



**TAKE PRIDE**

in

**RULES  
OBSERVANCE**

For men to be safe they must be taught by a competent, courteous teacher.

Each conductor, engineer and foreman is a teacher and has the obligation to require rules observance and safety in the performance of duty by men under their supervision.

---

**TAKE TIME FOR SAFETY**

---

**SAFETY FIRST**



**MISSOURI PACIFIC  
RAILROAD COMPANY**

---

**CENTRAL DISTRICT**  
**CENTRAL AND KANSAS DIVISIONS.**  
**MIDLAND VALLEY R. R. CO.**

---

**TIMETABLE**  
**No. 4**

**Effective 12:01 a.m. Sunday, May 2, 1965**

**CENTRAL STANDARD TIME, except Hoisington and Horace Subdivs.**

**MOUNTAIN STANDARD TIME, Hoisington and Horace Subdivs.**

---

**FOR THE GOVERNMENT OF  
EMPLOYEES CONCERNED.**

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

---

**J. H. LLOYD, Vice President-Operation.**  
**M. L. SMITH, Assistant Vice President-Operation.**  
**J. A. AUSTIN, General Superintendent Transportation.**  
**J. M. TOLER, Asst. General Supt. Transportation.**  
**N. W. DERRYBERRY, Supt. Transportation.**  
**E. C. SHEFFIELD, General Manager.**

## DIVISION OFFICERS

### CENTRAL DIVISION

J. A. SHAVER.....Superintendent.....Coffeyville, Kan.  
 E. J. DRIMMEL.....Trainmaster.....Van Buren, Ark.  
 R. V. FALKNER.....Trainmaster.....Durand, Kan.  
 C. H. BELL.....Trainmaster.....Coffeyville, Kan.  
 V. M. DRISKILL.....Trainmaster.....Muskogee, Okla.  
 R. L. BREWER.....Assistant  
 Trainmaster.....Van Buren, Ark.  
 W. E. BUTLER.....Chief  
 Dispatcher.....Osawatomie, Kan.  
 A. C. BENNAGE.....Road Foreman of  
 Engines.....Coffeyville, Kan.  
 W. A. WILSON.....Road Foreman of  
 Engines.....Van Buren, Ark.

### KANSAS DIVISION

A. W. REES.....Superintendent.....Hoisington, Kan.  
 R. G. SWINDLER.....Trainmaster.....Wichita, Kan.  
 B. J. STEWART.....Trainmaster.....Osawatomie, Kan.  
 T. E. BOLSON.....Trainmaster.....Hoisington, Kan.  
 L. TERMER.....Trainmaster.....Pueblo, Colo.  
 W. E. BUTLER.....Chief  
 Dispatcher.....Osawatomie, Kan.  
 C. H. FREEMAN.....Road Foreman of  
 Engines.....Osawatomie, Kan.  
 W. D. YORK.....Road Foreman of  
 Engines.....Hoisington, Kan.

Central District

## EXPLANATION OF CHARACTERS

- Ⓐ—Automatic Interlocking.
- Ⓑ—Radio Base Station.
- D—Diesel Fuel Oil.
- e—Eastward.
- Ⓒ—Gate — Normal position against conflicting route.
- G—Gate — Normal position against this Subdiv.
- Ⓜ—Manual Interlocking.
- Ⓢ—Stop Sign.
- T—Turntable or Wye.
- w—Westward.
- W—Water.
- ⓧ—Railroad Crossing at Grade.
- Ⓨ—Yard Limit.
- \*—Mail Crane.
- §—Track Scales.
- Ⓞ—Train Order Office.

Register Stations are shown in full-faced type.

When the letters CTC are shown herein they designate territory where Rules 400 to 406 inclusive are in effect governing opposing and following movement of trains and engines by block signals.

In ABS territory, Rule 99 (j) effective.

### EXPLANATION OF STOPS:

- s—Regular stop.
- f—Stop on signal for passengers, mail, baggage and express.
- a—Stop on signal to receive or discharge revenue passengers.
- m—Stop on signal to receive or discharge revenue passengers and first class mail.

### TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
49.....	1	14
50.....	1	12
55.....	1	5
59.....	1	2
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48
79.....	0	46

Central District

2 KANSAS CITY SUBDIV.—KANSAS DIVISION

TRAINS WEST-WARD		Miles from St. Louis	TIMETABLE No. 4		Siding Capacity in Cars	TRAINS EAST-WARD	
FIRST CLASS	STATIONS		FIRST CLASS				
11 Passenger Daily			12 Passenger Daily				
9 20PM			<b>KANSAS CITY</b> ..... <b>○</b>		6 30AM		
Via K.C.T.R.Y.	279.06	NEFF YARD..... <b>@DTW</b> <b>○</b>	Yd.	Via K.C.T.R.Y.			
	278.24	KCSW JCT..... <b>T</b>	Yd.				
	278.64	<b>@G.M.&amp;O.</b> ..... <b>Ⓐ</b>					
	279.12	<b>@K.C.T.</b> ..... <b>Ⓢ</b>					
	9 27	279.23	K.C.T. CONN.....			5 58	
		280.43	CENTROPOLIS.....		Yd.		
	9 35	283.41	LEEDS JCT.....		Yd.	5 50	
		289.00	PROSPECT.....		Yd.		
		289.42	<b>@S.L.S.F.</b> ..... <b>Ⓐ</b>				
		290.00	DODSON..... <b>Ⓢ</b>				
	297.17	MARTIN CITY, MO.....					
	299.87	KENNETH, KAN.....	131				
	310.99	BUCYRUS.....	136				
	317.21	WAGSTAFF..... <b>Ⓢ</b>	135				
	326.04	<b>@M.K.T.</b> ..... <b>Ⓢ</b>					
	326.28	PAOLA.....					
	326.82	<b>@S.L.S.F.</b> ..... <b>Ⓐ</b>					
	326.96	<b>@M.K.T.</b> ..... <b>Ⓐ</b>					
	328.55	JB SIDING.....	198				
s 10 30	333.17	OSAWATOMIE..... <b>@TW</b> <b>○</b>	s 5 00				
10 38PM	333.70	Osawatomie Yard..... <b>@DW</b> <b>○</b>	Yd.	4 56AM			
		55.15					

ABS — Kansas City-Osawatomie Yard.  
 Signal indication with Current of Traffic KCSW Jct.-Leeds Jct.  
 CTC Leeds Jct. Signal 2833 to Osawatomie Yard Signal 3350.  
 Operation on K.C.T. Ry.—K.C.T. Conn.—Kansas City.  
 Operation on Kansas City Term. Div., Northern Dist. Neff Yard-Leeds Jct. Two main tracks Neff Yard-Leeds Jct.  
 Trains secure clearance before leaving Kansas City or Neff Yard.  
 Nos. 11 and 12 secure clearance Osawatomie, and will not register at Osawatomie Yard.  
 Eastward Trains, except first class, secure clearance at Osawatomie Yard.  
 Hot box detector located at MP 309.01.

**BUSINESS TRACKS:**

	MP	Cars
★Vance.....	285.17	4
★Missy.....	285.62	11
★Hy-Tex.....	286.17	20
★Hytex Run Around Track.....	286.17	17
★Red Bridge.....	293.14	4
★Long Bell Lumber Co.....	296.27	6
★Redel.....	301.74	22
★Stillwell.....	306.48	20

★Note—Trains or engines with or without cars will not be permitted to clear main track. While switching these tracks main track must be occupied or main track switch left open.

OSAWATOMIE SUBDIV.—KANSAS DIVISION 3

TRAINS WESTWARD			Miles from St. Louis	TIMETABLE No. 4		Siding Capacity in Cars	TRAINS EASTWARD		
SECOND CLASS	FIRST CLASS	STATIONS		FIRST CLASS	SECOND CLASS				
77 Red Ball Frt. Daily	75 Red Ball Frt. Daily			11 Pgr. Daily	12 Pgr. Daily		74 Red Ball Frt. Daily	76 Red Ball Frt. Daily	
PM	AM	PM					AM	AM	PM
8 30	6 00	10 38	334.46	Osawatomie Yard... <b>@DW</b> <b>○</b>	....	4 56	3 25	1 30	
8 42	6 12	10 46	343.35	RANFOUL.....	130	4 47	2 50	12 54	
8 54	6 24	10 56	354.16	OTTAWA..... <b>@</b>	134 s	4 36	2 35	12 39	
			354.43	<b>@A.T. &amp; S.F.</b> ..... <b>Ⓐ</b>					
			357.17	<b>@A.T. &amp; S.F.</b> ..... <b>Ⓐ</b>					
9 11	6 41	11 12	368.76	LOMAX.....	84	4 17	2 13	12 16	
9 21	6 51	11 22	376.81	DK SIDING.....	125	4 07	2 02	12 05	
			378.60	LYNDON..... <b>○</b>					
			386.20	<b>@A.T. &amp; S.F.</b> ..... <b>Ⓐ</b>					
9 33	7 03	11 32	386.49	OSAGE CITY..... <b>@</b>	118 s	3 57	1 50	11 53	
9 58	7 28	11 46	401.99	ADMIRE.....	116	3 40	1 31	11 33	
			412.28	BW SIDING.....	116	3 30	1 18	11 20	
10 30	8 00	12 06	425.69	COUNCIL GROVE... <b>@W</b> <b>○</b>	Yd.	3 15	12 55	10 50	
PM	AM	AM		91.28			AM	AM	AM

ABS — Osawatomie Yard-Council Grove.

CTC BW Siding Signal 4115 — Council Grove Signal 4245.

Westward first class trains must secure Clearance at Osawatomie, and will not require clearance Osawatomie Yard.

**BUSINESS TRACKS:**

	MP	Cars
Richter.....	360.51	24
Pomona.....	364.82	21
Vassar.....	375.33	27
Miller.....	395.38	52
Allen.....	405.83	45
Bushong.....	411.08	30
Comiskey Spur.....	419.50	17

TOPEKA SUBDIV.—KANSAS DIVISION

Miles from St. Louis	TIMETABLE No. 4		MPH
	WEST-STATIONS-EAST		
368.35	LOMAX.....	6.12	MP 371-12 — MP 371-22.... 30
374.47	MICHIGAN.....	7.17	MP 381-10 — MP 382-21.... 30
381.64	OVERBROOK..... <b>○</b>	9.88	MP 385-11 — MP 385-23.... 30
391.52	RICHLAND.....	8.69	MP 388-14 — MP 391-26.... 30
398.21	BERRYTON.....	8.36	MP 397-18 — MP 398-12.... 30
406.57	<b>@A.T. &amp; S.F.</b> ..... <b>Ⓢ</b>	1.04	
407.61	TOPEKA..... <b>T</b> <b>○</b> <b>○</b>	Yd.	
		39.26	

Yard Limits: MP 400-15 to End of Track Topeka.

