						
12.49	6.39		8.52	8.11		88	1058						8.25	5.19		1.21	12.31						
12.56	6.46		8.59	8.16	17	119	1065						8.16	5.14		1.15	12.25						
1.05 ⁹²	6.51		9.03	8.20		87	1069						8.10	5.11		1.05	12.21						
1.21	7.02		9.13	8.27	25	103	1077						8.00	5.05		12.56	12.13						
1.29	7.10		9.19	8.32	3	58	1083						7.52	5.00		12.49	12.06 ⁹¹						
1.36	7.17		9.26	8.38	48	113	1089						7.46	4.54		12.42	11.59						
1.43	7.27 ⁴⁰		9.34	8.45	20	88	1096						7.37 ⁹³	4.47		12.35	11.50						
1.49	7.44		9.40	8.50	14	88	1103						7.31	4.42		12.25	11.42						
2.00	7.55		9.55	9.01	40	102	1114						7.21	4.32		12.12	11.30						
2.07	8.05		10.02	9.08		88	1120						7.13	4.27		12.04 ⁹¹	11.22						
2.20	8.17		10.15	9.19		103	1129						7.04	4.18		11.52	11.10						
3.15 ⁹²	9.10		10.30 ⁹¹	9.30	Yd . . .		1137						6.55 ⁹³	4.11		11.40	10.55 ⁹¹						

No. 39 stop receive or discharge revenue passengers where train scheduled to stop.

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	SUBDIVISION 4				STATIONS		FIRST CLASS		SECOND CLASS		
	31	21							22		32		
	Freight	Psgr.	Capacity of Other Tracks	Capacity of Sidings	Station Numbers				Psgr.		Freight		
	Daily	Daily							Daily		Daily		
	A.M.	P.M.							A.M.		P.M.		
	1.45	7.10	Yard	....	27762	VN.	AMARILLO	* TO	781.6	....	RYdFW	9.10	4.00
	1.55	7.18	....	71	27768	.....	SONCY	.....	787.1	6.1	.....	8.57	3.15
	2.05	7.26	44	....	27775	.....	BUSHLAND	.....	774.0	13.2	W	8.51	3.01
	2.13	7.35	57	30	27789	WO.	WILDORADO	..... TO	782.0	21.3	.....	8.43	2.40
	2.22	7.43	32	....	27789	.....	EVERETT	.....	789.5	28.8	.....	8.34	2.15
	2.29	7.49	82	58	27796	GA.	VEGA	..... TO	795.0	34.9	W	8.28	2.01
	2.41	7.57	19	....	27804	.....	LANDERGIN	.....	802.7	42.0	.....	8.19	1.40
	2.52	8.04	58	52	27810	DR.	ADRIAN	..... TO	808.8	48.1	.....	8.13	1.25
	2.57	8.09	19	....	27813	.....	GRUHLKEY	.....	813.0	52.1	.....	8.08	1.05
	3.09	8.20	7	48	27821	.....	BOISE	.....	821.5	60.8	.....	7.59	12.45 P.M.
	3.24	8.33	13	51	27833	.....	GLENRIO, TEX.	.....	832.2	71.6	.....	7.47	12.20 A.M.
	3.55	8.57	22	51	27851	SJ.	SAN JON, N.MEX.	..... TO	850.3	89.5	.....	7.28	11.55 A.M.
	4.15	9.13	....	20	27868	.....	LESBIA	.....	865.4	104.4	.....	7.11	11.25 A.M.
	6.30 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.

No. 21, receive or discharge revenue passengers.

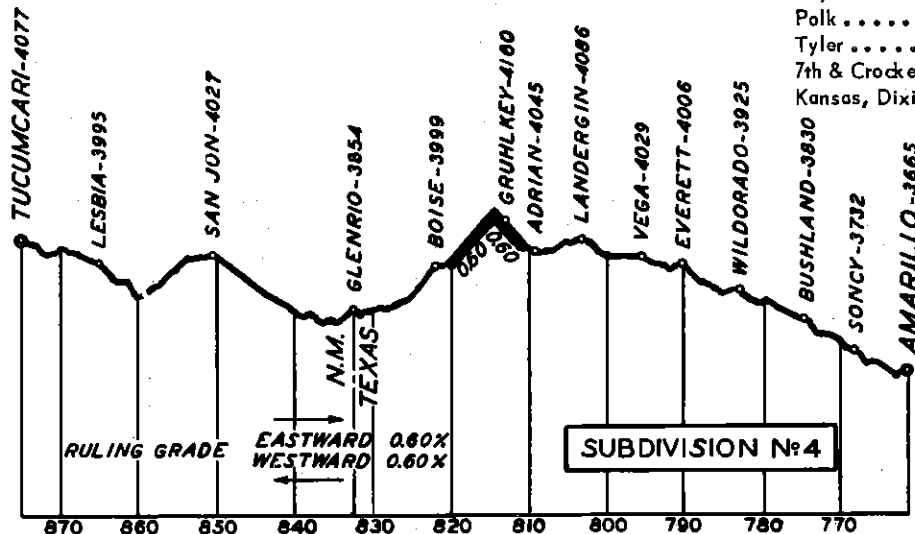
No. 22, receive or discharge revenue passengers and to receive or discharge express and baggage when flagged by Agent at station or when advised by Messenger of train.

