

Company Doctors

	Location
J. M. L. JENSEN, Chief Surgeon	Chicago
*T. S. BOURKE	Kansas City, Mo.
*J. J. LALLY	Kansas City, Kans.
*H. L. REGIER	
E. P. SERERES	
*J. G. EVANS	St. Louis, Mo.
*M. F. HARMANN	Clayton, Mo.
*W. PARKER	
ROBT. C. KINGSLAND	
DEAN SAUER	Union
H. M. DENNY	
A. E. CORDONIER	
E. YODER	Tray, Kan.
GEO. M. EDMONDS	Denton
R. H. MOSER	Horton
*B. M. MARSHALL	Holton
*C. A. NEWMAN	Topeka
*B. M. POWELL	Valencia
*P. M. POWELL	
CLYDE S. SMITH	
*E. B. McKNIGHT	Willard
J. E. BOWERS	Alma
*A. D. DANIELSON	White City
*J. O. GILLILAND	Herington
F. S. DOZIER	Salina
D. A. ANDERSON	
A. E. RUEB	
C. A. SCHMIDT	Gerard, Mo.
C. A. BUNGE	Bland
R. H. SCHOENHALS	Belle
*E. O. SHELTON	Eidon, Mo.
A. J. GUNN	Versailles
JACK GUNN	Windsor
H. M. WALL	
D. M. EUBANK	
K. RAWLINS	Raytown
L. G. HEINS	Holden
W. R. JONES	Abilene
WEIR PIERSON	Canton
GUY E. FINKLE	McPherson
*M. NUNEMAKER	Hutchinson-Arlington
*V. W. FILLEY	
*F. G. FREEMAN	
M. H. WALDORF, JR.	Pratt
J. R. BRADLEY	Greensburg
R. J. OHMAN	
JACK E. RANDLE	
D. L. RICHARDSON	Dodge City
CARL C. OLSON	Bucklin
R. M. DAUGHERTY	Mineola
W. W. ORRISON	Fowler
*A. L. HILBIG	Meade
*ROBERT F. BYRNE	Plains
*O. F. PROCHAZKA	Liberal
*N. D. HARRIS	Tyrone
*R. F. BYRNE	
*W. E. BLEVINS	
*H. E. DITTEMORE	Hooker
L. G. BLACKMER	Hooker
E. P. CAWLEY	Guyman
R. B. HAYES	Texhoma
E. L. BUFORD	
J. L. WHEELER	
JNO. R. PURGASON	Stratford
*VICTOR MOORE	Dalhart
R. A. GUTEKUNST	Logan
J. H. CUNNINGHAM	
M. M. THOMPSON	
W. M. THAXTON	Tucumcari
*A. E. WINSETT	Amarillo
*W. H. WHEIR	Gruver
J. C. JONES	
O. J. RICHARDSON	
F. A. ELSTON	Sunray
*Examiner	Dumas
	Sunray
Company Oculist	Kansas City, Kans.
C. E. HASSIG	
J. A. BILLINGSLEY	
J. E. BRESSETTE	St. Louis, Mo.
A. S. STEINER	
W. W. REED	
H. W. POWERS	Topeka, Kan.
*W. D. PITMAN	Pratt, Kan.
*A. J. STREIT	
	Amarillo, Tex.

See page 15 for hospitals

Chicago, Rock Island & Pacific Railroad



TIME TABLE

MISSOURI-KANSAS DIVISION SECOND DISTRICT

No. 6

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

SUNDAY, OCTOBER 27, 1957

G. H. VOSS,
Superintendent

H. G. DENNIS,
Ass't General Manager

R. H. ANDERSON
Gen'l Sup't Transportation

O. W. LIMESTALL,
General Manager

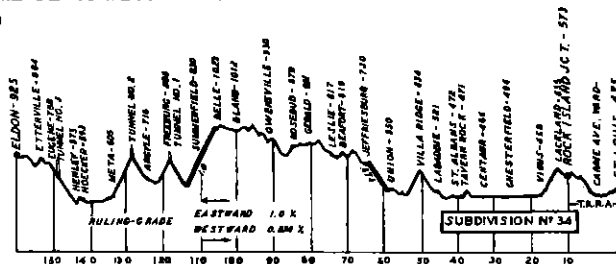
**This Time Table for the exclusive use
and guidance of Employees**

WESTWARD			MAIN LINE					EASTWARD			
SECOND CLASS			SUBDIVISION 34					SECOND CLASS			
71	73		STATIONS					72	74		
Freight	Freight	Capacity of Siding	Capacity of Other Tracks	Station Numbers	Time Table No. 6					Freight	Freight
Daily	Daily				October 27, 1957					Daily	Daily
P.M.	A.M.				US... ST. LOUIS	TO	RYd	P.M.	A.M.		
7.30	5.30		Yard	75000	CARRIE AVE. YD.	*	RFWT Yd	5.00	4.00		
					Easton Ave. Junction						
7.50	5.50				R. I. JUNCTION			4.32	1.40		
					StLB&T Crossing	UX					
8.00	6.00	63	89	23013	CK... LACKLAND	* TO	12.8 Yd	4.22	1.22		
8.10	6.10	41		23018	VIGUS	P	18.0 Yd	4.00	1.04		
8.25	6.25	66	25	23027	CF... CHESTERFIELD	TO	26.8	3.45	12.50		
8.37	6.37	47	2	23033	CENTAUR	P	33.4	3.28	12.32		
8.47	6.47	59		23039	TAVERNER ROCK		39.0	3.18	12.22		
8.49	6.49		18	23040	ST. ALBANS		39.9	3.16	12.20		
9.05	7.05	53	4	23046	LABADIE	P	46.0	3.04	12.08		
9.17	7.17	49	18	23051	VILLA RIDGE	P	51.2	2.54	11.58		
9.33	7.33	50	95	23060	UN... UNION	TO	59.5 W	2.37	11.43		
9.47	7.47	48		23065	JEFFRIESBURG	P	64.9	2.26	11.32		
10.01	8.01		15	23072	BEAUFORT	P	71.6	2.15	11.22		
10.06	8.06	75	3	23074	LESLIE	P	74.0	2.10	11.16		
10.20	8.20	42	39	23081	RA... GERALD	TO	80.7	1.51	11.02		
10.27	8.27	52	17	23085	RB... ROSEBUD	TO	84.7	1.44	10.55		
10.43	8.43	42	39	23092	OW... OWENSVILLE	TO	91.5 Yd	1.32	10.43		
11.01	9.01	75	50	23100	ND... BLAND	TO	100.1	1.18	10.25		
11.10	9.10	79	64	23105	X... BELLE	TO	105.2 WY	1.10	10.16		
11.21	9.21	59		23111	SUMMERFIELD	P	110.8	12.55	9.58		
11.37	9.37	31	24	23118	FR... FREEBURG	TO	118.2	12.31	9.34		
11.51	9.51	70	25	23125	KN... ARGYLE	TO	125.1	12.18	9.20		
P.M. 12.12	10.12	41	20	23134	MA... META	TO	134.6	11.54	8.54		
A.M. 12.28	10.28		5	23143	HOECKER		142.8	11.43	8.40		
12.32	10.32	105	10	23145	HENLEY	P	144.7	11.39	8.35		
12.42	10.42	44	16	23149	G... EUGENE	TO	149.5	11.30	8.25		
12.52	10.52	44		23153	ETTERVILLE	P	153.8	11.21	8.17		
1.08	11.08		Yard	23160	DO... ELDON	* TO	159.9 RFWT Yd	11.10	8.05		
A.M.	A.M.							A.M.	P.M.		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

