Company Surgeons	Location
T. L. HANSEN, Chief Surgeon	Chicago
J. M. L. JENSEN, Asst. Chief Surgeon	
J. W. MAY, Oculist and Aurist	
T. S. BOURKE, Division Surgeon and Examiner	Kansas City, Mo.
J. J. LALLY, Asst. Division Surgeon and Examiner	
F. S. CAREY, Division Surgeon	Kansas City, Kan.
H. L. REGIER, Asst. Division Surgeon, Examiner	
E. P. SERERES, Asst. Division Surgeon, Examiner	
J. G. EVANS, Asst. Division Surgeon	
C. E. HASSIG, Asst. Oculist and Aurist	
J. A. BILLINGSLEY, Oculist, Aurist	
JAMES E. BRESSETTE, Oculist	
DEAN SAUER, Local Surgeon	St. Louis, Mo.
A. S. STEINER, Oculist and Aurist	
M. F. HARMANN, Local Surgeon	
C. D. MAGEE	
W. PARKER	
J. O'CONNELL	Overland
W. R. HEWITT	University City
C. H. DENNY	Creve Coeur
H. V. WOODS	Independence
H. M. DENNY	Union
L. V. MURRAY	Pleasant Hill
A. E. CORDONIER, Local Surgeon	Troy, Kan.
E. YODER	Denton
GEO. M. EDMONDS	Horton
R. H. MOSER	Holton
B. M. MARSHALL, Dist. & Hosp. Surgeon-Examiner	Topeka
G. L. KERLEY, Asst. Dist. and Hosp. Surg. & Examiner	
W. W. REED, Oculist and Aurist	
C. A. NEWMAN, Asst. Div. Surgeon and Examiner	
J. W. CAVANAUGH, Asst. Division Surgeon	
P. M. POWELL, Asst. Division Surgeon and Examiner	
CLYDE S. SMITH	Valencia—Willard
E. B. McKNIGHT, Examiner	Alma
GEO. E. BRETHOUR	Dwight
J. E. BOWERS	White City
A. D. DANIELSON, Div. Surgeon and Examiner	Herington
J. O. GILLILAND, Asst. Div. Surgeon and Examiner	
F. S. DOZIER, Asst. Division Surgeon	
D. A. ANDERSON	Salina
A. E. RUEB	
C. A. SCHMIDT	Gerald, Mo.
C. A. BUNGE	Bland
R. H. SCHOENHALS, Ass't. Local Surgeon	Belle
R. M. KELLER	Owensville
GEO. H. SHIRLEY	Eugene
E. O. SHELTON, Surgeon and Examiner	Eldon
A. J. GUNN	Versailles
JACK GUNN	
H. M. WALL	Windsor
D. M. EUBANK	Raytown
K. RAWLINS	Holden
L. G. HEINS	Abilene
W. R. JONES	Canton
CLINTON R. LYTLE	McPherson
GUY E. FINKLE	
M. NUNEMAKER, Local Surgeon and Examiner	Hutchinson-Arlington
G. H. GRIEVE	Turon
V. W. FILLEY, Division Surgeon and Examiner	Pratt
F. G. FREEMAN, Ass't Div. Surgeon and Examiner	
W. D. PITTMAN, Oculist, Aurist and Examiner	
M. H. WALDORF, Jr.	Greenburg
J. R. BRADLEY	
V. B. DOWLEY	Dodge City
H. P. FINK	Bucklin
D. L. RICHARDSON	Mineola
J. C. ROBB	Fowler
R. M. DAUGHERTY	Meade
H. W. DAVIS	Plains
A. L. HILBIG, Division Surgeon and Examiner	Liberal
ROBERT F. BYRNE, Ass't Div. Surgeon and Examiner	
L. G. BLACKMER	Tyrone-Hooker
E. P. CAWLEY, Ass't Local Surgeon	Hooker
R. B. HAYES	Guyman
E. L. BUFORD, Ass't Local Surgeon	
W. N. OXLEY	Texhoma
HUSTON PEARSON	Stratford
VICTOR MOORE, Surgeon and Examiner	Dalhart
J. A. BLASCHKE, Local Surgeon	
J. C. GLENN, Local Surgeon	
M. M. THOMPSON	Logan
W. M. THAXTON	Tucumcari
I. RASCO, Consulting Surgeon and Examiner	Amarillo
R. D. GIST, Surgeon and Examiner	
A. E. WINSETT, Surgeon and Examiner	
R. KEYS, Surgeon and Examiner	
AUGUST J. STREIT, Oculist, Aurist and Examiner	
G. R. CHASE	
W. J. CAMPBELL	
J. C. JONES	Gruver
J. H. NELSON	Stinnett-Borger
O. J. RICHARDSON	Sunray-Dumas