4 COUNCIL GROVE SUBDIV.—KANSAS DIVISION

TRAINS WESTWARD			Miles from St. Louis	Timetable No. 4	Siding Capacity in Cars	TRAINS EASTWARD		
SECOND CLASS	FIRST CLASS	FIRST CLASS				SECOND CLASS		
77 75	11	12				76 74		
Red Ball Frt.	Red Ball Frt.	Pagr.		Red Ball Frt.	Red Ball Frt.	Pagr.	Red Ball Frt.	
Daily	Daily	Daily		Daily	Daily	Daily	Daily	
PM	AM	AM		AM	AM	AM		
10 35	8 05	12 08	425.69	Council Grove...@W*	Yd.	s 3 10	10 45	12 55
				1.18			3 08	10 37
10 37	8 07	12 10	425.80	WS.....			10 37	12 53
				10.57				
10 50	8 20	12 20	436.37	WILSEY.....	116	2 58	10 25	12 40
				9.29				
11 02	8 32	12 28	445.66	JJ SIDING.....	171	2 48	10 13	12 28
				5.43				
11 12	8 42	s 12 33	451.09	HERINGTON...@*	84	s 2 41	10 04	12 04
				0.43				
			451.52	@C. R. I. & P.....@				
				7.15				
11 25	8 55	12 42	458.67	HOPE.....*	85	2 33	9 52	11 50
				0.62				
			459.29	@A. T. & S. F.....@				
				8.72				
11 40	9 04	12 50	468.01	ELMO.....	110	2 24	9 41	11 40
				2.93				
			470.94	CARLTON.....				
				5.23				
11 44	9 20	12 58	476.17	MM SIDING.....	120	2 14	9 20	11 24
				1.88				
11 47	9 22	1 00	478.05	GYPSUM...@*	38	2 11	9 04	11 21
				0.37				
			479.18	SA JCT.....T		2 09		
				12.14				
12 05	9 36	1 12	491.23	BRIDGEPORT.....	124	1 55	8 48	11 06
				4.74				
			495.97	@U. P.....@				
				0.32				
12 12	9 42	s 1 20	496.29	LINDSBORG...*	82	s 1 45	8 41	10 59
				9.40				
12 24	9 54	1 36	505.69	MARQUETTE...@*	119	1 36	8 28	10 46
				12.53				
12 44	10 14	1 48	518.22	CRAWFORD.....	80	1 22	8 14	10 32
				5.99				
			524.21	KA JCT.....				
				0.02				
			524.23	@A. T. & S. F.....@				
				0.33				
12 52	10 23	s 2 08	524.56	GENESEO...W@*	54	s 1 16	8 05	10 23
				0.52				
			525.08	WE JCT.....T				
				1.13				
1 12	10 27	2 10	526.21	GW SIDING.....	115	1 12	8 01	10 19
				3.50				
			529.71	@S. L. S. F.....@				
				7.89				
1 26	10 41	2 21	537.60	BUSHTON.....*	79	1 03	7 45	10 03
				7.62				
1 35	10 50	2 29	545.22	CLAFLIN.....*	118	12 57	7 35	9 54
				13.60				
1 50	11 10	s 2 43	553.82	Hoisington...@DWT*	Yd.	12 45	7 15	9 30
AM	AM	AM		133.53		AM	AM	PM

ABS — Council Grove-Hoisington.

CTC Council Grove Signal 4245 — WS Signal 4258.

Yard Limits: MP 523-21 to MP 527 and MP 556-5 to MP 560.

Switches at JJ Siding, east end Herington, Elmo, MM Siding, and Hoisington, are remote control. Rule 425 effective except when Control Operators not on duty. If necessary to enter into or depart from these switches when Control Operator not on duty, permission will be secured from Train Dispatcher to hand throw the switches.

**BUSINESS TRACKS:**

	MP	Cars
Delavan.....	443.96	18
Dillon.....	462.95	29
Frederick.....	530.49	27
Procco.....	535.48	86
Redwing.....	552.86	23

HOISINGTON SUBDIV.—KANSAS DIVISION 5

TRAINS WESTWARD			Miles from St. Louis	TIMETABLE No. 4	Siding Capacity in Cars	TRAINS EASTWARD		
SECOND CLASS	FIRST CLASS	FIRST CLASS				SECOND CLASS		
75 77	11	12				76 74		
Red Ball Frt.	Red Ball Frt.	Pagr.		Red Ball Frt.	Red Ball Frt.	Pagr.	Red Ball Frt.	
Daily	Daily	Daily		Daily	Daily	Daily	Daily	
AM	AM	AM		PM	AM	PM		
10 45	2 15	2 05	558.82	HOISINGTON...@DWT*	Yd.	s 11 31	5 30	8 00
				10.13				
			568.95	GREAT BEND...@*	Yd.			
				10.08				
11 03	2 33	2 15	568.90	OLMITZ.....	66	11 21	4 33	7 00
				6.78				
11 11	2 41	2 22	575.68	OTIS.....*	65	11 14	4 24	6 51
				8.39				
11 20	2 50	2 30	584.16	BISON.....*	113	11 05	4 13	6 41
				6.15				
11 27	2 57	m 2 36	590.31	LA CROSSE...@*	67	m 10 59	4 05	6 33
				14.99				
11 45	3 15	2 51	605.30	MCCRACKEN...*	136	10 45	3 48	6 10
				10.77				
12 01	3 35	3 03	616.07	BROWNELL...@*	72	10 35	3 35	5 58
				6.02				
12 08	3 45	3 10	622.18	OSGOOD.....	114	10 29	3 27	5 50
				5.21				
12 15	3 54	3 20	627.39	RANSOM.....	70	10 23	3 20	5 44
				6.41				
12 22	4 01	3 26	633.80	ARNOLD.....*	43	10 17	2 58	5 37
				6.52				
12 30	4 09	a 3 32	640.32	UTICA.....@T*	116	a 10 10	2 50	5 29
				15.30				
12 48	4 27	3 47	655.62	SHIELDS.....*	116	9 55	2 32	5 12
				9.41				
12 59	4 39	3 56	665.03	HEALY.....@*	70	9 46	2 20	5 01
				5.19				
1 06	4 46	4 01	670.22	RANCH.....	117	9 41	2 13	4 55
				11.48				
			681.70	@A. T. & S. F.....@				
				0.87				
1 22	5 05	s 4 12	682.57	SCOTT CITY...@W*	69	s 9 28	1 58	4 41
				0.31				
			682.88	@A. T. & S. F.....@				
				9.29				
1 34	5 18	4 24	692.17	MODOC.....	119	9 18	1 45	4 30
				7.06				
			699.23	MARIENTHAL.....				
				7.87				
1 54	5 38	s 4 39	707.10	LEOTI.....@*	70	s 9 03	1 26	4 13
				10.08				
2 06	5 50	4 49	717.18	SELKIRK.....*	114	8 52	1 14	4 01
				11.82				
2 20	6 04	5 00	729.00	TRIBUNE.....*	43	8 40	1 00	3 48
				1.88				
2 30	6 10	s 5 02	730.88	HORACE...@DWT*	Yd.	8 37	12 55	3 45
PM	AM	AM		171.88		PM	AM	PM

ABS — Hoisington-Horace (except between Hoisington and Great Bend.)

Yard Limits: MP 556-5 to MP 560; MP 729-10 to MP 733-15;

Hoisington to end of track Great Bend.

Switch at west end Hoisington Yard is remote control. If necessary to enter or depart from this switch when Control Operator not on duty, permission will be secured from Train Dispatcher to hand throw the switch.

**BUSINESS TRACKS:**

	MP	Cars
<b>Hoisington-Great Bend</b>		
Kanbrick.....	561.42	10
Dent.....	564.12	12
Brick Plant.....	567.39	15
<b>Hoisington-Horace</b>		
Boyd.....	562.98	19
Hargrave.....	598.08	23
Pen Dennis.....	649.44	27
Manning.....	671.49	23
Coronado.....	704.10	29
Whitelaw.....	724.55	68

6 HORACE SUBDIV.—KANSAS DIVISION

TRAINS WESTWARD			Miles from St. Louis	TIMETABLE No. 4 MOUNTAIN STANDARD TIME	Siding Capacity in Cars	TRAINS EASTWARD		
SECOND CLASS	FIRST CLASS	STATIONS				FIRST CLASS	SECOND CLASS	
75 77	11					12	74	76
Red Ball Frt.	Psgr.					Psgr.	Red Ball Frt.	Red Ball Frt.
Daily	Daily	Daily	Daily	Daily	Daily	Daily		
PM	AM	AM			PM	PM	AM	
2 35	6 10	5 06	730.88	HORACE... @WT	Yd.	s 8 32	3 45 12 45	
2 45	6 21	5 15	740.53	Walkinghood, Kan...	71	8 23	3 32 12 24	
2 52	6 29	5 21	746.61	TOWNER, COLO...	59	8 17	3 25 12 17	
3 18	6 37	5 26	752.57	STUART...	117	8 11	3 18 12 10	
3 25	6 45	5 31	758.13	SHERIDAN LAKE...	71	8 06	3 11 12 03	
3 40	7 01	5 44	771.80	CHIVINGTON...	116	7 52	2 56 11 47	
3 56	7 20	f 5 58	785.86	EADS... @W	117	s 7 38	2 40 11 29	
4 05	7 30	6 06	793.65	HAWKINS...	71	7 29	2 31 11 19	
4 21	7 48	6 21	807.76	HASWELL... @	118	7 14	2 15 11 03	
4 47	8 15	6 45	830.50	HEATH...	123	6 51	1 49 10 34	
4 59	8 28	a 6 56	841.28	SUGAR CITY... T	67	a 6 40	1 37 10 21	
5 05	8 35	s 7 02	846.46	ORDWAY... @W	137	s 6 35	1 31 10 15	
5 28	8 55	7 22	863.18	PULNEY...	114	6 22	1 12 9 55	
			869.29	@A. T. & S. F.				
6 06	9 15	7 47	881.22	AVONDALE... @	113	6 06	12 52 9 34	
6 18	9 27	7 59	889.86	BAXTER...	71	5 57	12 42 9 24	
6 25	9 35	8 05	893.76	COOMBS JCT...		5 53	12 37 9 19	
		8 10	894.94	FE JCT...		5 51		
			895.11	@C. & S.				
		s 8 25	896.44	PUEBLO... @		5 45		
8 00	2 00		897.09	PUEBLO YD @DTW	Yd.		12 30 9 00	
PM	PM	AM		166.21		PM	PM	PM

ABS — Horace to Pueblo

Yard Limits: MP 729-10 to MP 733-15 and MP 893-10 to Pueblo Yard.

Operation between Coombs Jct. and Pueblo Joint Terminal, see Special Instructions.

Two main tracks between Coombs Jct. and FE Jct.

Miles Per Hour

Maximum Speed:

	Psgr. Trains	Frt. Trains
(Except as shown below)	79	55
MP 772-32 — MP 775-30	60	
City Limits Eads	40	40
MP 809-39 — MP 810-21	60	
City Limits Ordway	40	40
MP 869-10 — MP 869-25	60	
MP 874-38 — MP 875-17	60	
City Limits Boone	40	40
MP 894-00 — MP 894-32	30	30
MP 894-32 — MP 895-34	20	20

BUSINESS TRACKS:

	MP Cars
Astor	736.90 14
Kanco	742.68 19
Brandon	766.21 46
Galatea	799.14 24
Arlington	821.46 32
Crowley	851.94 51
Olney Springs	857.32 27
Werme	874.16 21
Boone	876.10 36
Nyburg	883.95 45

HUTCHINSON SUBDIV.—KANSAS DIVISION 7

Miles from St. Louis	TIMETABLE No. 4		Siding Capacity in Cars
	WEST — STATIONS — EAST		
	WEST	EAST	
	Maximum Speed	MPH	
	Between Wichita and Geneseo (Except as Shown Below)	49	
482.08	WICHITA	@@DWT	Yd.
482.40	S. L.-S. F.	@	
482.66	C. R. I. & P.	@	
483.00	W. T. A.	@	
483.01	A. T. & S. F.	@	
485.42	M. V.	@	
485.94	HD JCT	@T	
495.01	MAIZE		22
499.13	COLWICH	@	20
504.27	ANDALE	@	31
509.97	MT. HOPE	@	52
516.95	HAVEN	@	49
522.44	YODER		36
531.54	A. T. & S. F.	@	
531.61	A. T. & S. F.	@	
532.09	C. R. I. & P.	@	
532.63	HUTCHINSON	@T	Yd.
533.59	A. T. & S. F.	@	
538.63	YAGGY		115
543.43	NICKERSON		27
550.56	A. T. & S. F.	@	
551.11	STERLING		24
559.24	S. L.-S. F.	@	
560.54	LYONS	@	37
561.08	A. T. & S. F.	@	
572.30	GY JCT	T	
572.78	WE JCT		
524.56	GENESEO	W @ @	
524.21	KA JCT		
538.16	KANOPOLIS	@ @	
		105.54	

ABS — MP485-1 to HD Jct.

Yard Limits: Wichita to MP 487-22; MP 530-24 to MP 535-11; MP 558-4 to MP 561-27; MP 570-31 to MP 524-36; MP 537 (1.16 miles east of Kanopolis) to End of Track.