FORM Y ORDERS AUTHORIZED

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



WESTWARD

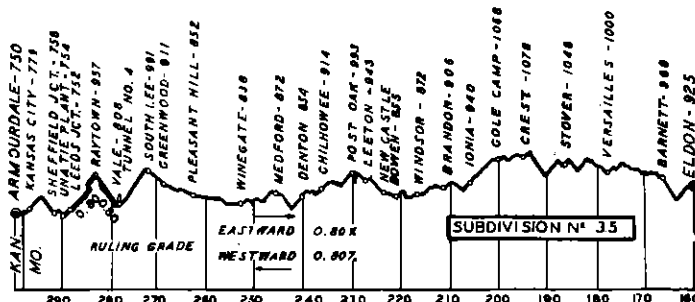
MAIN LINE

EASTWARD

SECOND CLASS			FIRST CLASS	SUBDIVISION 35				FIRST CLASS	SECOND CLASS		
73	71	23		STATIONS				24	72	74	
Freight	Freight	Psg.	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Time Table No. 6	M. P. from St. Louis	Psg.	Freight	Freight	
Daily	Daily	Daily				October 27, 1957	Signs	Daily	Daily	Daily	
A.M. 11.20	A.M. 1.30	P.M. 2.30		Yard	23160	DO. ELDON * TO	159.9	RFWT Yd	P.M. 12.15	A.M. 10.50	P.M. 7.45
						MoPac Crossing UX	160.1				
11.33	1.43	s 2.40	43	17	23166	. . . . . BARNETT P	165.9		P.M. 12.05	10.38	7.32
11.50	2.00	s 2.56	72	134	23177	V. VERSAILLES TO	177.0		A.M. 7.30	10.20	7.15
A.M. 12.06	2.16	s 3.10	52	26	23186	SR. STOVER TO	185.9		s 11.50	10.01	7.00
P.M. 12.21	2.31	s 3.22	51		23194	. . . . . CREST P	194.3		s 11.21	9.47	6.47
12.28	2.38	s 3.29	52	24	23199	NA. COLE CAMP TO	198.8		s 11.14	9.37	6.37
12.37	2.47	s 3.38	50	16	23205	FA. IONIA TO	205.4		s 11.01	9.27	6.27
12.45	2.55	f 3.46		8	23211	. . . . . BRANDON	210.9		f 10.53	9.16	6.16
12.52	3.08	s 3.59	72	100	23216	W. WINDSOR TO	216.3	WYYd	s 10.45	9.06	6.06
1.01	3.18	f 4.07		6	23221	. . . . . BOWEN P	220.7		f 10.31	8.56	5.57
1.07	3.24	g 4.12		164	23223	. . . . . NEW CASTLE P	223.4	Yd	g 10.24	8.51	5.51
1.13	3.30	s 4.17	50	16	23227	N. LEETON TO	227.0		s 10.22	8.45	5.43
1.18	3.36	f 4.21		16	23230	. . . . . POST OAK	229.6		f 10.18	8.40	5.37
1.26	3.45	s 4.30	67	23	23235	CA. CHILHOWEE TO	235.4		s 10.10	8.30	5.26
1.33	3.53	f 4.37		4	23240	. . . . . DENTON	240.3		f 10.02	8.22	5.16
1.40	4.02	f 4.45	51	8	23245	. . . . . MEDFORD P	245.4		f 9.55	8.15	5.08
1.50	4.13	f 4.54	51	12	23253	. . . . . HADSELL P	253.0		f 9.46	8.05	4.56
						MoPac Crossing	282.5				
2.04	4.29	s 5.11	66	67	23263	SA. PLEASANT HILL TO	262.9	WYd	s 9.34	7.45	4.41
2.12	4.39	f 5.20		26	23268	. . . . . GREENWOOD	268.7		f 9.25	7.26	4.23
2.17	4.45	s 5.25	51	10	23272	. . . . . SOUTH LEE P	272.0		9.20	7.21	4.18
2.25	4.55	s 5.32	51		23277	. . . . . VALE P	277.5		9.12	7.09	4.07
2.35	5.06	s 5.40	91	35	23281	WN. RAYTOWN TO	282.7		s 9.05	7.00	3.58
2.44	5.16	s 5.50			23287	. . . . . LEEDS JUNCTION P	288.3	RYd	8.54	6.45	3.45
		s 6.15			60054	US. KANSAS CITY, MO. TO	295.5	R	8.30		
4.00 P.M.	7.00 A.M.	P.M.		Yard	60055	. . . . . KANSAS CITY, KAN. * TO	298.0	RFWT Yd	A.M.	6.00 A.M.	3.00 P.M.

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

- No. 23 New Castle receive when conductor notified by agent at Windsor.
- No. 24 New Castle discharge revenue passengers.
- Nos. 23 and 24 when flagged at Marvin (MP 172).
- Nos. 23 and 24 when flagged at Wingate (MP 257 pole 18).



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				
225	3	507	39	509			Time Table No. 6						4	508	40	510	226
Psg.	Golden State	Rocket	Psg.	Psg.			October 27, 1957						Golden State	Rocket	Psg.	Psg.	Psg.
Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily					
	P.M. 10.20	P.M. 10.10	A.M. 8.35	A.M. 7.50	...	...	KANSAS CITY, MO. . . US	2.5	60054	RFW TY	...	A.M. 1.00	A.M. 9.00	P.M. 8.40	P.M. 8.30	
	10.25	10.15	8.40	7.56	...	...	KANSAS CITY, KANS. . .	65.9	60055	RFW TYd	...	12.47 P.M.	8.50	8.30	8.20	
P.M. 11.47	11.40	11.18	9.56	9.00	...	...	..... S. J. JCT.	0.6	...	...	89.3	11.40	7.45	7.14	7.09	A.M. 7.07
11.49 P.M.	11.42	11.20	9.59	9.02	175E	Yard	TOPEKA YARD . B . *	11.0	588	RFW YYd	90.5	11.39	7.44	7.13	7.08	7.05	
12.02 A.M.	11.54	11.31	10.12	9.13	147	18	... VALENCIA ...	3.8	600	...	101.5	11.29	7.34	7.03	6.58	6.51	
f 12.07	11.58		10.16		...	17	... WILLARD ...	5.1	604	...	105.3					f 6.44	
s 12.15	12.04 A.M.	11.39	10.22	9.21	126E 96W	71	... MAPLE HILL . RH	3.8	609	...	110.4	11.21	7.27	6.56	6.51	s 6.37	
					...	13	... VERA ...	4.0	613	...	114.2						
s 12.24	12.11	11.46	10.30	9.28	...	37	... PAXICO . . . CA	3.8	617	...	118.2	11.14	7.20	6.49	6.44	s 6.27	
s 12.30 A.M.	12.15	11.50	10.34	9.32	190W 112E	97	... McFARLAND . . FA	4.3	621	R YYd	122.0	11.10	7.16	6.45	6.40	6.20 A.M.	
	12.19	11.55	10.38	9.36	46E	42	... ALMA . . . U .	7.5	625	...	126.3	11.06	7.12	f 6.41	6.36		
	12.26	P.M. 12.02	10.46	9.43	125E 130W	14	... VOLLAND . . .	8.0	632	...	133.8	10.59	7.05	6.34	6.29		
	12.36	12.10	10.56	9.52	...	101	... ALTA VISTA . . VA	2.9	640	...	141.8	10.51	6.57	6.26	6.21		
	12.39	12.13	11.00	9.55	93E 93W	...	... JONES	3.0	643	...	144.7	10.48	6.54	6.23	6.18	
	12.42	12.16	11.03	9.58	...	31	... DWIGHT . . . DW	8.3	646	...	147.7	10.45	6.51	6.20	6.15		
					...	...	... MKT Crossing . . .	0.5	P	...	156.2					
	12.50	12.24	11.11	10.06	130E 120W	48	... WHITE CITY . WT	7.1	655	...	156.7	10.37	6.43	6.12	6.07		
	12.56	12.31	11.18	10.13	...	22	... LATIMER	7.5	P	...	163.8	10.31	6.36	6.05	6.00		
					...	...	... MoPac Crossing . . .	0.1	...	...	171.3					
	s 1.10 A.M.	s 12.45 A.M.	s 11.35 A.M.	s 10.30 A.M.	...	Yard	... HERINGTON . . RI	150.4	*TO 670	RFTW YYd	171.4	10.23 P.M.	6.28 A.M.	5.55 P.M.	5.50 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 - Receive or discharge revenue passengers to or from Davenport and beyond Receive or discharge revenue passengers where train scheduled to stop and to discharge mail when advised by mail clerks on train.
 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. 507 and 508, Lawrence, receive and discharge revenue passengers to or from Des Moines or beyond and to or from Wichita or beyond. Kansas City, Kans, receive and discharge to and from stations where scheduled to stop.
 Nos. 509 and 510, receive and discharge Lawrence, for and from south of Herington, Des Moines or beyond.

WESTWARD

FREIGHT TRAINS (Information Only)

EASTWARD

WESTWARD							FREIGHT TRAINS (Information Only)				EASTWARD			
295	291	95	73	91	93		74	96	98	92				
Freight	Freight	Freight	Freight	Freight	Freight		Freight	Freight	Freight	Freight				
Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily				
A.M. 1.00	P.M. 11.30	P.M. 11.00	P.M. 6.30	A.M. 11.15	A.M. 11.50	..... ARMOURDALE YARD . . .	A.M. 11.30	P.M. 7.30	P.M. 9.30	A.M. 1.00			
3.00	A.M. 1.15	A.M. 12.40	8.30	P.M. 12.50	P.M. 1.40	..... TOPEKA YARD	8.45	5.00	7.00	P.M. 10.45			
4.00	2.15	1.35	9.30 P.M.	2.00	P.M. 2.30	..... McFARLAND	7.45	3.30	5.30	9.45			
5.30 A.M.	4.00 A.M.	3.20 A.M.		4.00 P.M.	4.35 P.M.	..... HERINGTON	A.M.	2.00 P.M.	4.00 P.M.	8.30 P.M.			