SIDING FOR FIRST CLASS TRAINS - AMARILLO:

Siding extending from switch near Buchanan Street to switch west of passenger station.

Trains (engines only) and engines will not exceed speed over crossings Amarillo as follows:

Bull Road	30 MPH
Taylor	20 MPH
Polk	20 MPH
Tyler	20 MPH
7th & Crockett	30 MPH
Kansas, Dixie, Avondale	35 MPH



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. 3				Freight						
	Daily		October 27, 1963				Daily									
	A.M. 5.30	Yard	.....	.....	933	RA	..... LIBERAL, KANS. * TO	153.2	RYdF WY	A.M. 9.30				
							.....^{12.9} BM&E Crossing UX								
	5.55	44	51	87140			.....^{0.0} BAKER, OKLA UX	140.3		8.30					
	6.11	33	51	87132			.....^{8.5} ADAMS UX	131.8		8.10					
	6.36	48	51	87118		HS	.....^{13.5} HARDESTY, OKLA TO	118.3		7.36					
	7.06	88	89	87108		HN	.....^{10.4} HITCHLAND, TEX TO	107.9	W	997 7.06					
	7.21	20	51	87100			.....^{7.8} BERNSTEIN UX	100.1		6.35					
	7.40	148	51	87091		GU	.....^{8.4} GRUVER TO	90.7	YdW	6.15					
	8.05	88	51	87075		MB	.....^{15.3} MORSE TO	75.4	RYdW	5.31					
	8.07						.....^{1.0} ROCK ISLAND JCT. UX	74.4	Yd	5.28					
	8.09			87074			.....^{0.5} MORSE JCT. UX	73.8	YdY	5.25					
	8.28	30	51	87087			.....^{8.8} PRINGLE UX	87.3		5.05					
	8.53	65	51	87057		FN	.....^{9.8} STINNETT TO	57.5	YdWYF	4.27					
	9.15	18	16	87049			.....^{8.5} OIL CITY UX	49.0	Yd	3.59					
	9.23		44	87048			.....^{3.1} ANTELOPE UX	45.9	Yd	3.53					
	9.27	174	40	87043			.....^{2.1} SANFORD UX	43.8	Yd	3.50					
	9.48	185	88	87037		FH	.....^{8.5} FRITCH TO	37.3		3.38					
	9.59	12		87032			.....^{3.8} DEAL UX	33.5		3.31					
	10.09	3		87029			.....^{4.6} WILHELM UX	28.9		3.23					
	10.33		51	87019			.....^{9.8} MASTERSON UX	19.1		3.05					
	10.42	17		87013			.....^{5.9} ST. FRANCIS UX	13.2	Y	2.50					
	A.M.						.....^{11.3} P&SF Crossing UX	1.9							
	5.30 P.M.	Yard	.....	.....	27762	VN	.....^{1.8} AMARILLO * TO	153.2	RYdF WY	2.30 A.M.				

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

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

All trains move at restricted speed - MP 40 Pole 10 to MP 40 Pole 32 and
MP 47 Pole 11 to MP 47 Pole 15 account
of dirt and rock slides.

WESTWARD

ST. JOSEPH LINE

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 36A STATIONS Time Table No. 3 October 27, 1963	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. 5.00	...	Yard	498	SY..... ST. JOSEPH YD..... *TO	...	RFWY Yd	A.M. 5.10	P.M. 11.00		
		...	...	...	..... CB&Q Crossing..... UX	...	...		
		...	...	...	..... UTRR Crossing..... UX	...	...		
7.10	5.05	96	74	499	..... ELWOOD, KAN.....	1.1	Yd	4.45	10.37		
7.20	5.15	25	118	503	WA..... WATHENA..... TO	5.0	Yd	4.35	10.30		
7.30	5.25		12	507	..... BLAIR.....	8.8	....	4.20	10.20		
7.45	5.35	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			
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. CT.....	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. 3 October 27, 1963	M. P. from St. Joseph	Signs	SECOND CLASS		
	565	566									
Freight	Daily Except Sunday	Freight							Daily Except Sunday		
A.M. 7.00	A.M. 7.00	P.M. 2.35							P.M. 2.35		
	7.35	...	32	19009	KI..... HERINGTON..... *TO	171.4	RWT Yd	2.05			
	7.52	...	17	19015	..... WOODBINE.....	180.3	....	1.40			
		...	...	...	..... PEARL.....	186.7	....			
		...	...	...	..... AT&SF Crossing..... UX	192.8	....			
	8.23	30	60	19022	Z..... ENTERPRISE..... TO	193.1	....	1.20			
	8.47	...	32	19027	BE..... ABILENE..... TO	198.4	RW	1.00	P.M.		
		...	...	...	..... UP Crossing..... UX	220.3	....			
	10.15	...	132	19049	SA..... SALINA..... *TO	220.8	RWT Yd	11.15	A.M.		