8 LARNED SUBDIV.—KANSAS DIVISION

TRAINS WEST-WARD SECOND CLASS 625 Local Freight	Miles from St. Louis	TIMETABLE No. 4		Siding Capacity in Cars	TRAINS EAST-WARD SECOND CLASS 624 Local Freight
Mon., Wed., Fri.		STATIONS			Tue., Thur., Sat.
10 30AM	558.73	CONWAY SPRINGS.....	ⓄTⓄ	Yd.	12 30PM
10 55	567.15	MILTON.....			12 15
	567.18	ⓄA. T. & S. F.....	Ⓞ		
11 15	571.36	NORWICH.....			12 07
	572.27	ⓄA. T. & S. F.....	G		
11 35	580.43	BELMONT.....			11 53
11 55	585.30	ALAMEDA.....			11 45
12 25	592.38	KINGMAN.....	Ⓞ		11 23
	593.16	ⓄA. T. & S. F.....	G		
	593.98	ⓄA. T. & S. F.....	Ⓞ		
12 50	598.43	BROWN'S SPUR.....			11 12
1 10	605.88	PENALOSA.....			11 00
1 25	610.03	OLCOTT.....	T		8 22
	619.91	PRESTON.....	Ⓞ		
	620.16	ⓄC. R. I. & P.....	G		
	623.99	CARMI.....			
	630.04	IUKA.....	ⓄTⓄ		
1 45	614.57	TURON.....	Ⓞ		8 11
	615.03	ⓄC. R. I. & P.....	Ⓞ		
2 10	620.92	NEOLA.....			7 55
	628.69	STAFFORD.....			
	629.66	ⓄA. T. & S. F.....	Ⓞ		
3 30	639.31	HUDSON.....	Ⓞ		7 09
4 05	648.32	SEWARD.....			6 47
4 25	653.70	RADIUM.....			6 32
6 00PM	665.68	LARNED.....	TⓄ		6 00AM
		106.95			

When operator off duty and Train Order Signal indicates proceed, clearance not required by No. 625 Conway Springs and No. 624 Larned.

Yard Limits: Jct. Hardtner Subdiv. to MP 559-30. MP 610-1 to End of Track Iuka.

Maximum Speed (Except as Shown Below)	MPH
Between Olcott and Radium.....	40
Between Radium and Larned.....	35
Between Olcott and Iuka.....	25
Preston, Through turnout at each end of siding.....	20
	15

HARDTNER SUBDIV.—KANSAS DIVISION 9

TRAINS WEST-WARD SECOND CLASS 623 Local Freight	Miles from St. Louis	TIMETABLE No. 4		Siding Capacity in Cars	TRAINS EAST-WARD SECOND CLASS 622 Local Freight
Mon., Wed., Fri.		STATIONS			Tue., Thur., Sat.
12 40PM	485.94	HD JCT.....	ⓄT		2 00PM
	487.98	ⓄA. T. & S. F.....	Ⓞ		
	488.82	ⓄA. T. & S. F.....	Ⓞ		
12 56	494.36	FRONTIER.....	Ⓞ	123	1 00
1 02	496.65	BAYNEVILLE.....		25	11 55
1 14	501.43	CLEARWATER.....	Ⓞ	21	11 35
1 26	506.98	MILLERTON.....		22	11 15
1 40	512.95	CONWAY SPRINGS.....	ⓄTⓄ	Yd.	11 00
2 15	524.30	ARGONIA.....			10 00
	524.51	ⓄA. T. & S. F.....	Ⓞ		
2 30	531.21	FREEFORT.....		35	9 30
3 30	541.61	ANTHONY.....			9 00
	541.99	ⓄA. T. & S. F.....	Ⓞ		
	542.08	ⓄA. T. & S. F.....	Ⓞ		
4 15	548.78	SHOOK.....			8 22
4 30	552.03	RUELLA.....			8 15
4 55	558.80	CORWIN.....	Ⓞ		8 01
5 10	564.06	HAZELTON.....			7 50
5 40	571.21	KIOWA.....	Ⓞ		7 35
	572.51	ⓄA. T. & S. F.....	G		
	573.10	ⓄA. T. & S. F.....	Ⓞ		
5 55	576.83	STUBBS.....			7 15
6 40PM	581.50	HARDTNER.....	TⓄ		7 00AM
		95.59			

No. 623 will secure clearance at Wichita and will not require clearance HD Jct.

When operator off duty and Train Order Signal indicates proceed, No. 622 will not require clearance Hardtner.

Yard Limits: HD Jct. to MP 489-15; MP 492-10 to MP 495-16; MP 511-27 to MP 513-21.

Maximum Speed:	MPH
Between HD Jct. and Conway Springs.....	35
Between Conway Springs and Kiowa.....	30
Between Kiowa and Hardtner.....	20

BUSINESS TRACKS:	MP	Cars
Murray Gill.....	493.36	72
CG&F Elevator.....	493.86	252
Waterworks.....	543.96	4

10 SALINA SUBDIV.—KANSAS DIVISION

		Miles from St. Louis	TIMETABLE No. 4		Siding Capacity in Cars
MPH			WEST- STATIONS - EAST		
Maximum Speed.....					
(Except as shown below)					
MP 492-18 — MP 492-27.....		49			
MP 492-18 — MP 492-27.....		30			
City Limits Salina.....		25			
<b>BUSINESS TRACKS:</b>					
	MP	Cars			
Mackie.....	516.56	23			
Kipp.....	484.73	25			
Smolan.....	504.59	17			
479.18	SA JCT.....	0.11	ⓄDWT	Yd.	
494.82	ⓄC. R. I. & P.....	0.01			
494.83	ⓄU. P.....	0.11			
494.94	SALINA.....	0.44			
495.38	SALINA UNION DEPOT	3.79	Ⓞ		
499.17	TRIGO.....	12.15	Ⓞ	38	
511.32	FALUN.....	9.47		30	
521.08	MARQUETTE.....	41.61	ⓄⓄ		

Trains must secure clearance before leaving Salina Union Depot.  
Yard Limits: SA Jct. to MP 480-22; MP 490-15 to MP 500-10;  
MP 519-25 to junction with Council Grove Subdiv.

PARIS SUBDIV.—CENTRAL DIVISION

TRAINS SOUTH-WARD	Miles from St. Louis (Via North Little Rock)	TIMETABLE No. 4		Siding Capacity in Cars	TRAINS NORTH-WARD
SECOND CLASS		STATIONS			SECOND CLASS
<b>633</b>					<b>632</b>
Local Freight					Local Freight
Daily Ex. Sun.					Daily Ex. Sun.
9 30AM	503.50	GREENWOOD JCT.....	ⓄT		4 45PM
	507.29	WEST FT. SMITH, OKLA.....			
9 50	508.02	FORT SMITH, ARK.....	ⓄⓄT	Yd.	4 30
	509.36	ⓄS. L. S. F.....	G		
	509.37	ⓄK. C. S.....	Ⓞ		
10 30	512.82	SOUTH FORT SMITH.....			2 35
	519.42	FORT CHAFFEE.....	T		
	535.30	CHARLESTON.....	Ⓞ		
11 30	536.06	THESSING.....		35	1 35
12 05PM	553.11	PARIS.....	T	Yd.	1 00PM
		49.61			

No. 633 is superior to No. 632.

No. 633 will not require clearance Greenwood Jct.

No. 632 will not require clearance Paris.

Yard Limits: Junction Wagoner Subdiv. to MP 505-08; MP 506-16 to MP 512-10.

	MPH
Maximum Speed (Except as Shown Below).....	40
MP 507-10 — MP 507-18.....	30
MP 507-18 — MP 507-30.....	10
MP 512-5 — MP 512-11.....	10
Between Ft. Chaffee MP 519-10 and Paris MP 553-1.....	35

BUSINESS TRACKS:	MP	Cars
Barling.....	518.14	9
Lavaca.....	526.30	8
Branch.....	540.02	4
Ratcliff.....	544.16	7

WICHITA SUBDIV.—CENTRAL DIVISION 11

TRAINS WESTWARD	Miles from St. Louis	TIMETABLE No. 4		Siding Capacity in Cars	TRAINS EASTWARD
SECOND CLASS		STATIONS			SECOND CLASS
<b>613</b>					<b>612</b>
Local Freight					Local Freight
Daily Ex. Sun.					Daily Ex. Sun.
1 00PM	326.27	FT. SCOTT.....	Ⓞ	Yd.	12 25PM
	326.43	JD JCT.....			
1 50	327.18	ⓄM.-K.-T.....	Ⓞ		
	348.95	BRONSON.....			11 20
	354.28	ⓄM.-K.-T.....	Ⓞ		
	354.42	MORAN.....			
	361.62	LA HARPE.....			
	367.41	IOLA.....	Ⓞ		
	367.83	ⓄA. T. & S. F.....	Ⓞ		
3 15	374.78	PIQUA.....	Ⓞ	26	10 30
	374.79	ⓄM.-K.-T.....	Ⓞ		
3 35PM	383.64	DURAND.....	ⓄⓄW	89	10 00AM
	386.09	YATES CENTER.....	Ⓞ	88	
	394.45	BATESVILLE.....		89	
	417.88	ⓄA. T. & S. F.....	Ⓞ		
	420.77	EUREKA.....			
	438.64	SUMMIT.....		77	
	452.72	KY SIDING.....		79	
	453.57	East Eldorado.....	ⓄⓄⓄ	Yd.	
	454.24	ELDORADO.....	Ⓞ		
	454.37	ⓄA. T. & S. F.....	Ⓞ		
	454.65	MC JCT.....	T		
	482.06	WICHITA.....	ⓄⓄDW	Yd.	
		155.79			

No. 612 will not require Clearance Durand when operator off duty.

No. 613 will not require Clearance Ft. Scott.

Yard Limits: MP 324-10 to MP 328-20; MP 365-28 to MP 369-4;  
MP 382-10 to MP 387-25; MP 451-30 to MP 455-27; MP 479 to Wichita.

	MPH	BUSINESS TRACKS:	MP	Cars
Maximum Speed.....	49	Redfield.....	336.09	8
(Except as shown below)		Uniontown.....	341.59	18
MP 325-23 — MP 327-16.....	20	Athens.....	378.91	22
MP 339-15 — MP 339-29.....	35	Toronto.....	399.58	25
MP 345-0 — MP 345-17.....	35	Neal.....	407.67	23
City Limits Iola.....	25	Landergerin.....	425.09	14
MP 374-27 — MP 374-28.....	20	Reece.....	430.56	8
City Limits Yates Center.....	25	Sallyards.....	435.18	30
MP 417-37 — MP 417-39.....	20	Rosalia.....	441.90	17
City Limits Eureka.....	20	Towanda.....	463.60	35
Between Summit and		Benton.....	469.11	8
Reece.....	40	Greenwich.....	474.40	19
		Speedy Mix.....	476.89	15

12 PITTSBURG SUBDIV.—CENTRAL DIVISION

TRAINS SOUTH-WARD SECOND CLASS 629 Local Freight Daily Ex. Sun.	Miles from St. Louis (Via Pleasant Hill)	TIMETABLE No. 4 STATIONS	Siding Capacity in Cars	TRAINS NORTH-WARD SECOND CLASS 628 Local Freight Daily Ex. Mon.
5 30AM	319.37	NASSAU JCT. . . . . T		
5 50	333.29	BRONAUGH . . . . .	46	
6 15	343.34	LIBERAL, MO. . . . .		
	343.46	⊙S. L. S. F. . . . . ⊙		
	350.22	⊙S. L. S. F. . . . . ⊙		
6 30	352.87	CORNELL JCT., KAN. . . . . ⊙	56	8 10AM
	357.67	⊙A. T. & S. F. . . . . ⊙		
	357.69	⊙K. C. S. . . . . G		
7 35	358.02	PITTSBURG . . . . . ⊙⊙	Yd.	7 35 629
	358.50	⊙S. L. S. F. . . . . ⊙		
	358.88	⊙S. L. S. F. . . . . ⊙		
7 50	362.85	FLEMING . . . . .	37	6 35
	365.68	⊙S. L. S. F. . . . . ⊙		
8 00	365.88	CHEROKEE . . . . .	14	6 26
	366.81	⊙S. L. S. F. . . . . G		
	371.34	⊙N. E. O. . . . . ⊙		
8 35	371.36	CARONA . . . . .	26	6 10
	374.08	⊙M.K.T. . . . . ⊙		
8 55	379.66	SHERWIN ⊙SLSF. . . . . G	22	5 53
9 15	386.14	FAULKNER . . . . .	28	5 37
9 35	392.82	CHETOPA . . . . . ⊙	24	5 20
	393.29	⊙M.K.T. . . . . G		
9 55	400.01	BARTLETT . . . . .	18	5 00
10 15	408.14	EDNA . . . . . ⊙		4 40
10 35	413.26	VALEDA . . . . .	18	4 25
	423.02	⊙A. T. & S. F. . . . . ⊙		
	423.03	⊙M.K.T. . . . . ⊙		
11 30AM	423.33	COFFEYVILLE . . . . . ⊙T ⊙DW ⊙	Yd.	4 00AM
		103.96		

No. 629 secure clearance Nevada and will not require clearance Nassau Jct.