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS				FIRST CLASS				SUBDIVISION 39 STATIONS				FIRST CLASS				SECOND CLASS			
91	291	39	3	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Yard	RI	M.P. from St. Joseph	Distance from Herington	Signs	Psg.	Golden State	Freight	40	4	92		
Freight	Freight	Psg.	Golden State									Psg.	Golden State	Freight	P.M.	P.M.	P.M.		
Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
P.M.	A.M.	A.M.	A.M.									P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
4.45	4.30	11.50	1.20	670	...	Yard	RI	...	171.4	...	RYdFW TY	5.40	10.17	7.30					
4.54	4.40	11.56	1.26	675	102	...	...	...	175.8	4.4	...	5.29	10.03	6.02					
5.06	4.48	11.59	1.30	678	125	16	MA	...	177.5	6.1	...	5.26	10.00	5.54					
5.42	4.55	12.06	1.36	684	92	46	HA	...	179.5	8.1	...	5.20	9.54	5.42					
5.53	5.03	12.12	1.41	690	92	37	DK	...	185.7	14.3	...	5.14	9.48	5.32					
6.03	5.12	12.19	1.47	697	88	...	...	...	191.8	20.4	...	5.07	9.42	5.23					
6.12	5.21	12.26	1.53	703	96	15	...	...	198.4	27.0	...	5.00	9.36	5.14					
6.22	5.29	12.32	1.58	709	115	40	GA	...	204.8	33.4	W	4.54	9.31	5.05					
6.30	5.38	12.40	2.07	716	125	288	MC	...	210.7	39.3	...	4.47	9.25	4.57					
6.38	5.48	12.48	2.15	723	92	27	...	...	214.7	43.3	...	4.39	9.18	4.47					
6.48	5.55	12.53	2.20	728	102	34	QN	...	216.7	45.3	YdW	4.34	9.13	4.38					
6.57	6.04	12.59	2.26	734	92	52	...	...	219.3	47.3	...	4.27	9.06	4.29					
7.06	6.14	1.06	2.31	741	81	71	...	...	224.3	52.3	...	4.20	9.00	4.20					
7.10	6.17	1.10	2.34	743	101	Yard	...	...	229.4	57.4	W	4.18	8.58	4.15					
7.15	6.20	1.28	2.42	744	87	Yard	SU	...	236.1	64.1	...	4.16	8.56	4.11					
7.20	6.30	1.33	2.45	746	183	Yard	...	...	242.4	70.4	Yd	4.06	8.50	4.06					
7.28	6.35	1.37	2.48	749	275	17	...	...	243.6	71.5	...	4.03	8.47	4.01					
7.36	6.42	1.43	2.53	754	92	26	...	...	244.4	72.4	Yd	3.58	8.43	3.54					
7.45	6.50	1.50	2.59	761	90	30	RT	...	244.9	72.9	...	3.51	8.37	3.46					
7.55	7.00	1.59	3.06	767	92	23	NO	...	245.4	73.4	YdFW	3.43	8.30	3.36					
8.04	7.08	2.06	3.11	776	102	27	KO	...	246.0	74.0	...	3.36	8.24	3.28					
8.17	7.18	2.14	3.18	784	98	31	RS	...	246.8	74.6	...	3.28	8.17	3.19					
8.30	7.27	2.21	3.24	791	102	22	...	...	246.8	74.6	...	3.21	8.11	3.11					
9.00	7.45	2.30	3.37	797	Yard	N	...	...	247.5	75.5	YdY	3.15	8.05	2.50					

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

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

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

WESTWARD				MAIN LINE										EASTWARD						
SECOND CLASS		FIRST CLASS		Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 40										FIRST CLASS		SECOND CLASS	
91	291	39	3				STATIONS										40	4	92	
Freight	Freight	Psg.	Golden State	Time Table No. 6										Psg.	Golden State	Freight				
Daily	Daily	Daily	Daily	October 27, 1957										Daily	Daily	Daily				
P.M.	A.M.	P.M.	A.M.												P.M.	P.M.	P.M.			
9.15	8.15	2.38	3.55	797	...	Yard	N...	...	PRATT	...	298.0	...	RYdF WT	3.10	8.00	2.30				
9.30	8.25	2.43	4.01	802	102	...	...	...	SMALLEY	P	302.6	4.6	...	3.07	7.54	1.31	
9.38	8.31	f 2.49	4.05	806	71	41	CU..	...	CULLISON	TO	307.1	9.1	...	f 3.02	7.50	1.23				
9.48	8.40	f 2.55	4.11	813	92	35	WF..	...	WELLSFORD	TO	314.2	16.2	...	f 2.55	7.44	1.14				
9.55	8.46	f 3.02	4.15	817	125	27	HD..	...	HAVILAND	TO	318.6	20.6	...	f 2.50	7.40	1.08				
10.03	8.53	3.10	4.20	823	92	22	...	...	BRENNAM	P	324.0	26.0	...	2.46	7.36	1.01		
10.13	9.00	s 3.22	4.24	827	92	91	GB..	...	GREENSBURG	TO	328.6	30.6	W	s 2.41	7.32	12.55				
10.21	9.08	3.28	4.29	832	71	34	...	...	JOY	P	334.1	36.1	...	2.35	7.27	12.48		
10.28	9.15	f 3.34	4.34	837	92	35	MU..	...	MULLINVILLE	TO	338.9	40.9	...	f 2.31	7.23	12.42				
10.40	9.27	s 3.46	4.42	846	125N 70S	142	BU..	...	BUCKLIN	TO	347.9	49.9	YdFWY	s 2.22	7.16	12.31				
10.50	9.36	f 3.54	4.48	854	92	27	KG..	...	KINGSDOWN	TO	355.0	57.0	...	f 2.15	7.10	12.22				
11.07	9.46	f 4.02	4.55	861	92	37	BM..	...	BLOOM	TO	362.8	64.8	...	f 2.08	7.04	12.13				
11.20	9.55	f 4.12	5.02	869	92	67	MI..	...	MINEOLA	TO	370.0	72.0	W	f 2.02	6.58	P.M. 12.04				
11.28	10.03	4.20	5.08	875	71	...	...	...	ADVANCE	P	376.0	78.0	...	1.57	6.53	A.M. 11.56	
11.34	10.10	f 4.27	5.12	879	92	77	F...	...	FOWLER	TO	380.8	82.8	...	f 1.53	6.49	11.47				
11.37	10.23	s 4.39	5.21	890	92	89	M...	...	MEADE	TO	391.0	93.0	W	s 1.43	6.40	11.35				
11.44	10.33	4.47	5.26	896	123	10	...	...	MISSLER	P	396.5	98.5	...	1.37	6.35	11.27		
11.57	10.45	f 4.57	5.36	905	92	95	Q...	...	PLAINS	TO	406.4	108.4	W	f 1.29	6.27	11.16				
P.M. 12.07	11.03	f 5.05	5.43	912	92	47	KM..	...	KISMET	TO	413.5	115.5	...	f 1.22	6.21	291 11.03				
A.M. 12.22	11.12	5.16	5.52	925	92	17	...	...	HAYNE	P	422.8	124.8	...	1.13	6.12	10.54		
1.30 A.M.	11.30 A.M.	s 5.30 P.M.	s 6.05 A.M.	933	...	Yard	RA..	...	LIBERAL	TO	430.6	132.6	RYdF WY	1.05 P.M.	6.05 P.M.	10.45 A.M.				

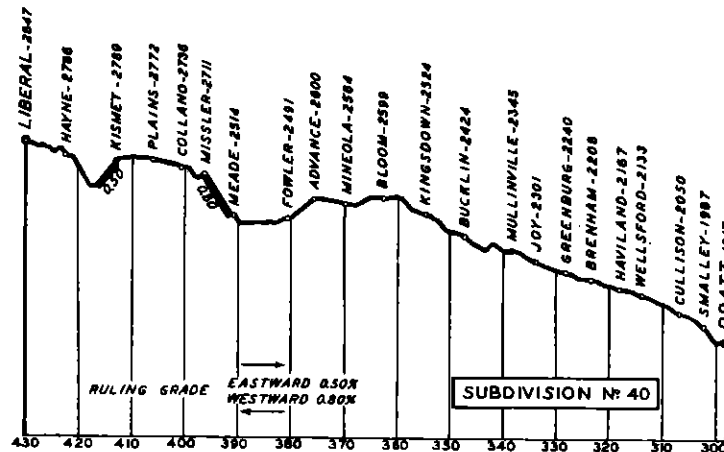
AUTOMATIC BLOCK SIGNALS
MP 280 to MP 308
Rate 300-308

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.