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.

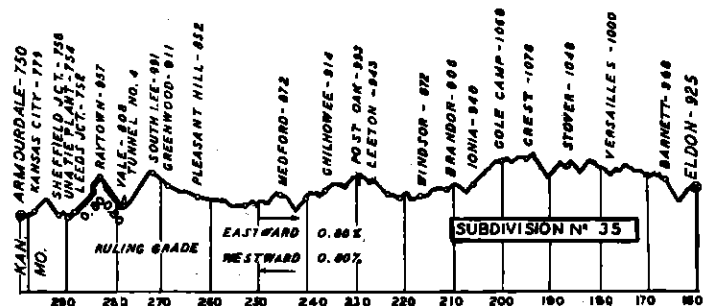
WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 35		M. P. from St. Louis	Signs	SECOND CLASS			
	173					STATIONS				174			
	Freight					Time Table No. 3				Freight			
	Daily					October 27, 1963				Daily			
	A.M. 1.40		Yard	23160	DO. ELDON *TO	159.9	RWT Yd	P.M. 10.30					
					6.0								
	1.49	43	17	23166	. . . . . BARNETT P	165.9		10.17				
	2.02	72	134	23177	V. VERSAILLES TO	177.0		10.02					
	2.12	52	28	23186	SR. STOVER TO	185.9		9.51					
	2.23	51		23194	. . . . . CREST P	194.3		9.41				
	2.29	52	24	23199	NA. COLE CAMP TO	198.8		9.34					
	2.37	50	16	23205	FA. IONIA TO	205.4		9.25					
	2.44		8	23211	. . . . . BRANDON	210.9		9.17				
	2.52	72	100	23216	W. WINDSOR TO	216.3	WY	9.10					
	3.05	50	18	23227	N. LEETON TO	227.0		8.55					
	3.09		18	23230	. . . . . POST OAK	229.6		8.51				
	3.17	67	23	23235	CA. CHILHOWEE TO	235.4		8.42					
	3.30	51	8	23245	. . . . . MEDFORD P	245.4		8.28				
	3.41	51		23253	. . . . . HADSELL P	253.0		8.18				
					MoPac Crossing	262.5							
	3.55	66	67	23263	SA. PLEASANT HILL TO	262.9	W	8.05					
	4.03		28	23268	. . . . . GREENWOOD	268.7		7.56				
	4.08	51	10	23272	. . . . . SOUTH LEE P	272.0		7.51				
	4.17	51		23277	. . . . . VALE P	277.5		7.43				
	4.25	91	35	23281	WN. RAY TOWN TO	282.7		7.35					
	4.35			23287	. . . . . LEEDS JUNCTION P	288.3	RYd	7.25				
				60054	US. KANSAS CITY MO. } See T. T. 16a and 16c TO	295.5	R						
	6.00 A.M.		Yard	60055	. . . . . KANSAS CITY KAN. } 138.1 *	298.0	RFWT Yd	7.00 P.M.				

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



WESTWARD			DODGE CITY BRANCH					EASTWARD			
						SUBDIVISION 40A					
						STATIONS					
						Time Table No. 3					
						October 27, 1963					
			Capacity of Other Tracks	Capacity of Sidings	Station Numbers			M. P. from St. Joseph	Distance from Bucklin	Signs	
			142	125-N 70S	946	BU.....	BUCKLIN.....	*TO	347.0	RF WY
			48	21009	FORD.....		356.4	8.5
			20	21018	WILROADS.....		365.7	17.8
			24	21026	SOUTH DODGE.....		373.4	25.5
			92	21027	DODGE CITY.....	TO	374.4	26.5	RYdWY