Yard Limits: MP 352 to MP 360-18; MP 422 to Coffeyville.

Maximum Speed (Except as Shown Below)	MPH
MP 392-9 — MP 392-30	35
	15

BUSINESS TRACK: MP Cars  
Stine Spur . . . . . 407.05 7

COFFEYVILLE SUBDIV.—CENTRAL DIVISION 13

Miles from St. Louis (Via Kansas City)	TIMETABLE No. 4 SOUTH-STATIONS-NORTH	Siding Capacity in Cars	MPH
333.70	Osawatomi Yard . . . . . ⊙DW ⊙	Yd.	Maximum Speed . . . 50 (Except as Shown Below)
342.84	LANE . . . . .	125	MP 334-31 —
348.17	GREELEY . . . . . ⊙		MP 334-41 . . . . . 30
353.47	HECLA . . . . .	114	MP 340-39 —
357.44	⊙A. T. & S. F. . . . . ⊙		MP 341-34 . . . . . 40
357.61	GARNETT . . . . . ⊙		MP 348-20 —
361.81	BIRCH . . . . .	77	MP 348-26 . . . . . 45
371.91	DIXON . . . . .	115	MP 356-40 —
373.67	WESTPHALIA . . . . .		MP 357-37 . . . . . 30
377.46	ALICEVILLE . . . . .		MP 371-27 —
384.40	LE ROY . . . . . ⊙		MP 372-26 . . . . . 45
391.05	VERNON . . . . .	175	MP 383-34 —
398.59	DURAND . . . . . ⊙@W ⊙	115	MP 385-0 . . . . . 40
411.25	BUFFALO . . . . . ⊙		Between Roper and Fredonia . . . . . 20
415.16	ROPER . . . . . T	112	City Limits Altoona . . . . . 40
			MP 427-35 —
425.33	⊙A. T. & S. F. . . . . ⊙		MP 428-20 . . . . . 45
426.58	FREDONIA . . . . . ⊙⊙	Yd.	MP 433-27 —
			MP 435-9 . . . . . 30
			MP 448-6 —
			MP 450-10 . . . . . 40
417.62	⊙A. T. & S. F. . . . . ⊙		
427.24	ALTOONA . . . . . ⊙		
434.82	NEODESHA . . . . . ⊙	98	BUSINESS TRACKS: MP Cars
434.87	⊙S. L. S. F. . . . . ⊙		Hasty . . . . . 395.30 15
442.32	SYCAMORE . . . . .	180	Rose . . . . . 405.35 10
448.37	⊙A. T. & S. F. . . . . ⊙		Hilford . . . . . 432.30 17
448.60	⊙A. T. & S. F. . . . . ⊙		Blake . . . . . 453.35 139
449.11	Independence . . . . . ⊙T ⊙	70	
462.45	DEARING . . . . .	116	
467.83	COFFEYVILLE ⊙⊙DWT ⊙	Yd.	
	134.66		

ABS — Osawatomi Yard-Coffeyville.

CTC Osawatomi Yard Signal 3350 and Lane Signal 3436; Dearing Signal 4623 and Coffeyville Signal 4666.

Yard Limits: MP 397-18 to MP 400-13; MP 448-04 to MP 450-11; MP 466-20 to Coffeyville; MP 415-15 to end of track Fredonia.



14 WAGONER SUBDIV.—CENTRAL DIVISION

MPH		Miles from St. Louis (Via No. Little Rock)	TIMETABLE No. 4		Siding Capacity in Cars
Maximum Speed..	(Except as shown below)		SOUTH - STATIONS - NORTH	↓	
MP 497-22 —	50				
MP 499-8 .....	20	662.83	Coffeyville, Kan. .... ①②DWT\$③	Yd.	
City Limits Sallisaw...	40	660.55	④M.-K.-T. .... ④		
MP 534-22 —		651.04	LENAPAH, OKLA. ....	114	
MP 535-4 .....	45	640.16	NOWATA .....	78	
MP 536-1 — MP 536-7	45	634.43	WATOVA .....	110	
MP 553-23 —		627.86	TALALA .....		
MP 554-9 .....	45	622.11	OOLOGAH .....	144	
MP 560-23 —		610.34	⑤S. L.-S. F. .... ④		
MP 560-27 .....	40	609.76	CLAREMORE .....	101	
MP 564-1 —		596.91	INOLA .....	172	
MP 564-13 .....	45	581.56	⑥M. K. T. .... ④		
City Limits Wagoner..	40	581.49	WAGONER .....		
City Limits Claremore.....	30	579.63	A A SIDING .....	174	
MP 618-2 —		573.32	OKAY JCT. ....		
MP 618-29 .....	45	128.30	⑦M.-K.-T. .... ⑦		
City Limits Nowata...	30	133.20	MUSKOGEE. ⑧MV ⑨⑩⑪TW⑫	Yd.	
Between Okay Jct. and Muskogee (except as shown below)....	45	573.32	OKAY JCT. ....		
Okay Jct. —		568.68	⑬S. L.-S. F. .... ⑬		
MP 122-15 .....	20	567.98	FORT GIBSON .....	57	
MP 128-08 —		557.52	BRAGGS .....	116	
MP 128-12 .....	20	540.87	UPSON .....	122	
City Limits Muskogee..	25	537.43	VIAN .....		
Broadway & Okmulgee Sts., Muskogee.....	12	528.70	⑭K. C. S. .... ⑭		
		525.81	SALLISAW .....	55	
		519.73	HANSON .....	71	
		513.11	MULDROW .....	58	
		503.67	Greenwood Jct., Okla. ... T	60	
		498.41	⑮S. L.-S. F. .... ⑮		
		497.29	VAN BUREN, ARK. ... ⑯⑰DWT\$⑱	Yd.	
		166.01			

ABS — Coffeyville to Van Buren (except between Okay Jct. and Muskogee.)

Yard Limits: MP 495-20 to MP 499-02; MP 661 to Coffeyville, MP 128-23 to MP 134-25.

Check of train register at Okay Jct. and Greenwood Jct. may be used to determine the arrival of an Extra Train modifying Uniform Code of Operating Rule 83(a).

VAN BUREN SUBDIV.—CENTRAL DIVISION 15

MPH		Miles from St. Louis (Via No. Little Rock)	TIMETABLE No. 4		Siding Capacity in Cars
Maximum Speed..	(Except as shown below)		SOUTH - STATIONS - NORTH	↓	
MP 359-10 —	50	497.29	Van Buren .....	Yd.	
MP 359-29 .....	35	489.45	ALMA .....	62	
City Limits Conway...	30	479.79	MULBERRY .....		
City Limits Morrilton.....	30	470.00	POPING .....	118	
City Limits Russellville.....	30	464.81	OZARK .....	66	
MP 471-20 —		456.59	ALIX .....	112	
MP 472-15 .....	45	443.02	SPADNA .....	134	
Between BB Jct. and Clarksville.....	40	435.66	BB JCT .....		
		443.74	CLARKSVILLE .....		
		427.54	SCOTIA .....	168	
		417.77	RUSSELLVILLE .. ⑰⑱T\$⑲	101	
		417.60	D. & R. CONNECTION .....		
		410.70	WORTHEN .....	116	
		405.85	ATKINS .....		
		400.09	BLAKEVILLE .....	81	
		392.53	MORRILTON .....	70	
		381.39	MENIFEE .....	79	
		373.14	CONWAY .....	122	
		363.65	MAYFLOWER .....	87	
		356.29	WEST MARCHE .....	T	
		353.30	MARCHE .....	78	
		349.54	JEFFERY .....		
		345.73	LEVY .....		
		344.28	XO JCT .....		
		343.67	North Little Rock. ... ⑳㉑DWT\$㉒	Yd.	
		153.60			

**BUSINESS TRACKS:** MP Cars

**Van Buren to North Little Rock:**

Co-op Spur... 462.95 21

Ark. Stripping Co..... 447.30 20

Kemp-Johnson Coal Co..... 446.91 38

Hoyt..... 445.86 16

BB Jct. Storage. 435.30 62

Knoxville. 433.64 11

London... 425.46 3

Jeffery Storage Track. 349.54 61

**BB Jct. to Clarksville:**

Lamar... 438.48 38

Lambrick Spur... 440.71 12

King Switch... 441.95 32

Ward.... 442.61 11

ABS — Van Buren-No. Little Rock (except between BB Jct. and Clarksville.)

Yard Limits: MP 495-20 to MP 499-02; MP 415-00 to MP 419-30; MP 391-20 to MP 394; MP 371 to MP 374-02; MP 343 to MP 346-20; BB Jct. MP 435-20 to end of track Clarksville.

Check of Train register at BB Jct. may be used to determine the arrival of an Extra Train modifying Uniform Code of Operating Rule 83(a).

**16 McPHERSON SUBDIV.—CENTRAL DIVISION**

TRAINS WEST-WARD	Miles from St. Louis	TIMETABLE No. 4		Siding Capacity in Cars	TRAINS EAST-WARD
SECOND CLASS					SECOND CLASS
627 Local Freight					626 Local Freight
Daily Ex. Sun.		STATIONS			Daily Ex. Sun.
8 35AM	454.65	MC JCT.	⊙T		4 25PM
	12.50				
9 00	467.15	POTWIN.	⊙⊙	16	4 00
	7.41				
9 45	474.56	WHITEWATER.	⊙	19	3 45
	0.19				
	474.75	⊙C. R. I. & P.	⊙		
	12.13				
10 45	486.88	NEWTON	⊙	16	2 45
	0.16				
	487.04	⊙A. T. & S. F.	⊙		
	8.06				
11 10	495.10	HESSTON		32	2 00
	6.57				
11 30	501.67	MOUNDRIDGE	⊙	22	1 20
	13.31				
	514.98	⊙C. R. I. & P.	⊙		
	1.29				
11 55AM	516.27	McPHERSON	⊙⊙	Yd.	12 55PM
	61.62				

No. 627 is superior to No. 626.

No. 627 secure clearance East Eldorado and will not require clearance MC Jct.

No. 626 will not require clearance McPherson when operator off duty.

Yard Limits: MC Jct. to MP 457-13; MP 466-13 to MP 468; MP 513-11 to End of Track McPherson.