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



WESTWARD					MAIN LINE										EASTWARD						
SECOND CLASS		FIRST CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 41										FIRST CLASS		SECOND CLASS	
291	91		39	3				STATIONS										40	4		92
Freight	Freight		Psg.	Golden State				Time Table No. 6										Psg.	Golden State		Freight
Daily	Daily		Daily	Daily	October 27, 1957										Daily	Daily		Daily			
P.M.	A.M.		P.M.	A.M.											P.M.	P.M.		A.M.			
12.30	2.15		5.50 ⁴	6.20	Yd	933	RA	LIBERAL, KANS	★ TO	434.2		RYdF	12.50	39		10.15					
12.42 ⁴⁰	2.25		5.57	6.27		71	939	STONE, OKLA	P	440.0	5.8		12.42 ^{29.1}	5.43		9.29					
12.47	2.32		6.02	6.31		125	943	TYRONE	TO	444.0	9.8		12.38	5.40		9.23					
								BM&E Crossing	UX	453.1	18.9										
12.59	2.47		6.14	6.40		92	953	HOOKER	TO	454.3	20.1	W	12.26	5.32		9.08					
1.13	3.04		6.24	6.49		119	963	OPTIMA	P	464.6	30.4		12.15	5.24		8.55					
1.27	3.18		6.38	6.58		140	972	GUYMON	★ TO	473.8	39.4		12.05	5.16		8.43					
1.35	3.27		6.45	7.04		51	978	JUNIOR	P	479.9	45.7		11.57	5.11		8.33					
1.41	3.34		6.51	7.08		92	983	GOODWELL	TO	484.1	49.9	W	11.52	5.07		8.27					
1.56	3.51		7.05	7.17		146	993	TEXHOMA, OKLA	TO	494.3	60.1	WY	11.40	4.59		8.14					
2.08	4.11		7.15	7.26		92	1003	STEVENS, TEX	P	504.3	70.1		11.28	4.51		7.59					
2.21	4.25		7.27	7.35		92	1013	STRATFORD	★ TO	514.2	80.0	W	11.18	4.43		7.35					
								P&S Crossing		514.7											
2.29	4.33		7.34	7.40		71	1020	BRICKEL	P	520.0	85.8		11.10	4.37		7.28					
2.37	4.41		7.40	7.45		92	1025	CONLEN	P	526.0	91.8		11.04	4.32		7.17					
2.44	4.48		7.45	7.49		75	1030	IRWIN	P	530.9	96.7		10.59	4.28		7.10					
2.51	4.55		7.50	7.55		125	1035	CHAMBERLIN	P	536.1	101.9		10.54	4.24		7.03					
2.57	5.01		7.55	8.00		92	1039	HITT	P	540.0	105.8		10.50	4.20		6.58					
3.30	6.00		8.05	8.08		1044	WR	DALHART	★ TO	545.4	111.2	RYd	10.45	4.15		6.50					
P.M.	A.M.		P.M.	A.M.								F	A.M.	P.M.		A.M.					

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

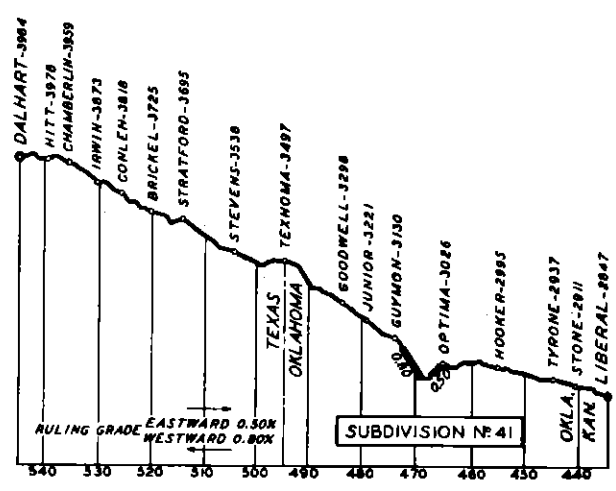
SIDING FOR FIRST CLASS TRAINS - LIBERAL:
Siding extending from switch at MP 430-10 to switch at MP 434-16.

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

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

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

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



WESTWARD

MAIN LINE

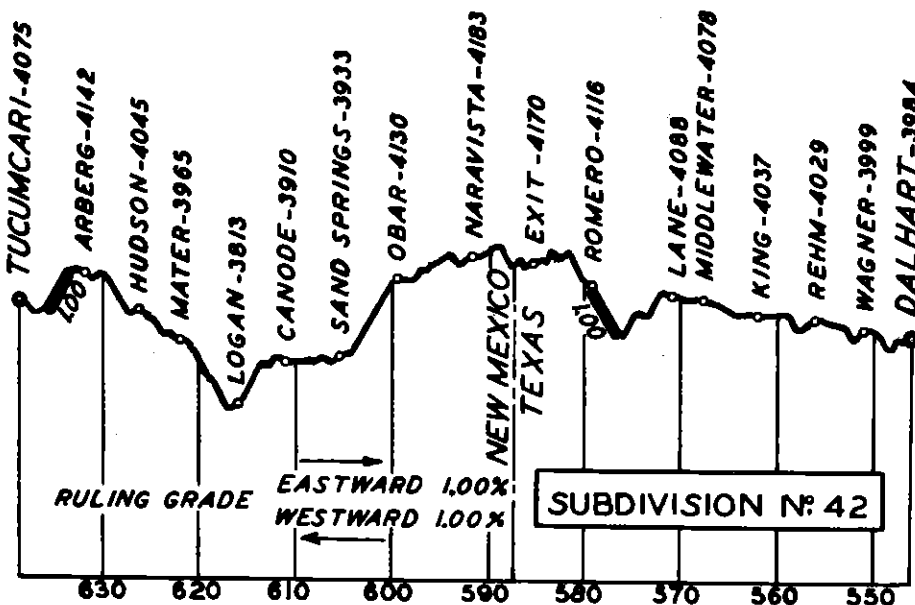
EASTWARD

SECOND CLASS		FIRST CLASS				Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 42			M.P. from St. Joseph	Distance from Dalhart	Signs	FIRST CLASS		SECOND CLASS	
291	91	39		3	STATIONS				40	4	92							
Freight	Freight	Psg.		Golden State	Time Table No. 6			SUBDIVISION 42		Psg.	Golden State	Freight						
Daily	Daily	Daily		Daily	October 27, 1957			SUBDIVISION 42		Daily	Daily	Daily						
P.M. 4.30	A.M. 7.00	P.M. 8.20		A.M. 8.15	STATIONS			SUBDIVISION 42		A.M. 10.35	P.M. 4.10	A.M. 5.00						
					Yd	...	1044	WR. .	...	...	...	...	...	...	...	...
4.40	7.30			8.27			92	1049	...	...	...	...	...	...	...	...
4.50	7.38			8.33	24	92	1054	...	...	...	...	...	...	...	...	...
5.00	7.46			8.39	..	71	1059	...	...	...	...	...	...	...	...	...
5.10	7.54		f	8.45	17	125	1065	...	...	...	...	...	...	...	...	...
5.16	7.59			8.49	..	71	1069	...	...	...	...	...	...	...	...	...
5.30	8.10		f	8.58	25	108	1077	RM. .	...	...	...	...	...	...	...	...
5.40	8.25			9.05	3	61	1083	...	...	...	...	...	...	...	...	...
5.50	8.58		s	9.14	48	119	1089	UN. .	...	...	...	...	...	...	...	...
6.05	9.35			9.23	20	92	1096	...	...	...	...	...	...	...	...	...
6.15	9.42			9.30	14	92	1103	...	...	...	...	...	...	...	...	...
6.25	9.49			9.37	..	62	1109	...	...	...	...	...	...	...	...	...
6.35	9.55		s	9.45	40	107	1114	OA. .	...	...	...	...	...	...	...	...
6.45	10.03			9.53	..	92	1120	...	...	...	...	...	...	...	...	...
6.55	10.08			9.59	26	69	1124	...	...	...	...	...	...	...	...	...
7.05	10.14			10.07	..	108	1129	...	...	...	...	...	...	...	...	...
10.15 P.M.	10.30 A.M.		s	10.25 P.M.	9.50 A.M.	Yd	...	1137	YN. .	...	...	...	...	...	...	...

STATIONS	M.P. from St. Joseph	Distance from Dalhart	Signs	WESTWARD	EASTWARD
... DALHART ...	545.4	...	RYdF WTY	10.35	4.10
... FW&D Crossing ...	545.5	0.1	...		5.00
... WAGNER ...	550.4	5.0	...	10.27	4.04
... REHM ...	555.1	9.7	...	10.23	4.00
... KING ...	560.8	15.4	...	10.18	3.55
... MIDDLEWATER ...	566.6	21.2	W	10.13	3.50
... LANE ...	570.5	25.1	...	10.09	3.47
... ROMERO ...	578.4	33.0	...	10.02	3.41
... EXIT, TEX ...	584.4	39.0	...	9.55	3.36
... NARAVISA, N. M. ...	590.8	45.4	W	9.48	3.30
... OBAR ...	598.9	53.5	...	9.35	3.23
... SAND SPRINGS ...	604.5	59.1	...	9.33	3.18
... CANODE ...	610.0	64.6	...	9.16	3.13
... LOGAN ...	615.3	69.9	W	9.12	3.08
... MATER ...	621.3	75.9	...	9.02	3.02
... HUDSON ...	625.8	80.4	...	8.58	2.58
... ADBERG ...	631.5	86.1	...	8.53	2.53
... TUCUMCARI ...	638.5	93.1	RYdF WTY	8.45	2.46

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

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



WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS		FIRST CLASS	Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 4 STATIONS			M. P. from Memphis	Distance from Amarillo	Signs	FIRST CLASS	SECOND CLASS
991	15					14	994						
Freight	Psgr.	Psgr.				Freight							
Daily	Daily	Daily				Daily							
A.M. 7.15	P.M. 4.50	Yard	.....	27762	VN. AMARILLO	TO	761.6	.....	RYdFW	A.M. 10.30	A.M. 9.55
7.28	5.00	.....	71	27768	..... SONCY		768.0	6.1	.....	10.20	9.40
7.38	5.09	44	.....	27775	..... BUSHLAND		774.8	13.2	W	10.12	9.30
7.48	5.19	57	30	27783	WO. WILDORADO	TO	782.9	21.3	.....	10.03	9.10	
7.58	5.28	32	.....	27789	..... EVERETT		790.4	28.8	.....	9.54	8.40
8.30	5.36	82	58	27798	GA. VEGA	TO	795.9	34.3	W	9.47	8.30		
8.40	5.45	19	.....	27804	..... LANDERGIN		803.6	42.0	.....	9.38	8.20
8.48	5.53	58	52	27810	DR. ADRIAN	TO	809.7	48.1	.....	9.31	8.10	
8.54	5.58	19	.....	27813	..... GRUHLKEY		813.7	52.1	.....	9.26	8.01
9.17	6.09	7	48	27821	..... BOISE		822.4	60.8	W	9.17	7.40	
9.25	6.22	13	51	27833	..... GLENRIO, TEX.		833.2	71.8	.....	9.05	7.10
9.50	6.45	22	51	27851	SJ. SAN JON, N.MEX.	TO	851.1	89.5	.....	8.46	6.41	
10.15	7.01	.....	51	27866	..... LESBIA		866.0	104.4	.....	8.30	6.18
11.00	7.10	Yard	.....	1137	XN. TUCUMCARI	TO	875.0	113.4	RYdFW	8.20	6.00	