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF SAME CLASS WESTWARD.
TRAINS 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			MORSE - WILCO BRANCH					EASTWARD		
						SUBDIVISION 41A				
						STATIONS				
						Time Table No. 3				
						October 27, 1963				
			Capacity of Other Tracks	Capacity of Sidings	Station Numbers			M. P. from Morse Jct.	Distance from Bucklin	Signs
			.....	.....	87074	.....	MORSE JCT.....	0.0		YdY
			34	51	88010	.....	CAPPS.....	9.6		.....
			44	51	88020	SF.....	SUNRAY.....	*TO	20.0	YdW
			206	.....	88023	.....	SHEERIN JCT.....	P	23.1	YdY
			54	.....	88027	.....	BRYDEN.....	P	27.2	.....
			180	.....	88030	BR.....	ETTER.....	TO	29.6	RYdY
			.....	.....	.....	.....	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:	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 restricted to a speed not in excess of 25 MPH, except 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.		
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.	SUBDIVISION 4 (except as shown below) MP 795 to MP 795-8 MP 815-08 to 818-16	59 30 50	50 30 40
MAXIMUM ENGINE SPEEDS	SUBDIVISION 7 (except as shown below) MP 1-31 P&SF Crossing MP 37-10 to MP 43-28 MP 43-28 to MP 46-13 Bridge 465 MP 44-00 to MP 49-00 Engines other than road switchers backing up MP 45-24 to MP 49-00 MP 49-03 to MP 57-17 Bridge 706 Bridge 834 MP 127-30 Grade Crossing - Engine Only MP 139-31 BM&E Crossing MP 152-10 Grade Crossing	35 20 20 15 5 10 15 20 20 20 20 5 15 10	35 20 20 15 5 5 15 10
1-3, 402, 403, 409, 625, 626, 628-656, 633B, 634B, 637B-642B, 750, 751 90 400, 401 85 485-499, 621, 9002-9004, 9015, 9016 80 38-40, 42-49, 70-77, 70B, 72B, 73B, 88-90, 92, 93, 97-99, 88B-99B, 92B, 93B, 96B-98B, 100-143, 100B-109B, 120B-123B, 128B-135B, 200-211, 404-408, 410, 411, 425-431, 675-677, 675B-677B, 1200-1237, 1250-1300, 1302-1353 70 450-462, 464-475, 537-546, 765-779, 795-797, 811-840... 65 735-745, 598, 599, 716-732, 759, 760, 763, 764, 798-806 60 529-536 (Towing Speed 65), 1000, 1001, 1003-1015 45 550-563, 700-707, 900-914 40 351, 361-373, 375-377 30	SUBDIVISION 34 (except as shown below) MP 10-16 St. L. B. & T. Co. Crossing Eastward Westward MP 13-0 to MP 106-28 (except as shown below) MP 17-22 to MP 17-29 MP 19-14 to MP 19-33 MP 41-0 to MP 41-16 MP 53-0 to MP 55-4 MP 59-7 to MP 59-19 - Engine only MP 85-38 to MP 86-34 MP 106-28 to MP 121-30 (except as shown below) Bridge 1146 MP 121-30 to MP 128-34 (except as shown below) MP 128-21 Tunnel #2 MP 128-34 to MP 140-6 MP 140-6 to MP 150-28 (except as shown below) Bridge 1433 MP 149-0 Tunnel #3 MP 150-28 to MP 151-6	40 10 15 35 25 25 15 20 20 20 30 30 35 20 30 35 35 20 20 25	40 10 15 35 25 25 15 20 20 20 30 30 35 20 30 35 35 20 20 25
Read freight or passenger diesels, other than road switchers backing up 40 When this being done except in switching movements or when shoving cars a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.	-SUBDIVISION 35 (except as shown below) MP 159-28 to MP 160-24 MP 162-0 to MP 164-25 MP 172-28 to MP 175 MP 193-25 to MP 201-28 MP 262-20 Mo. Pac. Crossing MP 268-22 to MP 273-04 MP 274-09 to MP 274-16 MP 275-12 to MP 275-18 MP 278-25 to MP 278-29 MP 280-21 to MP 280-27 MP 284-06 to MP 284-19 MP 285-27 to MP 286-04 Sheffield — connection between K.C. Terminal & SL-SF	50 15 35 35 40 20 40 40 40 40 40 40 40 40 40 40 10	50 15 35 35 40 20 40 40 40 40 40 40 40 40 40 10
Trains and engines moving against current of traffic on two main tracks over facing point spring switches, not protected by signals 30	SUBDIVISION 36 (except as shown below) Through Topeka Interlocking MP 89-0 to MP 90-24 MP 90-24 to MP 93-5 MP 94-37 to MP 95-9 Westward Track MP 96-29 to MP 100-29 (except as shown below) MP 97-0 to MP 97-7 MP 100-19 to MP 100-29 MP 103-10 to MP 104-5 MP 110-25 to MP 114-38 MP 115-30 to MP 115-38 MP 119-24 to MP 119-30 MP 121-17 to MP 123-30 MP 125-30 to MP 125-37 MP 136-25 to MP 137-05 Westward Track MP 136-25 to MP 142-18 Eastward Track MP 137-35 to MP 143-16 Westward Track MP 142-18 to MP 143-16 Eastward Track MP 152-15 to MP 152-24 MP 169-24 to MP 171-20 (except as shown below) MP 171-12 Mo. Pac. Crossing—all tracks	79 10 10 10 70 70 60 70 65 60 65 60 70 70 70 55 50 50 70 70 40 15	50 10 10 50 50 40 50 50 50 50 45 50 50 50 45 40 40 40 40 15
Engines except RDC cars running forward light or with only one car Freight train speed	SUBDIVISION 39 (except as shown below) MP 171-20 to MP 171-30 MP 171-30 to MP 176-33 MP 176-33 to MP 214-12 (except as shown below) MP 177-20 AT&SF Crossing MP 214-12 to MP 219-22 (except as shown below) MP 219-12 Mo. Pac. Crossing - Engine Only MP 243-22 to MP 247-12	79 40 65 70 70 50 20 30	60 40 50 50 40 20 30
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 Trains handling 85 ft. or longer flat cars will not exceed 20 MPH thru No. 15 turnouts.			
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			
Train handling Diesel Electric Crane No. 95260 or Pile-Driver 95232 35 SUBDIVISIONS 4, 36, 39, 40, 41, 42 25 SUBDIVISIONS 7, 34, 35, 36A, 36B, 40A, 41A			
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.			