	MPH	BUSINESS TRACKS:	MP	Cars
Maximum Speed (Except as shown below)	35	Oil Hill	456.75	26
MP 486-25 — MP 487-2	15	Hopkins	461.70	18
MP 487-2 — McPherson	30	Brainerd	471.60	13
MP 501-12 — MP 501-18	15	McLains	481.44	10
		Marvel Industries	488.85	8
		Zimmerdale	491.71	9
		Cent.-Kan. Hatchery	500.92	4
		Elyria	509.99	23

**RICH HILL SUBDIV.—CENTRAL DIVISION**

TRAINS SOUTH-WARD	Miles from St. Louis (Via Pleasant Hill)	TIMETABLE No. 4		Siding Capacity in Cars	TRAINS NORTH-WARD
					SECOND CLASS
↓					628 Local Freight
		STATIONS			Daily Ex. Mon.
	300.97	RICH HILL JCT., MO.			10 45AM
	15.77				
	316.74	⊙K. C. S.	⊙		
	8.22				
	324.96	⊙S. L. S. F.	⊙		
	0.62				
	325.58	⊙M.K.T.	⊙		
	0.69				
	326.27	FT. SCOTT, KAN.	⊙	Yd.	9 55
	0.16				
	326.43	JD JCT.			9 30
	4.97				
	331.40	⊙S. L. S. F.			
	22.30				
	353.70	⊙K. C. S.	⊙		
	2.27				
	355.97	CORNELL JCT.		56	8 10AM
	55.00				

No. 628 will not require clearance Cornell Jct.

Yard Limits: MP 324-10 to MP 327-15.

	MPH	BUSINESS TRACKS:	MP	Cars
Maximum Speed (Except as shown below)		Metz	307.91	22
Between Rich Hill Jct. & Ft. Scott	40	Hayden Spur	329.26	2
Between Ft. Scott & Cornell Jct.	25	Abbott Spur	329.91	1
Highway 69, Ft. Scott	10	Arma	348.97	19

Central District

**CONWAY SPRINGS SUBDIV.—CENTRAL DIVISION 17**

TRAINS WEST-WARD	Miles from St. Louis (Via Nevada)	TIMETABLE No. 4		Siding Capacity in Cars	TRAINS EAST-WARD		
SECOND CLASS					SECOND CLASS		
631 Local Freight		617 Local Freight			616 Local Freight	630 Local Freight	
Tue. Thur. Sat.		STATIONS			Tue. Thur. Sat.	Mon. Wed. Fri.	
1 30PM		428.71	DEARING		11 45PM	11 45PM	
		13.42					
2 10		442.13	CANEY	⊙T	30	11 00	
		0.74					
		442.27	⊙A. T. & S. F.	⊙			
		16.65					
2 55		458.92	SEDAN	⊙		10 10	
		22.07					
3 45		480.99	CEDARVALE	⊙	56	9 20	
		12.72					
4 30		497.71	DEXTER	⊙⊙	26	8 30	
		0.41					
4 35PM		498.12	DEXTER JCT.	⊙T		8 00	
		19.13				8 00PM	
		517.25	WINFIELD	⊙			
						7 20	
"Via A. T. & S. F. — See special instructions"							
		6 25	537.94	BELLE PLAINE	⊙	30	6 20
			0.74				
			538.68	⊙A. T. & S. F.	G		
			5.85				
			544.53	⊙C. R. I. & P.	⊙		
			14.20				
		7 30PM	558.73	Conway Springs	⊙T⊙	Yd.	5 30PM
							130.02

Westward trains are superior to Eastward trains.

Yard Limits: MP 497-03 to MP 499-05; MP 558 to Conway Springs.

Trains will not require clearance Dearing or Dexter Jct.

No. 616 will not require clearance Conway Springs when operator off duty.

Maximum Speed:	MPH
Between Dearing & Winfield	30
Between Belle Plaine & Conway Springs	40

BUSINESS TRACKS:	MP	Cars	MP	Cars	
Tyro	435.15	15	Taussig	485.02	6
Peru	453.25	23	Hooser	490.83	24
Rogers	464.61	15	Riverdale	544.40	10
Layton	474.73	8	Anson	552.24	17

**ARKANSAS CITY SUBDIV.—CENTRAL DIVISION**

TRAINS WEST-WARD	Miles from St. Louis (Via Nevada)	TIMETABLE No. 4		Siding Capacity in Cars	TRAINS EAST-WARD	
SECOND CLASS					SECOND CLASS	
631 Local Freight					630 Local Freight	
Daily Ex. Sun.		STATIONS			Daily Ex. Sun.	
4 35PM		498.12	DEXTER JCT.	⊙T	8 00PM	
		15.38				
5 10		513.50	SILVERDALE	⊙T	37	7 25
		9.08				
		522.58	⊙A. T. & S. F.	⊙		
		0.01				
		522.59	Midland Valley Jct.			
		0.31				
5 35PM		522.90	Arkansas City	⊙	Yd.	7 00PM
						24.78

No. 631 is superior to No. 630.

Yard Limits: Dexter Jct. to MP 498-33; MP 512-23 to MP 513-30; MP 521-19 to End of Track, Arkansas City.

Trains will not require clearance, Arkansas City or Dexter Jct.

Maximum Speed (Except as shown below)	MPH
MP 498-6 — MP 498-18	30
	20

Central District

18 MIDLAND VALLEY SUBDIV.—CENTRAL DIVISION

TRAINS WESTWARD			Miles from Excelsior	TIMETABLE No. 4	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS						SECOND CLASS	
645	643	641				642	644
Daily Ex. Sun.	Daily Ex. Sun.	Tue. Thur. Sat.		Mon. Wed. Fri.	Daily Ex. Sun.		
			24.70	FORT SMITH.....Ⓞ Yd.			
				15.40 Via SLSF			
			0	EXCELSIOR, Ark...Ⓞ			
			4.80	ⓄSLSF.....G			
		11 00AM	8.90	ROCK ISLAND, Okla. ⓄSLSF.....G Yd.	7 20PM		
		1 15	20.80	PANAMA ⓄKCS...G Yd.	6 50		
			29.30	ⓄFS&VB.....Ⓞ			
		2 05	40.90	KEOTA.....Ⓞ	33 5 20		
		3 40	55.20	STIGLER.....Ⓞ	50 3 40		
		4 00	63.00	BRIARTOWN.....	8 2 50		
		4 10	67.50	PORUM.....	22 2 40		
		4 30	77.20	WARNER.....	15 2 20		
		4 50	85.20	KEEFYTON.....	6 2 00		
			95.80	SHOPTON...ⓄWDTⓄ§ Yd.	1 30PM	10 15AM	
			96.90	ⓄSLSF-MKT.....Ⓞ			
			100 10	MUSKOGEE...ⓄKOGⓄⓄOTⓄ			
		6 40	117.30	HASKELL.....	29	9 20	
		7 15	134.00	BIXBY.....		8 30	
		7 30	141.50	JENKS.....		8 15	
AM			148.10	LEFEBER...WDTⓄ§ Yd.		8 00	
			151.50	TULSA.....ⓄⓄⓄ Yd.			
			151.80	ⓄATSF-MKT-SLSFⓄ			
			152.30	ⓄSS RY.....Ⓞ			
		9 15	161.70	SPERRY.....	40	6 20	
		10 45	187.20	BARNSDALL.....Ⓞ Yd.		5 30	
		11 15	194.80	NELAGONY ⓄMKTG	28	4 25	
			200 20	ⓄATSF.....Ⓞ			
		11 30	200.60	PAWHUSKA...WⓄⓄ Yd.		4 00	
AM				200.60			

WESTERN SUBDIV.—CENTRAL DIVISION 19

Miles from Excelsior	TIMETABLE No. 4	Siding Capacity in Cars	WEST - STATIONS - EAST	
			Ⓞ	Ⓞ
200.60	PAWHUSKA.....WⓄⓄ	Yd.		
217.00	BLACKLAND.....			
223.50	FORAKER.....			
232.00	GRAINOLA.....	36		
236.20	FRANKFORT.....	21		
244.50	HARDY, Okla.....			
253.60	SILVERDALE, Kans.....			
	Via Ark. City Subdiv.			
262.60	MV JCT.....			
263.40	ARKANSAS CITY.....Ⓞ	25		
263.90	ⓄSLSF.....G			
275.10	ADAMSVILLE.....Ⓞ			
293.20	BELLE PLAINE.....Ⓞ			
294.20	ⓄATSF.....G			
308.60	ⓄCRIP.....Ⓞ			
313.40	ⓄATSF.....G			
314.50	WICHITA.....WⓄⓄ	Yd.		
	114.40			

Maximum Speed..... MPH  
 (Except as Shown Below)  
 MP 206-21 — MP 253-15..... 20  
 MP 262-15 — MP 315..... 25  
 City Limits Arkansas City..... 15  
 Maple Street Wichita..... 6

BUSINESS TRACKS —  
 Bovine..... MP 206.20 Cars  
 Pastura..... 247.70  
 Paton..... 278.10 8  
 Hayeville..... 305.60 4  
 Thomas..... 311.10 7

Bridge 270.2 at MP 270.2, Arkansas River Bridge, out of service and cannot be used.

Yard Limits: MP 198-17 to MP 201-24; MP 262-15 to MP 264-26; MP 274-25 to end of track Wichita.

No. 643 is superior to No. 644.

No. 641 secure clearance Ft. Smith and clearance not required Rock Island.

No. 642 and No. 643 may leave Shopton without clearance upon verbal advice from train dispatcher or operator in these words "No orders for (train) at Shopton, proceed without clearance."

No. 645 will not require clearance Lefebor.

When operator off duty and train order signal indicates proceed, clearance not required by No. 644 Pawhuska.

Yard Limits: Rock Island to Excelsior; MP 92-32 to MP 101-4; MP 146-4 to MP 154-23; MP 198-17 to MP 201-24.

MPH	BUSINESS TRACKS —	
	MP	Cars
Maximum Speed..... 35	Boex..... 1 00	23
(Except as Shown Below)	Quality..... 2.70	50
Between Rock Island & Excelsior..... 10	Lark..... 3.50	70
Between Rock Island & Stigler..... 25	Gloco..... 47.50	35
Between Stigler & MP 96..... 30	Stepo..... 58.00	43
MP 96 — MP 98..... 12	Taft..... 107.80	10
MP 98 — MP 100..... 25	Turley..... 157.50	11
MP 100 & Lefebor..... 30	Skiatook..... 166.60	37
Lefebor — MP 154-23..... 20	Avant..... 176.70	8

**1. Eastward and Northward regular trains are superior to trains of the same class in the opposite direction, except as shown on schedule pages.**

**2. MAXIMUM SPEED:**

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

**2-A. MAXIMUM ENGINE SPEED (where Maximum Train speed is LOWER, it will govern.) Mo.Pac., T&P, TP-MP, KO&G, MV, Ft.W. Belt, NOLC, M-I, Un.Ry. and St. Joe Belt Engines:**

Engine	MPH	Engine	MPH
1—75.....	79	1100—1199.....	55
97—550*.....	65	1210—1299.....	55
600—699.....	70	3500—3503.....	30
700—701.....	70	6005—6018.....	55
702—999*.....	65	6600—6603.....	55
1000—1060.....	55	8000—8007.....	55
1061—1099.....	65		

\*Except Engines 295-336, with Code 94 marked on dash, 79 mph; and Engines 850-A, 851-A, 931-A, 932-A, 881-B, 882-B, 883-B, 884-B, 77 mph.

**2-B.** Engines running light moving forward will be restricted to freight train speed restrictions, but must not exceed 45 MPH.

**2-C.** Engines without a pilot on end facing direction of movement or when shoving cars must not exceed 25 MPH.

**3. SPEED RESTRICTIONS: (Where maximum Train or Engine speed is LOWER, it will govern).**

**3-A. SPEED RESTRICTIONS THRU CROSSOVERS, TURNOUTS AND SPRING SWITCHES:**

	MPH
Thru No. 10 turnouts and crossovers, entire train.....	15
Thru No. 15, 16 and 20 turnouts and crossovers, entire train.....	35
Thru No. 20 equilateral turnouts, entire train.....	50
In straightaway movement when moving points of No. 10 spring switch.....	15
In straightaway movement when moving points of No. 15, 16 and 20 spring switches.....	35
In straightaway movement, when lead wheels have passed over points of spring switches, maximum speed may be resumed.	

All turnouts are No. 10 or less, except as shown Item 9.

**3-B.** Passenger equipment with slid flat wheels in excess of 3.25" must not be operated at speed exceeding 10 MPH.

**3-C.** Disabled engines handled in tow must not be moved in excess of authorized engine speed shown in Item 2-A for that type of engine.

Engines with flat spots in excess of 2 3/4 inches must not be handled exceeding 10 MPH unless authorized by Superintendent.