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

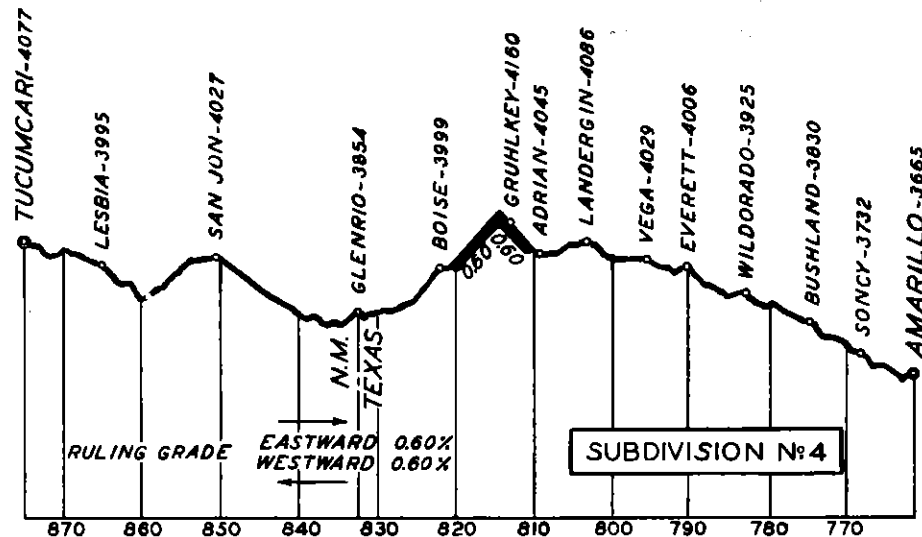
First class trains approach Amarillo passenger station at restricted speed.

SIDING FOR FIRST CLASS TRAINS - AMARILLO:

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

No. 15, receive or discharge revenue passengers.

No. 14, receive or discharge revenue passengers and to receive or discharge express and baggage when flagged by Agent at station or when advised by Messenger of train.



WESTWARD			LIBERAL - AMARILLO LINE						EASTWARD					
SECOND CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 7		M. P. from Amarillo	Signs	SECOND CLASS				
997	Freight	Daily				STATIONS				998	Freight	Daily		
Time Table No. 6														
October 27, 1957														
A.M. 3.30		Yard	.....	933	RA. LIBERAL, KANS. *TO	153.2	RYdF WY	P.M. 4.45					
			.....		..... BM&E Crossing UX							
3.55		44	51	87140	..... BAKER, OKLA.	140.3		4.11					
4.10		33	51	87132	..... ADAMS 13.5	131.8		3.53					
4.40		46	51	87118	HS. HARDESTY, OKLA. TO	118.3		3.20						
5.05		86	63	87108	HN. HITCHLAND, TEX. TO	107.9	W	2.50						
5.25		20	51	87100	..... BERNSTEIN. 7.8	100.1		2.25					
5.50		148	51	87091	GU. GRUVER. TO	90.7	YdW	2.00						
6.10		.....	49	87082	..... CATOR 8.9	81.8		1.15				
6.30		86	51	87075	MB. MORSE TO	75.4	RYdW	1.00						
6.32		.....	.....	.....	..... ROCK ISLAND JCT. 1.0	74.4	Yd	12.34				
6.34		.....	.....	87074	..... MORSE JCT. 0.5	73.8	YdY	12.30				
		.....	.....	.....	..... WYE SWITCH. 0.4	73.2	Y					
6.49		30	51	87067	..... PRINGLE 6.2	67.3		P.M. 12.15					
7.10		65	51	87057	FN. STINNETT. TO	57.5	YdWY	A.M. 11.50						
7.30		18	16	87049	..... OIL CITY 8.5	49.0	Yd	11.25					
7.45		.....	44	87046	..... ANTELOPE 3.1	45.9	Yd	11.05				
8.30		174	40	87043	RD. SANFORD TO	43.8	YdFWY	10.55						
8.45		165	86	87037	FH. FRITCH TO	37.3		10.00						
8.55		12	.....	87032	..... DEAL 3.8	33.5		9.50				
9.05		.....	59	87029	..... WILHELM 4.6	28.9		9.40				
9.20		.....	51	87019	..... MASTERSON 9.8	19.1		9.20				
9.35	998	17	.....	87013	..... ST. FRANCIS 5.9	13.2	Y	9.05				
9.55		.....	48	87005	..... MAYER 6.4	6.8		8.50				
		.....	.....	.....	..... P&S Crossing 4.9	1.9						
10.00 A.M.		Yard	.....	27762	VN. AMARILLO. *TO		RYdF WY	8.00 A.M.					

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

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

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

WESTWARD

ST. JOSEPH LINE

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 36A		M. P. from St. Joseph	Signs	SECOND CLASS			
995	217	STATIONS				996	218						
Freight	UnPac Local	Time Table No. 6				Freight	UnPac Local						
Daily Except Sunday	Daily	October 27, 1957				Daily Except Sunday	Daily						
P.M. 7.00	P.M. 6.35	...	Yard	498	SY ST. JOSEPH YD. *TO	...	RFWY Yd	A.M. 6.45	P.M. 11.00				
		...	...	...	CB&Q Crossing UX	...	...				
		...	...	498	UN ST. JOSEPH MO., U. D. TO	...	R						
		...	...	...	CB&Q Crossing UX	...	...				
		...	...	...	UTRR Crossing UX	...	...				
7.10	6.40	96	74	499	ELWOOD, KAN.	1.1	Yd	6.20	10.37				
7.20	6.50	25	118	503	WA WATHENA. TO	5.0	Yd	6.10	10.30				
7.30	7.00		12	507	BLAIR	8.8	...	5.55	10.20				
7.45	7.10	16	27	512	RO TROY (T.T. Rule 15a). TO	13.5	WRYd	5.42	10.10				
7.58	P.M.	...	29	518	BENDENA	19.2	...	5.22	P.M.				
8.10		...	25	523	DN DENTON TO	24.1	...	5.10					
8.20		...	29	528	PURCELL	29.1	...	4.57					
8.31		...	8	532	PIERCE JCT.	33.6	...	4.45					
9.00		...	250	539	HN HORTON TO	40.8	FWTYd	4.25					
9.21		50	18	547	WHITING	49.0	...	3.40					
10.00		...	48	558	H HOLTON TO	60.1	W	3.10					
10.23		55	32	567	MA MAYETTA TO	69.4	...	2.30					
10.40		...	32	574	HOYT	75.8	...	2.15					
10.55		...	18	580	ELMONT	82.0	...	1.55					
		...	...	...	UP Crossing	89.2	...						
11.20	P.M.	...	Yard	588	S. J. JCT.	89.3	Yd	1.35	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		M. P. from St. Joseph	Signs	SECOND CLASS			
	565	STATIONS				566							
	Mixed	Time Table No. 6				Mixed							
	Daily Except Sunday	October 27, 1957				Daily Except Sunday							
	A.M. 4.00	...	Yard	870	RI HERINGTON *TO	171.4	RWT Yd	A.M. 11.50					
	4.35	...	32	19009	WO WOODBINE TO	180.3	...	11.20					
	4.52	...	17	19015	PEARL	186.7	...	10.55					
		...	...	...	AT&SF Crossing UX	192.8	...						
	5.23	30	80	19022	Z ENTERPRISE TO	193.1	...	10.35					
	5.47	64	45	19027	BE ABILENE. TO	198.4	RW	10.15					
		...	...	...	UP Crossing UX	220.3	...						
	7.15	...	132	19049	SA SALINA TO	220.8	RWTYd	8.15	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.

WESTWARD			DODGE CITY BRANCH							EASTWARD				
SECOND CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 40A			M. P. from St. Joseph	Distance from Bucklin	Signs	SECOND CLASS		
		561				STATIONS						564		
		Freight				Time Table No. 6						Freight		
		Daily Except Sunday				October 27, 1957						Daily Except Sunday		
		A.M. 6.30	142	125-N 70S	846	BU.	BUCKLIN.	*TO	347.9	. . . .	RYdF WY	P.M. 2.30		
		6.55	48	. . . . .	21009	. . . . .	FORD . . . . .	. . . . .	356.4	8.5	. . . .	2.00		
		7.30	20	. . . . .	21018	. . . . .	WILROADS . . . . .	. . . . .	365.7	17.8	. . . .	1.30		
		7.50	24	. . . . .	21026	. . . . .	SOUTH DODGE. . . . .	. . . . .	373.4	25.5	. . . .	1.10		
		8.00 A.M.	92	. . . . .	21027	. . . . .	DODGE CITY. } 26.5	. . . . .	374.4	26.5	RYdWY	1.00 P.M.		