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 328-26 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	50	50	Between East Salina and Salina	Restricted Speed	
MP 514-2 to MP 514-7	35	35			
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 36A (except as shown below)	40	40	SUBDIVISION 41-A (except as shown below)	30	30
MP 0-4 CB&Q Crossing	10	10	MP 29-31 P&SF Crossing	15	15
MP 2-7 to MP 4-4	15	15			
MP 7-0 to St. Joseph line Jct.	30	30			
Missouri River Bridge at St. Joseph	6	6			
MP 89-2 UP R. R. Crossing	15	16			
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 2nd class trains, Sub.-Div. 34 will obtain Clearance at Lackland instead of Carrie Ave. Yd.

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

3b. Westward first-class trains, Sub. Div. 36, will obtain clearance at U. P. station, Topeka. Other westward trains will obtain clearance at Topeka Yrd. 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 Yrd.

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

3c. 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.

3d. Eastward trains, Sub.-Div. 36B will obtain U. P. Clearance at Union Station Salina. Westward trains will obtain U. P. Clearance at Abilene.

4. Rule 83:

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 enginemmen train register check Form CT-107-B.

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

Carrie Ave. - Yard Office
 Eldon, Mo. - Yard Office
 Eldon, Mo. - Engineer's Room
 St. Joseph - Yard Office
 Kansas City, Mo. - Union Depot
 Kansas City, Mo. - Union Depot
 Kansas City, Mo. - Union Depot
 Kansas City, Kan. - Yard Office
 and Engine House
 Topeka Yard - Yard Office
 Topeka Yard - Engine House
 Herington - Yard Office
 Herington - Engine House

McPherson - Depot
 Hutchinson - Depot
 Hutchinson - Diesel House
 Pratt - Yard Office
 Bucklin - Depot
 Liberal - Telegraph Office
 Dalhart - Enginemmen's Locker Room
 Dalhart - Yard Office
 Tucumcari - Telegraph Office
 Amarillo - Yard Office
 Amarillo - Passenger Station

5a. Conductors and Enginemmen 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:

Carrie Avenue - Yard Office
 Eldon, Mo. - Yard Office
 Eldon, Mo. - Engineers Washroom
 Kansas City, Mo. - Union Depot
 Kansas City, Kansas - Yard Office
 Kansas City, Kan. - Engine House
 Topeka - depot
 Topeka - Interlocking Tower
 McFarland - Telegraph office
 Herington - Yard office
 Hutchinson - depot

Pratt - Yard Office
 Bucklin - Depot
 Liberal - Depot
 Dalhart - Depot
 Dalhart - Interlocking Station
 Tucumcari - Telegraph office
 Amarillo - depot
 Amarillo - Yard office
 Morse - Depot
 St. Joseph Yard office
 Horton - Depot