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

	MPH
Locomotive Cranes (boom must be disconnected).....	30
Bridge Derrick Cars (non-revolving).....	30

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

**3-D.—Continued**

	MPH
Ditchers and Burro Cranes, loaded on flat cars.....	30
Except Burro Cranes when loaded on MPX 15000 - MPX 15018 inclusive—Maximum Freight train speed.	

**Note**—Where maximum train speed is 30 MPH or less, speed of trains handling work equipment shown in Item 3-D above, must be restricted to five miles per hour less than such maximum freight train speed, except Burro Cranes loaded on MPX 15000-15018.

**Wrecking Cranes, Ditchers and Jordan Spreaders (self and non-self-propelling):**

Boom of wrecking cranes must be in trailing position. Speed of train handling must be restricted according to maximum permissible speed of freight trains, as shown in following table. Except ditchers and Jordan Spreaders will be restricted to 15 MPH if not headed in working direction and must be headed in working direction at first opportunity:

Maximum Freight Train Speed	Permissible Speed When Handling Self-and-Non-Self-propelled Wrecking Cranes-Ditchers and Spreaders
15	10
20	15
25	15
30	20
35	25
40	35
45	35
49	40
50	40
55	40
60	40

Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position.. { Maximum Freight Train Speed

Scale Test Cars Except MPX 5121..... { 30 MPH

Scale Test Car MPX 5121..... { Maximum Freight Train Speed

Scale Test Cars must be handled next to caboose.

When two or more scale test cars are handled in the same train, such cars must be spaced three cars apart and handled in rear of train.

Welded rail trains and snow plows..... 40 MPH

Unless otherwise instructed by Superintendent, Trains handling welded rail will be restricted to 70 cars and welded rail cars will be handled on head end next behind buffer cars. No train moves are to be made while men are in the process of coupling rails or while men are standing on transition car. In no case will Engineer take slack or move train until authorized to do so by Roadmaster or Assistant Roadmaster.

The movement of Derricks, Cranes and other work equipment on its own wheels, on Revenue billing will be handled only on authority of Superintendent and at a speed not to exceed 30 MPH.

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

When there is to be handled any unit of equipment mentioned in items 2 or 3 above, or equipment or shipments of excessive width or height causing the speed of the train handling to be restricted below the maximum train speed, or where clearance of structures, or equipment on adjacent tracks may be close, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before departing the station from which such restricted equipment is handled.

4. **MAXIMUM TRAIN SPEED:** (Shown on schedule page, except as listed below):

Passenger trains handling freight equipment will not exceed freight train speed except on Authority of the Superintendent.

The speeds shown below are the maximum train speeds for passenger and freight trains.

SUBDIVISION	Miles Per Hour	
	Psg. Trains	Freight Trains
<b>Kansas City Terminal Railway</b>		
Signal Bridge 19, Belmont Ave. West End Sheffield Tower 8 Limits to KCT Crossing.....	35	25
Signal Bridge 19 to East End/Tangent.....	50	25
Grand Ave. Tower 6 Limits } Curve.....	40	20
Under Train Sheds.....	8	8
Road Engines Running Backward With or Without Cars.....	Low Speed	
Between KC and Leeds Jct., MP 283-17, (Except as shown below).....	55	35
Neff Yard — MP 280-21 (17th. Street).....	25	25
<b>Kansas City</b>		
Between Leeds Jct., MP 283-17 and West Switch WESTWARD Siding Dodson MP 291-04 (Except as shown below).....	60	50
MP 285-25 — MP 288-32.....	50	..
Between West Switch Westward Siding Dodson MP 291-04 and Osawatomie MP 335-00 (Except as shown below).....	79	60
MP 297-32 — MP 303-00.....	70	..
MP 313-08 — MP 313-36.....	70	..
MP 323-35 — MP 324-14.....	70	..
MP 325-07 — MP 326-37.....	45	45
MP 327-23 — MP 327-33.....	70	..
MP 329-28 — MP 330-26.....	70	..
MP 331-13 — MP 331-35.....	60	..
MP 332-35 — MP 335-00.....	40	40
<b>Osawatomie (Except as Shown Below)</b>		
MP 335-09 — MP 336-22.....	79	55
MP 338-00 — MP 338-24.....	70	..
MP 338-34 — MP 339-29.....	50	50
MP 339-35 — MP 340-08.....	70	..
MP 344-17 — MP 344-33.....	60	..
MP 349-09 — MP 349-16.....	70	..
MP 350-17 — MP 351-11.....	70	..
MP 351-25 — MP 352-24.....	60	..
MP 353-37 — MP 354-32.....	20	20
MP 355-06 — MP 355-22.....	70	..
MP 357-06 — MP 357-14.....	55	..
MP 367-30 — MP 368-04.....	65	..
MP 369-12 — MP 370-11.....	70	..
MP 373-00 — MP 374-25.....	60	..
MP 375-18 — MP 376-17.....	70	..
MP 384-19 — MP 385-03.....	70	..
MP 388-24 — MP 388-35.....	70	..
MP 393-38 — MP 394-13.....	65	..
MP 400-16 — MP 400-27.....	70	..
MP 401-29 — MP 402-03.....	60	..
MP 405-36 — MP 406-12.....	60	..
MP 407-03 — MP 407-22.....	70	..
MP 408-19 — MP 408-33.....	70	..
MP 410-34 — MP 418-32.....	65	..
MP 423-35 — MP 424-09.....	70	..
MP 425-26 — MP 425-26.....	25	25

## 4.—Continued

SUBDIVISION	Miles Per Hour	
	Psg. Trains	Freight Trains
<b>Council Grove (Except as Shown Below)</b> .....	79	55
MP 426-26 — MP 426-41.....	70	..
MP 428-03 — MP 428-17.....	70	..
MP 430-22 — MP 430-35.....	60	..
MP 431-32 — MP 432-07.....	70	..
MP 432-18 — MP 434-42.....	50	50
MP 450-25 — MP 450-36.....	70	..
Over CRI&P Crossings Herington.....	25	25
MP 452-14 — MP 453-39.....	70	..
MP 459-00 — MP 459-12.....	65	..
MP 459-37 — MP 463-28.....	70	..
MP 467-23 — MP 469-18.....	70	..
MP 470-21 — MP 470-31.....	70	..
City Limits Gypsum.....	12:01 AM to 4:00 AM	
	60	
	4:01 AM to 11:59 PM	
	40	40
MP 479-04 — MP 479-33.....	60	..
MP 483-16 — MP 484-10.....	70	..
MP 485-10 — MP 485-21.....	70	..
MP 486-39 — MP 487-20.....	70	..
MP 487-32 — MP 488-11.....	60	..
MP 490-30 — MP 491-12.....	70	..
MP 492-17 — MP 492-27.....	70	..
MP 495-32 — MP 496-37.....	40	40
MP 498-24 — MP 498-38.....	70	..
MP 502-21 — MP 502-34.....	70	..
MP 505-15 — MP 505-21.....	55	..
MP 509-01 — MP 509-16.....	70	..
MP 511-02 — MP 517-24.....	65	..
MP 541-13 — MP 542-24.....	70	..
MP 546-05 — MP 546-14.....	70	..
MP 549-00 — MP 549-29.....	70	..
<b>Hoisington (Except as Shown Below)</b> .....	79	55
Between Hoisington and Great Bend.....	40	40
MP 563-08 — MP 565-37.....	60	..
MP 566-27 — MP 566-37.....	70	..
MP 575-32 — MP 576-08.....	70	..
MP 581-16 — MP 581-27.....	70	..
MP 588-34 — MP 589-20.....	60	..
City Limits LaCrosse.....	45	45
MP 599-35 — MP 600-03.....	70	..
MP 603-07 — MP 603-20.....	70	..
MP 681-29 — MP 682-34.....	40	40

## 5. STANDARD CLOCKS AND GENERAL ORDER BOOKS:

Kansas City:	Conway Springs
Union Station	Dexter
Engine Dispatchers Office	East Eldorado
CY Telegraph Office	Durand
Osawatomie:	Fredonia
Dispatchers Office	Coffeyville
Yard Office	Van Buren Yard Office
Council Grove	Russellville
Salina	North Little Rock:
Geneseo	Locust Street Yard Office
Hoisington	Hump Crest
Horace	Fort Smith:
Pueblo:	M V Depot
Union Depot	M P Locker Room*
Yard Office	Shopton
Diesel Shop*	Muskogee
Hutchinson	Lefebur Yard Office
Wichita:	Pawhusa
Yard Office	
Midland Valley Yard Office	

\*General order book only.

## 7. MAXIMUM GROSS WEIGHT LIMITATIONS:

All subdivisions may handle engines, work equipment or cars where the gross weight of the car and lading do not exceed 263,000 lbs. except on following subdivisions: (Cars with gross weight of car and lading exceeding the limits of this Item may be handled on the authority of the Superintendent. These instructions, together with any restrictions, must be attached to the waybill. If speed restrictions are required, Train Order, Form X, will be issued.)

Between	Gross Weight of Car and Lading
MP 560 and Great Bend.....	220,000 lbs.
Dearing and Dexter.....	220,000 lbs.
Conway Springs and Hardtner.....	220,000 lbs.
Conway Springs and Larned.....	220,000 lbs.
Olcott and Luka.....	220,000 lbs.
Midland Valley Subdivision.....	200,000 lbs.
Except Muskogee and Tulsa.....	240,000 lbs.
Western Subdivision.....	200,000 lbs.

8. SPECIAL INSTRUCTIONS COVERING OPERATION  
RAILROAD CROSSING AT GRADE:

See Schedule pages for all except: North R Street Ft. Smith —  
⊗ SLSF — G; North L Street Ft. Smith ⊗ KCS ⊗  
“Old Main” Hutchinson Yard ⊗ CRI & P—G.

Cars or engines must not be cut off and left between absolute signals of an interlocking except in an emergency and then conflicting routes must be protected.

Outside of ABS Territory within 4000 ft. and not less than 2500 ft. of each side of crossings equipped with standard gates there is an approach sign. Speed at these locations shall not exceed twenty miles per hour, to apply from this sign until crossing is occupied.

## 9. SWITCHES.

Remote Control Switches are identified by power machine adjacent and connected to switch.

Spring Switches are identified by “SS” sign on or near switch.

## 9-A. Location of No. 15, 16 or 20 Switches and Turnouts:

Location	Type of Switch
<b>Kansas City Subdiv.:</b>	
Dodson, both ends eastward siding and east end westward siding.....	No. 20
Dodson, West end westward siding.....	No. 16
Kenneth, both ends of siding.....	No. 20
Bucyrus, both ends of siding.....	No. 20
Wagstaff, both ends of siding.....	No. 20
JB Siding, both ends siding.....	No. 20
Osawatomie, East End of Running Track.....	No. 20 (Equilateral)
<b>Osawatomie:</b>	
Running Track to Yard Lead.....	No. 16
Main Track to Yard Lead.....	No. 20
<b>Central Div.:(Osawatomie Yard)</b>	
Kansas Div. Main Track to Central Div. Main Track..	No. 20
<b>Osawatomie Subdiv.:</b>	
BW Siding, both ends.....	No. 20
Council Grove, east end of siding.....	No. 20
<b>Council Grove Subdiv.:</b>	
JJ Siding, both ends.....	No. 20
Hope, east end siding.....	No. 20
Elmo both ends siding.....	No. 20
MM Siding, both ends.....	No. 20
SA Jct., Council Grove and Salina Subdivs.....	No. 20
Hoisington, east yard switch.....	No. 20
<b>Hoisington Subdiv.:</b>	
Hoisington, West Yard Switch.....	No. 20
Scott City, east end siding.....	No. 20
<b>Horace Subdiv.:</b>	
Combs Jct.....	No. 20
FE Jct.....	No. 15
<b>Coffeyville Subdiv.:</b>	
Dixon, south end siding.....	No. 16
<b>Wagoner Subdiv.:</b>	
AA Siding:	
North end of siding.....	No. 16
South end of siding.....	No. 15
Okay Jct.....	No. 16
<b>VanBuren Subdiv.</b>	
Scotia, south end siding.....	No. 20
<b>Hutchinson Subdiv.:</b>	
Wichita-3rd Street.....	No. 20

**11. OPERATING OVER FOREIGN LINES:**

(a) **Operation in Pueblo Joint Terminal: Be Governed by Time Tables, and Special Instructions of D. & R. G. W. Railroad and Pueblo Union Depot Co.**

(b) **At Caney, Kansas, AT&SF main track between MoPac crossing (AT&SF Mile Post 21.5) and Oklahoma-Kansas State Line (AT&SF Mile Post 22.9) will be used jointly by Mo. Pac. and AT&SF trains. AT&SF main track between points designated is automatic block territory. Switch indicators installed near all switches leading into main track. All trains run at restricted speed expecting to find main track occupied by other trains.**

(c) **Between Winfield and Belle Plaine via Mulvane, Missouri Pacific crews will be governed by Rules Operating Department, Time-tables, and Special Instructions, AT&SF Railway.**

(d) **Use of KCS tracks at Pittsburg:** Use of KCS tracks in making interchange, Pittsburg, be governed by Special Instructions in KCS Time Table.