See page 15 for hospitals

5000—RI-UP

Fred W. Jeffries

Chicago, Rock Island & Pacific Railroad

Rock Island

TIME TABLE

MISSOURI-KANSAS DIVISION

SECOND DISTRICT

No. 1

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

SUNDAY, SEPTEMBER 27, 1953

B. R. DEW,
Superintendent

J. H. LLOYD,
Ass't General Manager

E. E. FOULKS,
Gen'l Sup't Transportation

O. W. LIMESTALL,
General Manager

This Time Table for the exclusive use and guidance of Employes

THE GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

Westward — Main Line — Eastward

SECOND CLASS		FIRST CLASS	Capacity of Siding	Capacity of Other Tracks	Station Numbers	SUBDIVISION 34 STATIONS Time Table No. 1 September 27, 1953	M. P. from St. Louis	Signs	FIRST CLASS	SECOND CLASS	
71	73	23							24	72	74
Freight	Freight	Passenger							Passenger	Freight	Freight
Daily	Daily	Daily							Daily	Daily	Daily
— P.M. —	— A.M. —		.....	.....	.....	US....ST. LOUIS.:..... See T. T. Rule 16 .TO	.....	RYd			— P. M. — — A.M. —
8.00	6.00		.....	Yard	75000	6.9 QN. CARRIE AVE. YD....	.....	RFWT Yd			5.00 4.00
			.....	.....	.....	4.6 ..Easton Ave. Junction..	....	.....			
8.20	6.20		.....	.....	.....	3.1 .....R. I. JUNCTION.....	....	.....			4.32 1.40
			.....	.....	.....	0.1 ....StLB&T Crossing.... See T. T. Rule 3-a & 16a .UX	.....	.....			
8.30	6.30		63	89	23013	2.4 CK....LACKLAND..... .TO	12.8	Yd			4.22 1.22
8.35	6.35		.....	90	23015	2.9 .....MARYLAND HEIGHTS.....	15.7	Yd			4.10 1.10
8.40	6.40		41	.....	23018	2.3 .....VIGUS.....	18.0	Yd			4.00 1.04
8.48	6.48		.....	16	23024	5.5 .....HINE.....	23.5	.....			3.50 12.55
8.53	6.53		66	25	23027	3.3 CF.....CHESTERFIELD.....TO	26.8	.....			3.45 12.50
9.00	7.00		.....	15	23032	5.1 .....MONARCH.....	31.9	.....			3.32 12.36
9.03	7.03		47	2	23033	1.5 .....CENTAUR.....	33.4	.....			3.28 12.32
9.11	7.11		59	.....	23039	5.6 .....TAVERN ROCK.....	39.0	.....			3.18 12.22
9.13	7.13		.....	18	23040	0.9 .....ST. ALBANS.....	39.9	.....			3.16 12.20