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

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

SPECIAL INSTRUCTIONS—Continued

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

Signals are numbered as follows:
 Westward 6379 6381 16273
 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 AGAINST	Light Arrangement for	
						Stop	Proceed
34	10.4	StLB&TCo	Gate	Trainmen	StLB&TCo	Red	Yellow
39	McPherson	AT&SF	Gate	Trainmen	CRI&P	Red	
39	248.0	MoPac	Gate	Trainmen	MoPac	Red	
39	248.6	AT&SF	Gate	Trainmen	AT&SF	Red	
39	285.7	MoPac	Gate	Trainmen	MoPac	Red	
41	453.1	BM&E	Gate	Trainmen	BM&E	Red	
7	140.3	BM&E	Gate	Trainmen	BM&E	Red	Yellow
36a	0.3	CB&Q					
36a	0.5	UTRR					
36b	192.8	AT&SF	Gate	Trainmen	CRI&P	Red	Green
36b	220.3	UP					
41a	29.9	P&SF	Gate	Trainmen		Red	Yellow

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

Sub-Divn.	MP	Crossing	Sub-Divn.	MP	Crossing
35	262.5	Missouri Pac.	39	236.1	SL-SF
39	177.5	AT&SF	39	244.9	Missouri Pac.
39	214.7	AT&SF	39	277.8	Missouri Pac.
39	219.3	Missouri Pac.	41	614.7	P&SF

11f. Following whistle signals designate routes desired:

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.
 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 Proceeding 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. Schedule time and train order restrictions apply at crossover switch just West of Station at Belle MP 105.19, Sub-division 34 for Eastward trains.

15b. Union Pacific R. R. Jct. is located at MP 13.6 (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. 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.

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

16b. 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.

16c. 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.

16d. 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.

16e. 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.

16f. 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 52 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	Floissant 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	15.5	Thru Truss
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	121.6	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	155.2	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.

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:

Subdiv.	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	9
34	140.3	Osage Gravel Loading Track	30
35	202.6	Hunt Spur	4
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	Kass Construction Co.	15
39	240.2	Kilowatt	36
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
41a	19.0	Phillips Spur .....	.....
41a	23.0	Sheerin Spur .....	.....
42	601.6	Gravel Pit .....	.....
4	764.3	Team Track	10
4	775.0	Southwest Portland Cement .....	.....
4	837.8	Endee Team Track	15
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, 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.

OFFICIAL HOSPITAL

PLACE	NAME	TELEPHONE
St. Louis	Evangelical Deaconess - 6140 Oakland Ave.	Mission 5-8510
Kansas City, Kansas,	Providence Hospital - 18th and Barnett	MA 1-5335
Kansas City, Mo.	St. Lukes - 4400 J.C.Nichols Pkwy.	JE. 1-8500
Kansas City, Mo.	St. Marys - 101 Memorial Drive	PL. 3-5700
Tapeka	St. Francis Hospital - 1719 W. 6th St.	CE. 5-3441
Pratt	Pratt County - 3rd and Commodore	GR 2-4476
Liberal	Epworth - 524 No. Washington St.	Main 4-5678
Amarillo	St. Anthony - 707 North Polk St.	Drake 6-9866
Tucumcari	Tucumcari General - South End 4th St.	2

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.
	{ * ** 9:00 p.m.	5:00 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.
* {	4:00 p.m.	5:00 p.m.
Bland	1:30 p.m.	3:30 p.m.
Owensville	7:30 a.m.	4:30 p.m.
Belle	8:00 a.m.	5:00 p.m.
* {	7:30 a.m.	12:00 p.m.
Freeburg	3:15 p.m.	4:30 p.m.
Argyle	1:15 p.m.	3:00 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.
	{ * ** 9:00 p.m.	5:00 a.m.
SUBDIVISION 35		
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	7:30 a.m.	4:30 p.m.
* {	7:30 a.m.	11:45 a.m.
Leeton	3:00 p.m.	4:30 p.m.
Chilhowee	1:00 p.m.	2:45 p.m.
Pleasant Hill	7:00 a.m.	4:00 p.m.
Raytown	6:00 a.m.	3:00 p.m.
SUBDIVISION 36		
Topeka Yard	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.	5:00 p.m.
Alta Vista	8:00 a.m.	5:00 p.m.
Dwight	7:00 a.m.	4:00 p.m.
White City	8:00 a.m.	5:00 p.m.
SUBDIVISION 39		
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 (Closed Sunday and Monday)	** 8:00 a.m.	5:00 p.m.
Hutchinson	Continuous	
Arlington	8:00 a.m.	5:00 p.m.
Langdon	1:20 p.m.	3:40 p.m.
* {	8:00 a.m.	12:00 noon
Turon	4:00 p.m.	5:00 p.m.
Preston	8:30 a.m.	5:30 p.m.
Pratt	Continuous	
SUBDIVISION 40		
Pratt	Continuous	
Haviland	8:30 a.m.	5:30 p.m.
Greensburg	** 8:00 a.m.	5:00 p.m.
Mullinville	8:00 a.m.	5:00 p.m.
Bucklin	* ** 8:00 a.m.	5:00 p.m.
Kingsdown	1:15 p.m.	3:45 p.m.
* {	8:00 a.m.	12:00 noon
Bloom	4:00 a.m.	5:00 p.m.