(e) **Use of SLSF tracks between Fort Smith and Rock Island:** Employees will be governed by the Rules, Timetable, and Instructions of the SLSF while occupying its tracks between MV Jct. Ft. Smith and Rock Island.

Normal position of SLSF Jct. switch Rock Island and MV Jct. switch Ft. Smith, lined and locked for SLSF.

**11-A. Operation in Terminals on Connecting Divisions:**

**Kansas City Terminal:**

Use of tracks on Kansas City Terminal Division will be governed by Northern District timetable.

**Little Rock Terminal:**

Use of tracks between XO Jct., North Little Rock and Little Rock governed by Southern District Timetable.

Nevada and Rich Hill Jct. Be governed by Northern District Timetable.

**11-B. Operation of Foreign Line Trains over Missouri Pacific Tracks:**

(a) **Dardenelle and Russellville Railroad** trains and engines operate over a portion of main track and on certain yard tracks within yard limits at **Russellville**, and are governed by Central District time table, Uniform Code of Operating Rules and General orders.

Before D. & R. trains or engines enter Missouri Pacific main track, permission must be obtained from Operator at Russellville.

(b) **Between Mile Post 509 Pole 13 and Mile Post 509 Pole 16 at Fort Smith, Kansas City Southern** trains and engines operate over Missouri Pacific tracks and are governed by Rule 93 of the Uniform Code of Operating Rules.

**13. SPECIAL INSTRUCTIONS GOVERNING PROTECTION OF PUBLIC CROSSINGS, SUPPLEMENTING RULE 103:**

At street or highway crossing protected by automatic crossing signals: (1) When Train or Engine moving on main track has been stopped, delayed or is moving at low speed within one-half mile in approach to crossing, or (2) When Train or Engine has passed over grade crossing, and a reverse movement onto or over crossing is to be made, movement toward crossing must be made at restricted speed, and movement must be protected by a member of the crew unless it has been determined that crossing signals are operating.

When using track between Avondale and Government Classification Yard at Pueblo Ordnance Depot, trains or engines passing over the entrance road to the Ordnance Depot will afford flag protection on highway in addition to sounding proper whistle signal.

**Hutchinson:** Trains and engines stop at Main Street crossing and proceed only after member of crew has protected.

**Stafford:** Trains and Engines stop at Main and Broadway St. Crossings and proceed only after member of crew has protected.

**13.—Continued**

**Newton:** Trains and Engines stop at crossing of East Eighth Street—U. S. Highway 50—South and proceed only after member of crew has protected.

**Wichita (MV):**

Movement of Midland Valley trains and engines over Maple Avenue, Wichita, will be made only on green indication of traffic light located at the intersection of Maple Avenue and McLean Blvd. If light is not burning, movements will be made on hand signal of a member of crew at Maple Avenue crossing. All trains and engines must be preceded by flagman over Douglas, Wheeler, Pawnee and Lincoln Avenue crossings, Wichita.

**14. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF ENGINES:**

1. Diesel Units must not be separated until hostler or engineer handling units knows that all electric cables, air hose and steam connections have been separated.

2. When diesel power is being hostled from mechanical facility to trains or from trains to the mechanical facility, by either hostlers or engine crews, the power will be handled by the engineer or hostler from the lead unit even though it may be necessary that the controls be changed in order to operate the consist of power from the lead unit.

**3. OPERATING DIESEL ENGINES THROUGH WATER:**

Unless otherwise directed by officer at point of high water, diesel engines or gas-electric motor cars must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If any probability of water having entered motors, covers on motors should be removed and motor examined. If water has entered motor, motor must be cut out.

**4. OPERATION OF ENGINES OVER RAILROAD CROSSING:**

When operating engines at speeds exceeding 25 MPH, reduce the throttle to Run 4 position at least 8 seconds before the engine reaches a rail crossing. If the engine is already operating in Run 4 position or lower, allow the same interval and place the throttle in the next lower position. Do not advance the throttle until all units of the consist have passed over the crossing.

**5. IDENTIFYING NUMBERS ON MULTIPLE UNITS:**

Rule 206, fifth paragraph, changed to read:

"Diesel engines when composed of multiple units: Identifying numbers are the numbers on the lead (operating control) unit. Such identifying numbers equipped for illumination must be continuously illuminated on operating control unit only while engine is in train service.

**6. COUPLING ROAD-SWITCH DIESEL UNITS TO STANDARD ROAD DIESEL UNITS:**

Employees must not pass from one unit to another while units are in motion, except between A units coupled back to back, B units, and between rear of A units and adjoining B unit.

**7. MAINTAINING POSITION OF AUTOMATIC BRAKE:**

Maintaining position will not be used during initial terminal train brake tests. After leakage is checked and the additional five pound brake pipe reduction is made, automatic brake valve will be placed in lap. This modifies rule 802 (3) "Brown Book."

**8. BACK-UP MOVEMENTS:**

GP units 97-446, 505-33, 935-99 and 1061-1099 **DO NOT** have alignment controlled couplers and to avoid the possibility of jack-knifing between units in a back-up move involving 20 or more cars, the following precautions must be taken when any two of these units are adjacent to each other in a consist of four or more units:

(a) When three units or less are in consist, full power may be used on all units and no special precautions are necessary.

(b) When four or more units are in consist, power must be used only on the three units next to the train and all other units must be taken off line.

## 14.—Continued

## 9. QUALIFICATIONS OF LOCOMOTIVE ENGINEER AND FIREMAN:

(a) For passenger service, an engineer must have had one year of service as road engineer, and must have made a trip as engineer or fireman, in either passenger or freight service, over the subdivision during the preceding 150 days. Having made such a trip as fireman, but not as engineer, he may be qualified by making this fact known to his conductor and, before starting the trip, the two of them thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period. Not having had such service as either engineer or fireman, he may qualify by making a round trip over said subdivision either as engineer or fireman in freight service, or as a student to familiarize himself with changed conditions.

In the application of the foregoing, an engineer will be considered as having had one year of service as a road engineer when he has made two or more trips in road service per month for twelve months. The twelve months need not be consecutive months.

(b) For freight service, an engineer must have made a road trip over the subdivision as engineer or fireman during the preceding twelve months. Not having had such service, he may qualify by making a round trip over said subdivision as a student to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during the preceding 150 days, will make this fact known to his conductor and, before starting the trip, the two of them will thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period. Qualifications for engineers in this paragraph will also apply to engineers handling troop trains.

(c) Firemen, working in road or yard service, who have failed to pass the required examinations for promotion to engineer and are restricted in their service, are not to operate locomotives in road or yard service, except in some extreme emergency, when the engineer might be physically incapacitated and unable to perform his duties as engineer.

## 15. UNIFORM CODE OF OPERATING RULES THAT ARE CHANGED AND SPECIAL SAFETY RULES:

Rule 2. That portion of Rule 2 requiring employes to submit watches for inspection monthly is cancelled. See Circular 43-E for special time instructions.

Rule 11(a) amended as follows:

Torpedo Signals.—Torpedoes must be placed on the rail 80-feet apart on engineer's side.

Rule 12(j): Yellow fuses may be used in lieu of green fuses but must not be used within interlocking limits, except as provided for by interlocking rules.

Rule 19: A single electric light of prescribed type which must show red to the rear from sunset to sunrise and when day signals can not be plainly seen and except in the state of Colorado, reflectorized or scotch-lite markers are authorized and fulfill the requirements of the rule.

Rule 19(a): Changed to read as follows: "Outside of ABS territory, a train on the main track passing a train on an adjacent track with markers displaying red to the rear, must move at restricted speed until the main track is seen to be clear. The turning or removal of markers to avoid the requirements of this rule is prohibited."

Rules 20 and 20(a): The use of flags are discontinued and the requirements of these rules will be fulfilled by displaying the required lights.

Rule 35 is changed to read: "The following signals will be used by flagmen:

Day Signals	{ A red flag
	{ Not less than 10 torpedoes and 6 red fuses
Night Signals	{ A white light
	{ Not less than 10 torpedoes and 6 red fuses."

## 15.—Continued

Rule 99(d): Will not apply in territory where ABS rules are in effect and there are at least two automatic block signals to rear (except in state of Kansas.)

Rule 99(j): Revised as follows: (except in state of Kansas).

Where ABS rules are in effect, and a train or engine is standing on a main track with at least two automatic block signals to the rear, unless otherwise provided, protection against following trains or engines on that track is not required.

This rule will not apply to any unit of equipment which will not actuate the block signals; nor does this rule modify the requirements of providing full protection:

"(1) Against opposing trains, when required."

"(2) Against following trains when making back-up movement."

Rule 99(j) does not apply to a light engine.

Rule 104(c): Any member of a Train or engine crew may examine a remote control switch.

Rule 104(8): In addition to the present requirements, the following sentence is added: "Trains or Engines entering a track protected by derails, the employe handling switch must know the derail (except pipe connected derail) is lined before lining switch for track to be used."

A yellow stripe around switch staff or operating lever of switch will indicate track protected by derail.

Rule 111: In addition to the present requirements, the following sentence is added: "When a passenger train is stopped in an emergency, entire train must be inspected on both sides before proceeding."

Rule 221(c) is amended as follows:

Lights on train order signals will be displayed continuously. (If so equipped) Semaphore Type — If light absent, day indication governs.

Color Light Type — If light absent and Operator not on duty, train may proceed without clearance upon verbal advice from Train Dispatcher in these words: "No orders for (Train) at (Station); proceed without clearance."

Rule 221(d) is changed to read:

"Operators must have the following signal appliances ready for immediate use:

1 red flag
1 white light
10 torpedoes
6 red fuses"

Rule 284. Approach Medium Indication is amended as follows: "Proceed reducing to 35 MPH before reaching next signal."

Rule 330: Five minutes or more will be considered delay.

Rule 508(8) is changed to read as follows:

When diesel engines are left unattended with motors running, throttle must be in "idle" position, transition lever in "off" position, all switches except those for battery, fuel pump and control in "off" position, reverser handle removed, hand brake on the controlling unit set and independent brakes applied.

When diesel engines with motors shut off are left unattended, throttle must be in "idle" position, transition lever in "off" position, all switches in "off" position, reverser handle removed, hand brake on controlling unit set and, if necessary, wheels blocked.

Rule 510 is changed as follows:

"Employes will not ride on leading footboard of an engine except when necessary to make cut between engine and first car in switching."

Head brakeman on freight trains will ride in lead unit.

Employees are prohibited from riding or walking on the roof of any moving car.

On locomotive cranes and M of W machines equipped with foot boards, employe operating such machines or helping around such cranes



## 15.—Continued

or machines, will not be permitted to ride on foot board in direction crane or machine is moving except on bridge erecting cranes while working on bridges, one man may be permitted to ride on each side of coupler on foot board in direction crane is moving.

When telephone or radio is used to transmit, receive, or relay messages or instructions affecting the movement of trains or condition of track, bridges or structures, all numerals must first be pronounced as whole numbers, then each figure pronounced separately thus: "One Thirty Five" "One-Three-Five."