9.30	7.30		53	4	23046	6.1 .....LABADIE.....	46.0	.....			— A.M. — 3.04 12.08
9.42	7.42		49	18	23051	5.2 .....VILLA RIDGE.....	51.2	.....			— P.M. — 2.54 11.58
9.58	7.58		50	95	23060	8.3 UN:.....UNION.....TO	59.5	W			2.37 11.43
10.12	8.12		48		23065	5.4 .....JEFFRIESBURG.....	64.9	.....			2.26 11.32
10.26	8.26		.....	15	23072	6.7 .....BEAUFORT.....	71.6	.....			2.15 11.22
10.32	8.32		75	17	23074	2.4 .....LESLIE.....	74.0	.....			2.10 11.16
10.58	8.58		42	39	23081	6.7 RA.....GERALD.....TO	80.7	.....			71 1.51 10.58
74 11.05	9.05		52	17	23085	4.0 RB.....ROSEBUD.....TO	84.7	.....			1.44 10.49
11.19	9.19		42	39	23092	6.8 OW.....OWENSVILLE.....TO	91.5	Yd			1.32 10.37
11.26	9.26		.....	15	23096	4.0 .....CANAAN.....	95.5	.....			1.25 10.31
11.34	9.34		75	50	23100	4.6 ND.....BLAND.....TO	100.1	.....			1.18 10.24
— P.M. — 11.42	9.42	— P.M. — 1.45	83	64	23105	5.1 X.....BELLE.....TO	105.2	WYYd	— P.M. — s 1.25		1.10 10.16
11.54	9.54	f 1.55	59		23111	5.6 .....SUMMERFIELD.....	110.8	.....	f 1.15		12.55 9.58
— P.M. — 12.01	10.01	f 2.02	.....	.....	23114	3.5 .....GASCONDY.....	114.3	.....	f 1.07		12.42 9.46
— A.M. — 12.10	10.10	s 2.08	31	24	23118	3.9 FR .....FREEBURG.....TO	118.2	.....	s 1.02		12.31 9.35
12.24	10.24	s 2.20	70	25	23125	6.9 KN.....ARGYLE.....TO	125.1	.....	s12.52		— P.M. — 12.18 9.23
12.43	10.43	s 2.38	41	20	23134	9.5 MA.....META.....TO	134.6	.....	s12.36		— A.M. — 11.54 8.53
12.58	10.58	2.50	.....	5	23143	8.2 .....HOECKER.....	142.8	.....	12.25		11.43 8.39
1.03	11.03	s 2.53	80	10	23145	1.9 .....HENLEY.....	144.7	.....	s12.22		11.39 8.34
1.13	11.13	s 3.01	44	16	23149	4.8 G.....EUGENE.....TO	149.5	.....	s12.14		11.30 8.25
1.23	11.23	f 3.09	44		23153	4.1 .....ETTERVILLE.....	153.6	.....	— P.M. — f12.06		73 11.23 8.17
1.38 A.M.	11.38 A.M.	3.20 P.M.		Yard	23160	6.3 DO .....ELDON.....#TO 164.2	159.9	RFWT Yd	— A.M. — 11.55 A.M.	11.10 A.M.	8.05 P.M.

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

FORM Y ORDERS AUTHORIZED

SIDING FOR FIRST CLASS TRAINS—Eldon, Mo. Track known as Old Caboose Track.