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

All trains and engines must stop for Highway 283 known as South Second Avenue, Dodge City, MP 373.2 and move over crossing only on a signal from member of crew on ground at crossing.

WESTWARD			DALHART-MORSE LINE							EASTWARD			
SECOND CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 41A			M. P. from Morse Jct.	Signs	SECOND CLASS		
						STATIONS							
						Time Table No. 6							
						October 27, 1957							
			. . . . .	. . . . .	87074	. . . . .	MORSE JCT	0.0	YdY			
			. . . . .	. . . . .	. . . . .	. . . . .	WYE SWITCH P	0.5				
			34	51	88010	. . . . .	CAPPS	9.6				
			44	51	88020	SF.	SUNRAY *TO	20.0	YdW				
			162	. . . . .	88023	. . . . .	SHEERIN JCT. P	23.1	YdY			
			54	. . . . .	88027	. . . . .	BRYDEN P	27.2				
			180	. . . . .	88030	BR.	ETTER TO	29.6	YdY			
			. . . . .	. . . . .	. . . . .	. . . . .	P&SF Crossing. UX	29.9				
			54	. . . . .	88041	. . . . .	EXUM P	40.9				
			22	. . . . .	88046	. . . . .	WILCO	46.3				
			54	. . . . .	88051	. . . . .	DALMOR P	50.9				
			Yard	. . . . .	1044	WR.	DALHART *TO	60.8	RYdFW TY			

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

SPEED RESTRICTIONS

LOCATION

ALL SUBDIVISIONS

Authorized speed through switch leads of turnouts as follows:

No. 20	40
No. 15	25
Others	15

Location No. 15 Turnouts:

- Subdivision 36 MP 133-32, Crossover.
- Subdivision 36 MP 144-31, Crossover.
- Subdivision 39 MP 217-1, East end siding McPherson.
- MP 218-37, West end siding McPherson.
- MP 245-35, West end siding Hutchinson.
- Subdivision 41 MP 543-25, East end No. 1 track Dalhart.

MAXIMUM ENGINE SPEEDS

351-361 to 377 inclusive	30
500 to 528, 550 to 578 inclusive	35
700 to 707 inclusive	40
529 to 536 inclusive	45
1000 to 1015 inclusive	48
773, 774	50
825 to 835 inclusive	55
598, 599, 716 to 730, 735 to 745, 758 to 764, 798 to 806 inclusive	60
128 to 143, 128B to 135B, 450 to 474, 537 to 546, 765 to 772, 775 to 779, 811 to 824, 836 to 840 inclusive	65
410, 411, 675-B, 677-B, 404 to 408, 425 to 441, 70 to 77, 70-B to 73-B, 38 to 40, 42 to 49, 88 to 119, 88B to 109-B, 120 to 127, 120-B to 123-B, 1200 to 1237, 1250 to 1322 inclusive	70
485 to 499, 621 to 623 inclusive	80
400, 401	85
1, 402, 403, 409, 625, 626, 632-B, 634-B, 637-B, 638-B, 750, 751, 601 to 606, 628 to 656, 675 to 677, 639-B, to 642-B inclusive	90

Road freight or passenger diesels, other than road switchers, backing up

40

When this being done except in switching movements or when shoving cars a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.

Trains and engines making movement against current of traffic on two main tracks over facing point switches

30

Engines except RDC cars running forward light or with only one car

Freight train speed

When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.

Scale test cars moving in trains will be handled 5 cars ahead of caboose.

Trains Handling Scale Test Car RI 95384

40

Weed spray 2231

30

Short wheel base ore hoppers

30

Motor cars without cars approaching interlocking signals and within interlocking limits

10

Train handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer

25

Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.

These instructions will not apply to wrecking derricks with boom trailing when trained behind engine in wreck train service. In such case speed restrictions will be as follows:

SUBDIVISIONS 34, 35-41A	25
SUBDIVISIONS 36, 39, 40, 41-42	40
SUBDIVISIONS 36A, 36B-40A	20
SUBDIVISIONS 4 and 7	30

Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.

Air rail loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car.

Where speeds on any Subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.

LOCATION

Passenger Trains

Freight Trains

SUBDIVISION 4 (except as shown below)	59	50
MP 815-08 to 818-16	50	40
MP 842-01 to 842-17	50	40

SUBDIVISION 7 (except as shown below)	35	35
MP 1-31 P&SF Crossing	20	20
MP 37-10 to MP 43-28	20	20
MP 43-28 to MP 46-13	15	15
Bridge 465	5	5
MP 44-00 to MP 49-00 Engines other than road switchers backing up	10	10
MP 45-24 to MP 49-00	15	15
MP 49-00 to MP 57-17	20	20
Bridge 706	20	20
Bridge 834	20	20
MP 127-30 Grade Crossing - Engine Only	5	5
MP 139-31 BM&E Crossing	15	15
MP 152-10 Grade Crossing	10	10

SUBDIVISION 34 (except as shown below)	50	40
MP 10-16 St. L. B. & T. Co. Crossing Eastward	10	10
Westward	15	15
MP 13-0 to MP 106-28 (except as shown below)	40	35
MP 17-22 to MP 17-29	30	25
MP 19-14 to MP 19-33	30	25
MP 41-0 to MP 41-16	15	15
MP 53-0 to MP 55-4	25	20
MP 59-0 to MP 59-25	25	20
MP 85-38 to MP 86-34	35	30
MP 106-28 to MP 121-30 (except as shown below)	25	20
Bridge 1146	20	20
MP 121-30 to MP 128-34 (except as shown below)	40	35
MP 128-21 Tunnel #2	20	20
MP 128-34 to MP 140-6	35	30
MP 140-6 to MP 150-28 (except as shown below)	40	35
Bridge 1433	20	20
MP 149-0 Tunnel #3	20	20
MP 150-28 to MP 151-6	25	25

SUBDIVISION 35 (except as shown below)	50	40
MP 159-28 to MP 160-24	15	15
MP 162-0 to MP 164-25	40	35
MP 172-18 to MP 175-0	40	35
MP 177-0 to MP 177-18	40	35
MP 199-7 to MP 201-28	40	35
MP 216-8 to MP 216-32	40	35
MP 262-20 Mo. Pac. Crossing	20	20
Sheffield—connection between K. C. Terminal and SL-SF	10	10

SUBDIVISION 36 (except as shown below)	79	60
Through Topeka Interlocking	10	10
MP 89-0 to MP 90-24	10	10
MP 90-24 to MP 93-5	60	50
MP 94-37 to MP 95-9 Westward Track	70	50
MP 96-29 to MP 100-29 (except as shown below)	50	40
MP 97-0 to MP 97-7	70	50
MP 100-19 to MP 100-29	60	50
MP 103-10 to MP 104-3	70	50
MP 110-25 to MP 110-38	65	50
MP 115-30 to MP 115-39	60	50
MP 119-24 to MP 119-30	65	50
MP 121-17 to MP 123-30	60	45
MP 125-30 to MP 125-37	70	50
MP 136-25 to MP 137-05 Westward Track	70	50
MP 136-25 to MP 142-18 Eastward Track	55	45
MP 137-35 to MP 143-16 Westward Track	70	40
MP 142-18 to MP 143-16 Eastward Track	50	40
MP 152-15 to MP 152-24	70	50
MP 169-24 to MP 171-20 (except as shown below)	40	40
MP 171-12 Mo. Pac. Crossing—all tracks	15	15

SUBDIVISION 39 (except as shown below)	79	60
MP 171-20 to MP 171-30	40	40
MP 171-30 to MP 176-33	65	50
MP 176-33 to MP 214-12 (except as shown below)	70	50
MP 177-20 AT&SF Crossing	70	50
MP 191-12 to MP 191-24	60	50
MP 201-5 to MP 201-25	60	50
MP 214-12 to MP 219-22 (except as shown below)	50	40
MP 219-12 Mo. Pac. Crossing - Engine Only	20	20
MP 236-4 SLSF Crossing	60	45
MP 243-22 to MP 247-12	30	30
MP 285-28 Mo. Pac. Crossing	60	45

SPEED RESTRICTIONS—Continued

LOCATION	Passenger Trains	Freight Trains	LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 40 (except as shown below)	79	60	SUBDIVISION 36B (except as shown below)	30	25
MP 328-25 Main St. Crossing Greensburg	50	50	Trains handling steam derrick 95020 must have two or more empty cars immediately ahead and behind derrick over bridges		5
MP 393-12 to MP 395-10	65	50	Abilene—connection to AT&SF Ry.	10	10
MP 418-00 to MP 420-00	60	45	MP 192-24—AT&SF Crossing	10	10
SUBDIVISION 41 (except as shown below)	79	60	Between Abilene and West Abilene	Restricted Speed	
MP 453-04 BM&E Crossing	60	50	Between East Salina and Salina	Restricted Speed	
MP 473-10 to MP 474-03	40	40	SUBDIVISION 40-A (except as shown below)	25	25
MP 514-24 P&SF Crossing	60	50	MP 373-00 to MP 374-12	6	6
SUBDIVISION 42 (except as shown below)	79	60	SUBDIVISION 41-A (except as shown below)	30	30
MP 545-20 FWD Crossing	20	20	MP 29-31 P&SF Crossing	15	15
Bridge 6165	40	30			
SUBDIVISION 36A (except as shown below)	40	40			
MP 0-4 CB&Q Crossing	10	10			
MP 2-7 to MP 4-4	15	15			
MP 7-0 to St. Joseph line Jct.	30	30			
Missouri River Bridge at St. Joseph	6	6			
MP 89-2 UP R. R. Crossing	15	15			
Bridge 594	15	15			

SPECIAL INSTRUCTIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

When no operator on duty St. Joseph Yard office, trains will receive clearance at St. Joseph Union Depot.