Train orders forms G and V may be combined.

**Pulling Air Hose apart, brake pipe charged:**

When necessary to part the air hose, after not less than a full service brake pipe reduction has been made, angle cocks on each side of hose to be parted must be closed, after which the brake pipe hose may be allowed to pull apart.

Exception: When cutting off pusher while running, the air hose may be allowed to pull apart after angle cocks are closed.

## 16. PROTECTION ORDERS:

1. The use of Form Y train orders authorized on all subdivisions.
2. Approach Orders (Form X). (Example)

"8:35 AM to 5:35 PM approach (————) gang between MP 18 pole 10 and MP 20 prepared to stop and proceed on hand signal given with yellow flag or yellow light.

After receiving proceed signal do not exceed 30 MPH within limits of this order — or —

After receiving proceed signal maximum speed may be resumed."

Limits of order must be held to a minimum.

Order may be used both day and night.

When used at night, proceed signal will be given with a yellow light. Yellow fusee will not be used in giving this signal.

Where there are two or more main tracks, order must specify track or tracks covered by order.

Temporary restricted and resume speed signs will be displayed as required in Uniform Code of Operating Rule 10(g).

Trains and engines must enter limits of order prepared to stop, and stop will be made before entering gang unless proceed signal given with a yellow flag or yellow light is received.

When proceed signal given with a yellow flag or yellow light is received, speed may be increased as stated in order.

In event gang is not encountered train or engine will proceed prepared to stop until outer limit of order is passed.

## 3. Stop Order (Form X):

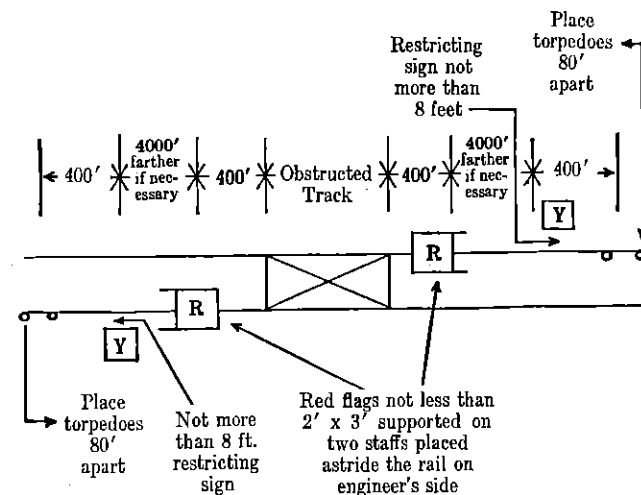
This form of order may be used to afford protection to workmen without furnishing flag protection. Train order to be in following form:

"7:01 AM until 4:01 PM stop before passing over bridge 54 MP 198 Pole 10 between Holly Grove and Clarendon and do not proceed until orally authorized by foreman in charge."

"10:01 AM until 4:01 PM stop before passing over track MP 135 to MP 135 Pole 20 between Amity and Glenwood and do not proceed until orally authorized by foreman in charge."

## 16.—Continued

Chart for placing signals is as follows:



Trains and engines will stop before reaching red flag and will not proceed until orally authorized by foreman in charge.

This Form of train order may be used on following subdivisions only:

Conway Springs	Larned	Hutchinson
Arkansas City	Pittsburg	Rich Hill
Paris	Salina	Wichita
Hardtner	McPherson	Midland Valley
Topeka		Western

and between Hoisington and Great Bend, BB Jct. and Clarksville, Roper and Fredonia.

## 4. Special Rule — Train Protection

Trains authorized on following Subdivisions —

Wichita (between Fort Scott and Durand)  
Larned  
Hardtner (between Conway Springs and Hardtner)  
Paris  
Conway Springs  
Topeka  
Pittsburg  
Rich Hill  
McPherson (between Potwin and McPherson)  
Midland Valley  
Western

Will not protect against following trains or engines unless instructed to do so by train order, except, protection must be provided to the rear when required, within the limits of a work extra.

Dispatchers must not authorize one train to follow another until trains affected have been instructed by Train Order to protect to rear as prescribed by Rule 99.

A preceding train, except work extras, must not be passed without Train Order authority.

When work extras are authorized on a Subdivision, all other trains authorized on that Subdivision must be furnished copy of work Order.

## 23. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES MUST PROVIDE THEMSELVES:

Rules and Instructions Governing the Operation of a Railroad Radio Communication System.

Circular 81, Rules and Instructions For the Government and Protection of Employes Whose Duties Require Them to Go Between, Under or About Engines or Cars.

**Ass't Chief Dispatchers—Osawatomie, Kan.**

F. H. Austin

F. E. Nigh

E. L. Graybeal

**Train Dispatchers—Osawatomie, Kan.**

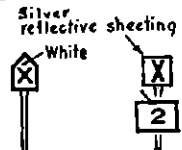
H. F. Logsdon  
H. Winn  
V. B. Smith  
P. C. Ray, Jr.  
G. E. Dannels  
W. R. Harper  
J. F. Dodge

F. J. Howell  
J. A. Parker  
H. R. Otteson  
R. A. Talbott  
J. H. Simpson  
C. D. McLaugh

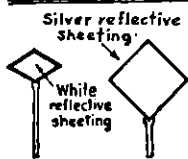
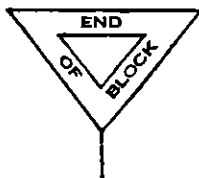
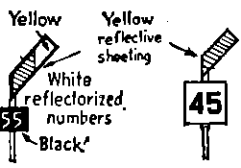
L. T. Wallace  
B. H. Galatian  
R. R. Galatian  
J. H. Fry  
R. D. Harbour  
V. E. Anderson  
H. F. Pedigo

**ROADWAY SIGNS****STATION ONE MILE SIGN**

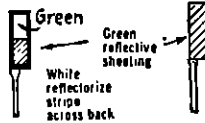
See Rule 14 (m)  
(One mile from station or first switch of siding, whichever is nearer, on single track in train under territory. Not to be used on branch lines.)

**HIGHWAY GRADE CROSSING WHISTLE SIGN**

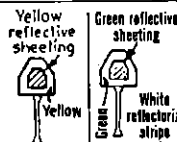
When sign is used to protect more than one crossing, numeral will be attached to stand designating number of crossings protected. Whistle signal 14 (l) applies at each crossing.

**RAILROAD CROSSING-JUNCTION-DRAWBRIDGE- (except when protected by interlocking), ONE MILE SIGN**  
See Rule 98**END OF ABS****PERMANENT SPEED RESTRICTION SIGN**

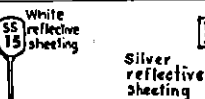
See Rule 10(h) and Timetable Special Instructions

**PERMANENT RESUME SPEED SIGN**

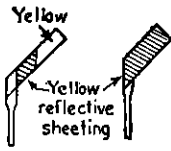
See Rule 10(h)  
Used in connection with Permanent Speed Restriction Sign

**TEMPORARY SPEED RESTRICTION SIGN**

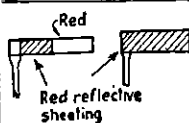
To be used per chart on Page 130, Uniform Code of Operating Rules  
See Rule 10(g)

**TEMPORARY RESUME SPEED SIGN**

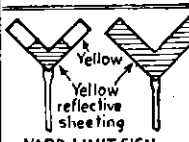
When moving points in trailing movements

**APPROACH SIGN**

Proceed prepared to stop before reaching stop sign.

**STOP SIGN**

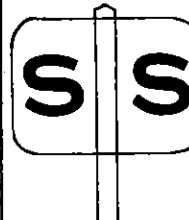
At point where stop required

**YARD LIMIT SIGN**

See Rule 93

**SWITCHING LIMIT SIGN**

Used to designate Switching Limits

**SPRING SWITCH SIGN**

The term "Company Surgeon" in Rules 601, 602 and 603 of the Uniform Code of Operating Rules will mean a Company Medical Officer. An injured employee is not required to accept treatment by a Medical Officer if he prefers to go to a hospital association doctor or to his personal physician.

If it is necessary to call a physician under present rules in the case of a personal injury of a passenger or other persons, a Medical Officer must be called.

**CENTRAL DISTRICT  
MEDICAL OFFICERS AUTHORIZED TO GIVE  
PHYSICAL EXAMINATIONS INCLUDING  
PRE-EMPLOYMENT EXAMINATIONS**

**DISTRICT MEDICAL OFFICERS**

Paul W. Hoover, M. D.  
Medical Arts Bldg.  
Little Rock, Ark.

Graham Owens, M. D.  
152 W. Mezzanine  
Union Station  
Kansas City 8, Mo.

**EMERGENCY STATION — Little Rock**

Baptist Hospital  
1700 West 13th St.

**DIVISION  
MEDICAL OFFICERS**

W. T. Read, M. D.  
Stephen S. Ellis, M. D.  
Coffeyville, Kansas

C. D. Davenport, M. D.  
Robert F. Shaw, M. D.  
Hoisington, Kansas

**LOCAL  
MEDICAL OFFICERS**

Harlan C. Holmes, M. D.  
Little Rock, Ark.

Ed Hopkins, M. D.  
M. C. Edds, M. D.  
Van Buren, Ark.

W. C. Goodpasture, M. D.  
Wichita, Kansas

**MEDICAL OFFICERS AUTHORIZED TO GIVE  
ALL PHYSICAL EXAMINATIONS EXCEPT  
PRE-EMPLOYMENT EXAMINATIONS AND TO  
TREAT ON DUTY INJURIES**

**LOCAL MEDICAL OFFICERS**

I. B. Oldham Jr., M. D.  
Glen L. Berkenbile, M. D.  
Benjamin H. Gaston, M. D.  
Muskogee, Oklahoma

R. W. Daugherty, M. D.  
Pawhuska, Oklahoma  
R. H. McIlroy, M. D.  
Pueblo, Colorado

J. T. Fowler, M. D.  
W. O. Appenfeller, M. D.  
Osawatomie, Kansas

Paul A. Stoesz, M. D.  
M. E. Nunemaker, M. D.  
Hutchinson, Kansas

E. C. McCormick, M. D.  
Conway Springs, Kansas

William G. Weston, M. D.  
Roscoe F. Morton, M. D.  
Garland L. Campbell, M. D.  
Arkansas City, Kansas

Royal A. Barker, M. D.  
Council Grove, Kansas  
George R. Lee, M. D.  
Yates Center, Kansas

R. M. Brian, M. D.  
F. E. Dillenbeck, M. D.  
Eldorado, Kansas

J. E. Ashcraft, M. D.  
D. M. Williams, M. D.  
D. H. Lowery, M. D.  
Russellville, Ark.

Willard F. Werner, M. D.  
Donald D. Gosling, M. D.  
Tribune, Kansas

John C. Mitchell, M. D.  
Salina, Kansas

P. C. Adams, M. D.  
D. L. Adams, M. D.  
Osage City, Kansas

Raymond J. Beal, M. D.  
Fredonia, Kansas

Galen W. Fields, M. D.  
Scott City, Kansas

Fred G. Wilhite, M. D.  
Stigler, Oklahoma

Robert B. Witcher, M. D.  
Tulsa, Okla.

**CONSULTING ORTHOPEDIC SURGEONS**

Worth M. Gross, M. D.  
Tulsa, Oklahoma

John B. Jarrott, M. D.  
Hutchinson, Kansas

Richard A. Storts, M. D.  
Muskogee, Oklahoma

Eugene E. Kaufman, M. D.  
Wichita, Kansas

**CONSULTING OCULIST  
AND AURIST**

Doyle A. Shrader, M. D.  
Wichita 2, Kansas

**CONSULTING SPECIALIST**

Fred H. Krock, M. D.  
Fort Smith, Ark.

**CONSULTING RADIOLOGIST**

John J. Schlueter, M. D.  
Wichita 8, Kansas

**CONSULTING SURGEON**

Hervey R. Hodson, M. D.  
Wichita 2, Kansas