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

SUBDIVISION 35
STATIONS
Time Table No. 1
September 27, 1953

SECOND CLASS 73 Freight Daily	SECOND CLASS 71 Freight Daily	FIRST CLASS 23 Passenger Daily	Capacity of Sidings	Capacity of Other Tracks	Station Numbers		M. P. from St. Louis	Signs	FIRST CLASS 24 Passenger Daily	SECOND CLASS 72 Freight Daily	SECOND CLASS 74 Freight Daily
A.M. 11.50 – A.M.-24 –	A.M. 2.00	P.M. 3.30		Yard	23160	DO ELDON ❄TO	159.9	RFWT Yd	A.M.-73 11.40	A.M. 10.50	P.M. 7.45
						0.2					
			.....	.....		MoPac Crossing UX	160.1	.....			
						5.8					
12.05 P.M.	2.15	s 3.40	43	17	23166	BARNETT	165.9	.....	s11.30	10.38	7.32
						11.1					
12.20	2.30	s 3.56	72	134	23177	V VERSAILLES TO	177.0	.....	s11.15	10.20	7.15
						8.9					
12.36	2.46	s 4.10	52	26	23186	SR STOVER TO	185.9	.....	s11.00	10.01	7.00
						8.4					
12.51	3.01	4.22	51	.....	23194	CREST	194.3	.....	10.47	9.47	6.47
						4.5					
12.58	3.08	s 4.29	52	24	23199	NA COLE CAMP TO	198.8	.....	f10.40	9.37	6.37
						6.6					
1.07	3.17	s 4.38	50	16	23205	FA IONIA TO	205.4	.....	s10.27	9.27	6.27
						5.5					
1.15	3.25	f 4.46	.....	8	23211	BRANDON	210.9	.....	f10.19	9.16	6.16
						5.4					
1.22	3.37	s 4.59	88	100	23216	W WINDSOR TO	216.3	WYYd	s10.12	9.06	6.06
						4.4					
1.31	3.46	f 5.07	41	64	23221	BOWEN	220.7	Yd	f 9.59	8.56	5.56
						2.7					
1.37	3.52	g 5.12	.....	122	23223	NEW CASTLE	223.4	Yd	g 9.55	8.51	5.51
						3.6					
1.43	3.58	s 5.17	50	16	23227	N LEETON TO	227.0	.....	s 9.51	8.45	5.45
						2.6					
1.48	4.05	f 5.21	.....	16	23230	POST OAK	229.6	.....	f 9.47	8.40	5.40
						5.8					23
1.56	4.13	s 5.30	67	23	23235	CA CHILHOWEE TO	235.4	.....	s 9.39	8.30	5.30
		74				4.9					
2.03	4.20	f 5.37	.....	4	23240	DENTON	240.3	.....	f 9.31	8.22	5.22
						5.1					
2.10	4.29	f 5.45	51	8	23245	MEDFORD	245.4	.....	f 9.24	8.15	5.15
						7.6					
2.20	4.40	f 5.56	51	12	23253	HADSELL	253.0	.....	f 9.15	8.05	5.05
						9.5					
			.....	.....		MoPac Crossing	262.5	.....			
						0.4					
2.34	4.56	s 6.11	66	35	23263	SA PLEASANT HILL TO	262.9	WYd	s 9.03	7.45	4.45
						5.8					
2.42	5.06	f 6.20	64	26	23268	GREENWOOD	268.7	.....	f 8.53	7.26	4.26
						3.3					
2.47	5.11	6.25	51	10	23272	SOUTH LEE	272.0	.....	8.49	7.21	4.21
						5.5					
2.55	5.21	6.32	51	.....	23277	VALE	277.5	.....	8.41	7.09	4.09
						5.2					
3.05	5.32	s 6.40	91	35	23281	WN RAYTOWN TO	282.7	.....	s 8.34	7.00	4.00
						6.6					
3.14	5.42	6.50	.....	.....	23287	LEEDS JUNCTION (See T.T. 16b and 16d.)	288.3	R	8.24	6.45	3.45
						7.2					
		7.15 P.M.	.....	.....	60054	US KANSAS CITY, MO. TO	295.5	R	8.00 A.M.		
						2.5					
4.00 P.M.	7.00 A.M.		.....	Yard	60055	KANSAS CITY, KAN. ❄	298.0	RFWT Yd		6.00 A.M.	3.00 P.M.
						138.1					