(continued)

SUBDIVISION 40 (Cont'd)	From	To
Mineola	8:00 a.m.	5:00 p.m.
Fowler	8:00 a.m.	5:00 p.m.
Meade	* ** 8:00 a.m.	5:00 p.m.
Plains	8:30 a.m.	5:30 p.m.
Kismet	8:00 a.m.	5:00 p.m.
Liberal	Continuous	

SUBDIVISION 41

Liberal	Continuous	
Tyrone	8:30 a.m.	5:30 p.m.
Hooker	8:00 a.m.	5:00 p.m.
* ** Guzman	7:00 a.m.	4:00 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

Dalhart	Continuous	
Naravisa	* ** 7:00 a.m.	4:00 p.m.
Logan	* ** 7:00 a.m.	4:00 p.m.
Tucumcari	Continuous	

SUBDIVISION 4

Amarillo	{ * ** 5:00 a.m.	1:00 p.m.
	{ * ** 6:00 p.m.	2:00 a.m.
Wildorado	8:30 a.m.	5:30 p.m.
Yega	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

Liberal	Continuous		
* {	12:25 p.m.	2:45 p.m.	
Hardesty	7:00 a.m.	11:00 a.m.	
Hitchland	{	3:10 p.m.	4:00 p.m.
	8:30 a.m.	5:30 p.m.	
Gruver	6:30 a.m.	3:30 p.m.	
Morse	7:30 a.m.	4:30 p.m.	
Stinnett	8:30 a.m.	5:30 p.m.	
Fritch	{ * ** 6:30 a.m.	2:30 p.m.	
Amarillo	{ * ** 6:00 p.m.	2:00 a.m.	

SUBDIVISION 36A

Wathena	8:00 a.m.	5:00 p.m.
Troy	{ * ** 8:00 a.m.	4:00 p.m.
	9:30 p.m.	5:30 a.m.
Denton	8:00 a.m.	5:00 p.m.
Horton	** 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 36B

Enterprise	7:00 a.m.	4:00 p.m.
Abilene	** 7:30 a.m.	4:30 p.m.
Salina	** 8:00 a.m.	5:00 p.m.

SUBDIVISION 40-A

Bucklin	* ** 8:00 a.m.	5:00 p.m.
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SUBDIVISION 41-A

Etter	8:30 a.m.	5:30 p.m.
Sunray	8:30 a.m.	5:30 p.m.
Sheerin	8:30 a.m.	5:30 p.m.

* Dualized Stations

C. R. HURT, Terminal Sup't., Kansas City, Kan.
 T. J. HULL, Ass't., Supt., Liberal, Kan.
 G. S. PEARSON, Terminal Trainmaster, Kansas City, Kan.
 S. A. WILLIAMS, Terminal Trainmaster, Kansas City, Kan.
 G. W. ZINN, Trainmaster - Road Foreman, Eldon, Mo.
 A. KONOVALSKI, Trainmaster, Herington, 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.
 H. L. REYBURN, Chief Dispatcher, Kansas City, Kan.
 D. D. EDGERTON, Ass't. Chief Dispatcher, Kansas City, Kan.
 W. E. PERRYMAN, Ass't. Chief Dispatcher, Kansas City, Kan.
 W. H. WEBSTER, Ass't. Chief Dispatcher, Kansas City, Kan.
 T. J. HUDSON, Chief Dispatcher, Liberal, Kan.
 W. R. HEDRICK, Night Chief Dispatcher, Liberal, Kan.

R. W. CHURCH
 A. P. USSARY
 W. D. MINNICK
 C. R. FERGUSON
 D. K. SHORT
 B. N. ROBERTS

} Train Dispatchers
 Kansas City, Kan.