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

4. Rule 83:

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

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

4b. Trains 3, 4, 507, 508 will register by form 1339 at Herington

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

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

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

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

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

6. Standard clocks are located at:

St. Louis—Union station.	Pratt—Passenger depot.
Carrie Avenue—Yard Office.	Bucklin—Depot.
Belle—Telegraph office.	Liberal—Passenger depot.
Eldon, Mo.—Yard office.	Dalhart—Passenger depot.
Eldon, Mo.—Engineers Washroom.	Dalhart—Interlocking Station.
Kansas City, Mo.—Union Depot.	Tucumcari—Telegraph office.
Kansas City, Kansas—Yard office.	Amarillo—Passenger depot.
Kansas City, Kan.—Engine house.	Amarillo—Yard office.
Topeka—Passenger depot.	Morse—Depot.
Topeka—Interlocking Tower.	St. Joseph—Union Depot.
McFarland—Telegraph office.	St. Joseph—Union Term. Co.
Herington—Yard office.	Yard office.
Hutchinson—Passenger depot.	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. 6194 and westward Absolute Signal Logan. If signal No. 4169 or No. 4193 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	Remarks	Operated by	Normal Position Gates AGAINST	Light Arrangement for	
						Stop	Proceed
34	10.4	StLB&TCo...	Gate	Trainmen	StLB&TCo...	Red..	Yellow
35	160.1	MoPac...	Gate	Trainmen	MoPac...	Red..	Yellow
36	156.2	MKT...	Gate	Trainmen	MKT...	Red..	Yellow
39	McPherson	AT&SF...	Gate	Trainmen	CRI&P...	Red..	Yellow
39	246.0	MoPac...	Gate	Trainmen	MoPac...	Red..	Yellow
39	246.6	AT&SF...	Gate	Trainmen	AT&SF...	Red..	Yellow
39	285.7	MoPac...	Gate	Trainmen	MoPac...	Red..	Yellow
41	453.1	BM&E...	Gate	Trainmen	BM&E...	Red..	Yellow
7	140.3	BM&E...	Gate	Trainmen	BM&E...	Red..	Yellow
36a	0.3	CB&Q...	Gate	Gate	CB&Q...	Red..	Yellow
36a	0.4	CB&Q...	Gate	Gate	CB&Q...	Red..	Yellow
36a	0.5	UTRR...	Gate	Tender.	CB&Q...	Red..	Yellow
36b	192.8	AT&SF...	Gate	Trainmen	CRI&P...	Red..	Green
36b	220.3	UP...	Gate	Trainmen	CRI&P...	Red..	Green
41a	29.9	P&SF...	Gate	Trainmen	P&SF...	Red..	Yellow

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

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

11f. Following whistle signals designate route desired:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Westward trains leave rear portion of train between switches, Antelope, when possible and line west switch for sliding 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 sliding. 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 of 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 employes are hereby notified that it is dangerous to stand erect upon cars, especially cars of extraordinary height, while passing over, through or under the following named bridges or viaducts:

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

SPECIAL INSTRUCTIONS—Concluded.

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

28a. Subdivn. 39, Steel bridge MP 191.9, Steel bridge at MP 235.7, will not clear man on side of car or with feet hanging over side of flat car or out of door of box car.

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

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

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

31. Industrial or spur tracks are located at:

Subdiv.	Mile Post	Name	Car Capacity
34	15.0	Alton Brick Co.	10
34	15.0	Calif. Spray Chem. Co.	27
34	15.0	M.F.A. Coop. Ass'n.	88
34	16.0	O. L. Brands & Son.	4
34	17.8	Vigus Quarries.	28
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	41.8	Otters Spur.	3
34	53	Davis Spur.	2
34	51.8	Skelley Oil Spur.	3
34	83.2	Johnson Spur.	6
34	97.3	Ellis.	3
34	140.3	Osage Gravel Loading Track.	30
35	273.9	R. A. Long.	4
35	278.4	Kansas Buff Brick Co.	27
35	283.4	Universal Trailer Co.	6
35	286.8	Reich and Sons.	8
36	94.6	Security Benefit Ass'n Spur.	8
36	95.30	Koss Construction Co.	15
40	335.3	Northern Natural Gas Co.	40
40	401.3	Collano Elevator.	20
40	402.1	Hobart.	27
40	419.9	Shamrock.	21
40a	370.3	Renco Spur.	6
41	442.6	Fluor.	45
41	457.13	Panoma Spur.	92
41	471.3	Cabot Carbon Co.	60
41	471.9	Gen'l Atlas Carbon Co.	39
41a	19.0	Phillips Spur. ....	.....
41a	23.0	Sheerin Spur. ....	.....
42	601.6	Gravel Pit. ....	.....
4	764.3	Team Track.	10
4	837.8	Endee Team Track.	15
7	43.1	United Carbon Co.	21
7	43.2	United Carbon Co.	35

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

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

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

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

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

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

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

Subdivision 40, East end of Cimarron River Bridge 4184.

Subdivision 41, East end of Beaver River Bridge 4679.

The following letters and symbols indicate:—

F—Fuel Station.
P—Train Dispatchers Telephone.
R—Train Register Station.
T—Turn Table.
W—Water Station.
Y—Wye.

UX—Railroad Crossing not protected by Interlocking.

TO—Train Order Station.

Yd—Station where yard limit signs are maintained.

⊛—Radio Installation.

OFFICIAL HOSPITAL

PLACE	NAME	TELEPHONE
St. Louis	Evangelical Deaconess—6140 Oakland Ave.	Mission 5-8510
St. Louis	Peoples (for Colored)—3449 Pine St.	JEfferson 5468
Kansas City, Kansas	Providence Hospital—18th and Barnett.	DRexel 1-3140
Topeka	St. Francis Hospital—1719 W. 6th St.	5-3441
Pratt	Pratt County—3rd and Commodore	1080
Liberal	Epworth—524 No. Washington St.	Main 4-3821
Amarillo	St. Anthony—707 North Polk St.	DRoke 6-9866
Tucumcari	Tucumcari General—South End 4th St.	2
Horton	Horton Hospital—East Front St.	25

COMMUNICATION OFFICES

OFFICE HOURS

Week Days
Except Saturday

*Sundays and Holidays

**Saturdays

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

	From	To
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.....	*..** 8:00 a.m.	5:00 p.m.
Leeton.....	8:00 a.m.	5:00 p.m.
Chilhowee.....	*..** 6:00 p.m.	3:00 a.m.
Pleasant Hill.....	8:00 a.m.	5:00 p.m.
Raytown.....	8:00 a.m.	5:00 p.m.

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

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

	From	To
SUBDIVISION 40		
Pratt.....	Continuous	
Cullison.....	8:00 a.m.	5:00 p.m.
Wellsford.....	7:00 a.m.	4:00 p.m.
Haviland.....	8:00 a.m.	5:00 p.m.
Greensburg.....	** 7:00 a.m.	4:00 p.m.
Mullinville.....	** 7:30 a.m.	4:30 p.m.
Bucklin.....	*..** 8:00 a.m.	5:00 p.m.
Kingsdown.....	8:00 a.m.	5:00 p.m.
Bloom.....	6:00 p.m.	3:00 a.m.
Mincola.....	7:30 a.m.	4:30 p.m.
Fowler.....	8:00 a.m.	5:00 p.m.
Meade.....	*..** 7:00 a.m.	4:00 p.m.
Plains.....	8:00 a.m.	5:00 p.m.
Kismet.....	8:00 a.m.	5:00 p.m.
Liberal.....	Continuous	

	From	To
SUBDIVISION 41		
Liberal.....	Continuous	
Tyrone.....	8:30 a.m.	5:30 p.m.
Hooker.....	8:00 a.m.	5:00 p.m.
	11:00 a.m.	7:00 p.m.
Guymon.....	*..** 3:00 a.m.	11:00 a.m.
Goodwell.....	7:30 a.m.	4:30 p.m.
Texhoma.....	** 8:00 a.m.	5:00 p.m.
Stratford.....	6:00 a.m.	3:00 p.m.
Dalhart.....	Continuous	

	From	To
SUBDIVISION 42		
Dalhart.....	Continuous	
Romero.....	8:00 a.m.	5:00 p.m.
Naravisa.....	*..** 6:30 a.m.	3:30 p.m.
Logan.....	7:00 a.m.	4:00 p.m.
Tucumcari.....	Continuous	

	From	To
SUBDIVISION 4		
Amarillo.....	*..** 6:00 a.m.	10:00 p.m.
Wildorado.....	7:30 a.m.	4:30 p.m.
Vega.....	7:30 a.m.	4:30 p.m.
Adrian.....	7:30 a.m.	4:30 p.m.
San Jon.....	7:15 a.m.	4:15 p.m.
Tucumcari.....	Continuous	

	From	To
SUBDIVISION 7		
Liberal.....	Continuous	
Hardesty.....	8:30 a.m.	5:30 p.m.
Hitchland.....	7:00 a.m.	4:00 p.m.
Gruver.....	7:00 a.m.	4:00 p.m.
Morse.....	7:30 a.m.	4:30 p.m.
Stinnett.....	7:30 a.m.	4:30 p.m.
Sanford.....	7:00 a.m.	4:00 p.m.
Fritch.....	8:30 a.m.	5:30 p.m.
Amarillo.....	*..** 7:00 a.m.	11:00 p.m.

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

	From	To
SUBDIVISION 36-B		
Woodbine.....	6:30 a.m.	3:30 p.m.
Enterprise.....	7:00 a.m.	4:00 p.m.
Abilene.....	{ 7:15 a.m.	4:15 p.m.
	{ ** 7:15 a.m.	4:15 p.m.
Salina.....	{ 8:00 a.m.	5:00 p.m.
	{ ** 8:00 a.m.	5:00 p.m.

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

	From	To
SUBDIVISION 41-A		
Dalhart.....	Continuous	
Etter.....	** 8:00 a.m.	5:00 p.m.
Sunray.....	7:00 a.m.	4:00 p.m.

W. H. HOGLE, Terminal Sup't., Kansas City, Kan.
 J. C. CARTLAND, Ass't. Sup't., Liberal, Kan.
 S. A. WILLIAMS, Trainmaster, Kansas City, Kan.
 R. G. McNEELY, Trainmaster, Kansas City, Kan.
 J. K. BEATTY, Passenger Trainmaster, Kansas City, Mo.
 W. L. HUNT, Trainmaster, Eldon, Mo.
 A. E. ANDERSON, Trainmaster, Herington, Kan.
 F. NORVELL, Trainmaster, Dalhart, Tex.
 F. L. GRANT, Ass't. Trainmaster-Agent, Amarillo, Tex.
 R. E. LAKE, Trainmaster-Agent, Carrie Ave. Mo.
 J. W. GANN, Master Mechanic, Kansas City, Kan.
 A. L. FRANCIS, Ass't. Master Mechanic, Liberal, Kan.
 J. H. KATHERMAN, Road Foreman Equipment, Kansas City, Kan.
 A. L. DAVIS, Road Foreman Equipment, Herington, Kan.
 E. J. GWIN, Road Foreman Equipment, Pratt, Kan.
 R. W. CHURCH, Chief Dispatcher, Kansas City, Kan.
 F. J. BRIDGES, Ass't. Chief Dispatcher, Kansas City, Kan.
 W. K. STEGALL, Ass't. Chief Dispatcher, Kansas City, Kan.
 J. J. BUTTON, Ass't. Chief Dispatcher, Kansas City, Kan.
 C. T. ROWLEY, Chief Dispatcher, Liberal, Kan.
 R. L. SHOWERS, Night Chief Dispatcher, Liberal, Kan.

P. H. JOHNSON
 A. G. DOUGLAS
 J. B. JOHNSON
 A. P. USSARY
 C. R. FERGUSON
 D. K. SHORT
 C. C. LAMB

}
 Train Dispatchers
 Kansas City, Kan.

C. D. WILLIAMSON
 I. C. LEGER
 T. C. FARRELL
 G. G. MURPHY
 W. R. HEDRICK
 R. W. POPEJOY
 D. W. CULVER

}
 Train Dispatchers
 Liberal, Kansas

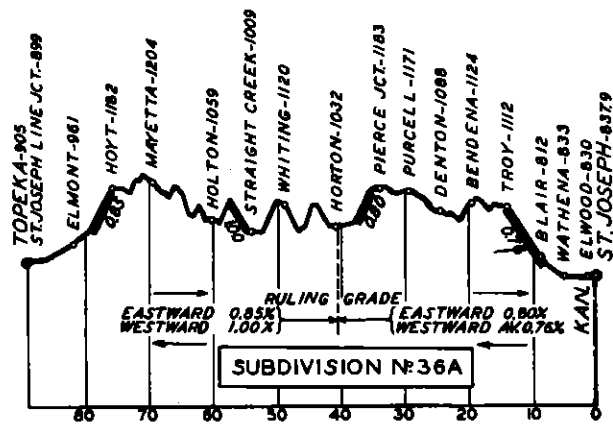
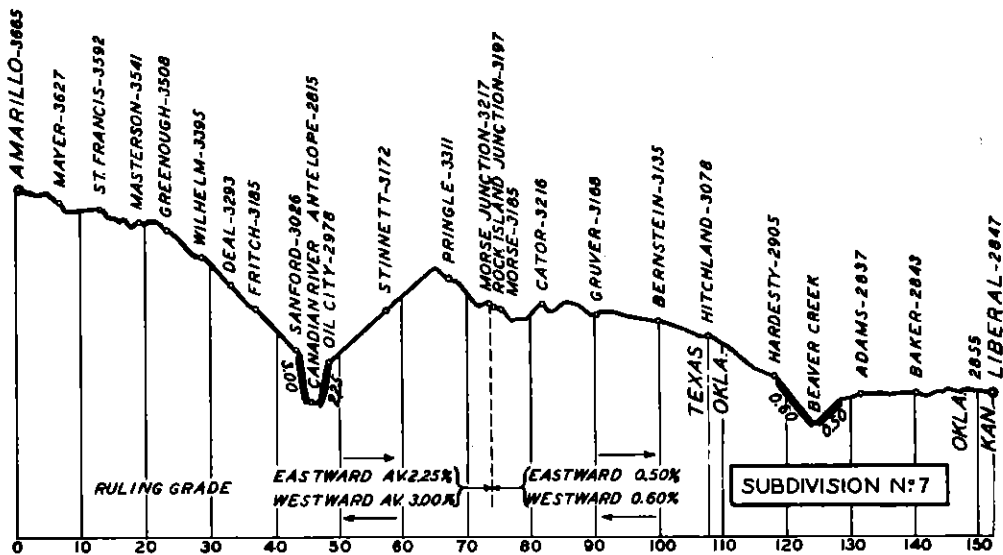
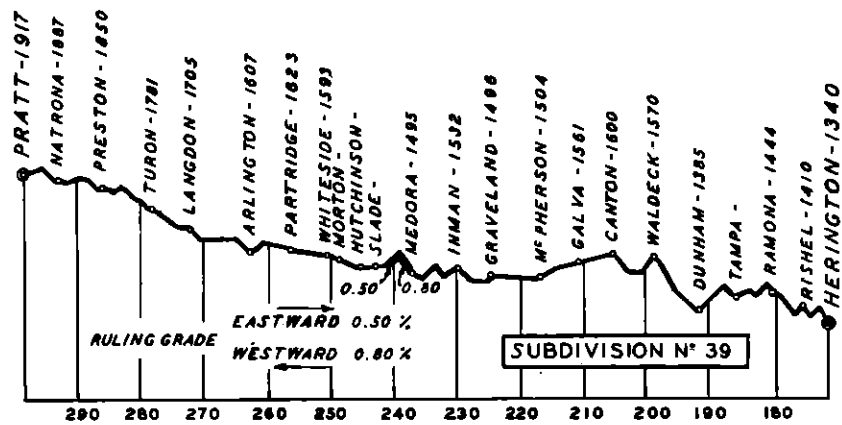
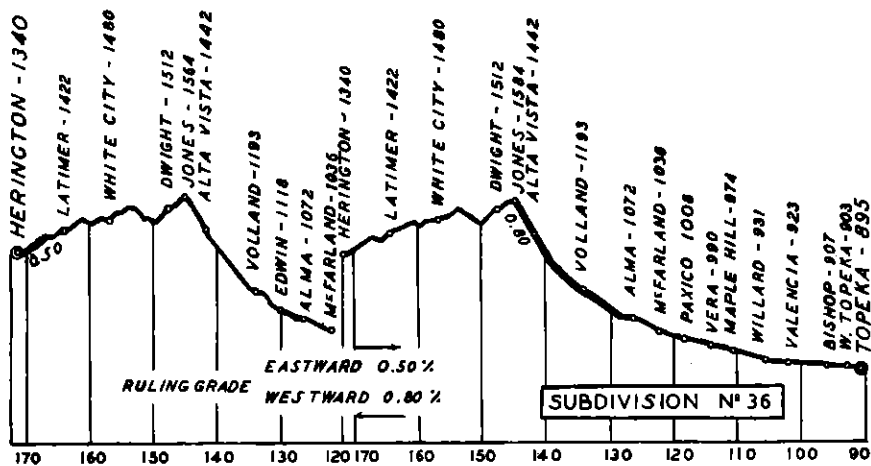


TABLE OF TRAIN SPEEDS

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