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

} Train Dispatchers
 Liberal, Kansas

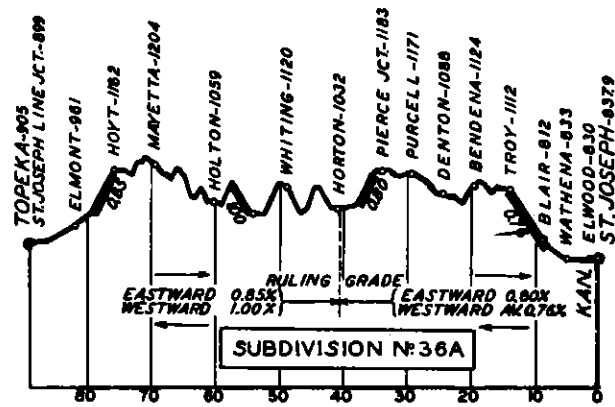
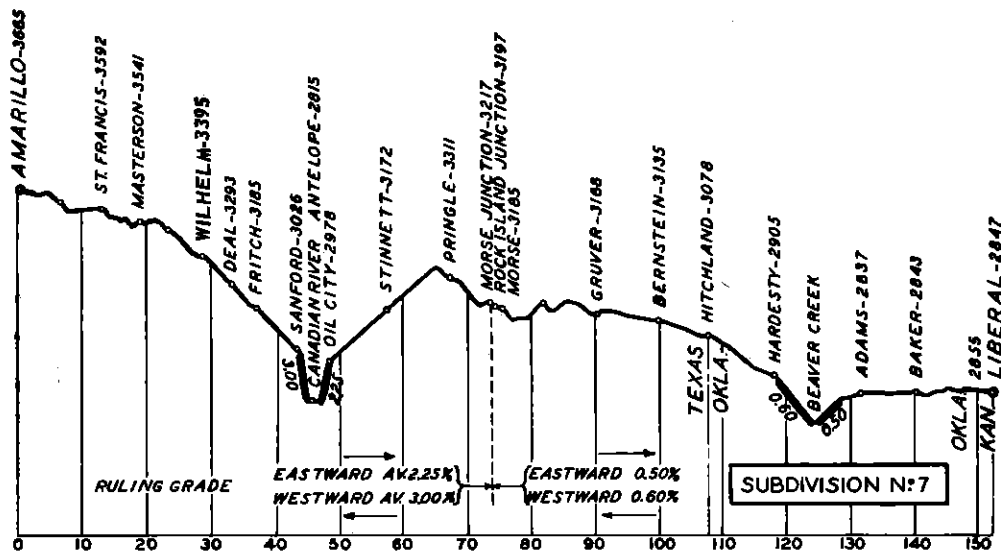
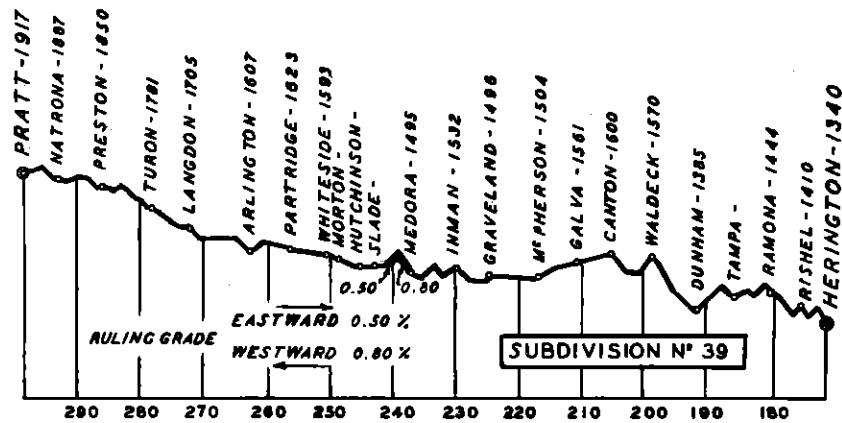
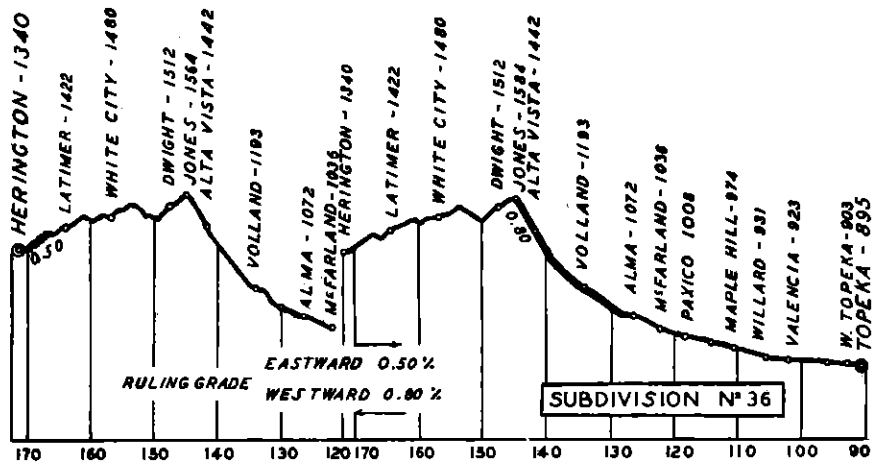


TABLE OF TRAIN SPEEDS

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	28	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						