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 43 Passenger Daily	3 Golden State Daily	507 Twin Star Rocket Daily	509 Texas Rocket Daily	39 Passenger Daily	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 36 STATIONS Time Table No. 1 September 27, 1953	Station Numbers	Signs	M. P. from St. Joseph	FIRST CLASS 508 Twin Star Rocket Daily	40 Passenger Daily	510 Texas Rocket Daily	44 Passenger Daily	4 Golden State Daily
P.M. *11.30*	P.M. *11.00*	P.M. *9.45*	A.M. *8.50*	A.M. *8.00*	.....	.....	KANSAS CITY, MO...US (25) See T.T. Rule 16a.	.....	60054	RFW TY	.....	A.M. *8.40*	P.M. *6.15*	P.M. *7.50*	P.M. *10.35*	A.M. *1.25*
s11.37 — P.M. —	11.05 — P.M. —	g 9.50	s 8.55	8.06	.....	.....	KANSAS CITY, KANS. (659) See T.T. Rule 16a.	..#.	60055	.....	.....	g 8.28	6.04	s 7.38	f10.15	1.11 — A.M. —
12.52 — A.M. —	12.11 — A.M. —	10.53	10.06	9.16	.....	.....	ST. JOSEPH LINE JCT... (06)	....		.....	89.3	7.20	4.45	6.22	8.53	12.01 — P.M. —
12.54	12.14	10.55	10.08	9.18	175 E	Yard	...TOPEKA YARD...B.... (110)	#.TO	588	RFW YYd	90.5	7.19	4.43	6.21	8.51	11.59
f 1.08	12.27	11.06	10.20	9.31	147	18	.....VALENCIA..... (38)	...P	600	.....	101.5	7.09	4.30	6.11	f 8.37	11.47
f 1.15	12.32			9.35	.....	17	.....WILLARD..... (51)	...P	604	.....	105.3				f 8.32	
s 1.25	12.37	11.14	10.28	9.40	126E 96W	71	....MAPLE HILL....RH.. (38)	.TO	609	.....	110.4	7.02	4.21	6.04	s 8.25	11.38
					.....	13	.....VERA..... (40)	...P	613	.....	114.2					
s 1.37	12.44	11.21	10.34	9.48	.....	37	.....PAXICO.....CA.. (38)	.TO	617	.....	118.2	6.55	4.13	5.57	s 8.12	11.31
s 2.00 2.25	12.49	11.25	10.38	9.53	122W 70 E	Yard	....McFARLAND.....FA...	TO #	621	RFW YYd	122.0	6.51	4.09	5.53	s 8.05 7.55	11.27
s 2.35	12.54	11.30	10.42	9.57	46 E	42	.....ALMA.....U.... (43)	.TO	625	.....	126.3	6.47	4.04	5.49	s 7.40	11.23
f 2.48	1.03	11.37	10.49	10.06	93 E 130W	14	.....VOLLAND.....FN.. (75)	...P	632	.....	133.8	6.40	3.56	5.42	f 7.28	11.15
s 3.04	1.15	11.45	10.58	10.16	.....	101	....ALTA VISTA....VA.. (80)	.TO	640	.....	141.8	6.32	3.47	5.34	s 7.17	11.07
3.10	1.19	11.48	11.01	10.19	93 E 93W	.....	.....JONES..... (29)	...P	643	.....	144.7	6.29	3.44	5.31	7.11	11.04
s 3.20	1.22	11.51	11.04	10.22	.....	31	.....DWIGHT.....DW. (30)	.TO	646	.....	147.7	6.26	3.41	5.28	s 7.08	11.02
					.....	.....	....MKT Crossing....WY. (83)	.TO		.....	156.2					
s 3.39	1.33	11.59 P.M.	11.12	10.31	130E 120W	48	....WHITE CITY....WT. (05)	....	655	.....	156.7	6.18	3.32	5.20	s 6.55	10.54
f 3.49	1.40	12.06 — A.M. —	11.18	10.38	.....	22	.....LATIMER..... (71)	...P	662	.....	163.8	6.11	3.24	5.14	f 6.45	10.47
					.....	.....	...MoPac Crossing..... (75)	....		.....	171.3					
s 4.10 A.M.	s 1.55 A.M.	s12.25 A.M.	s11.35 A.M.	s10.55 A.M.	.....	Yard	.....HERINGTON.....RI... (01) 150 4	#TO	670	RFTW YYd	171.4	6.03 A.M.	3.15 P.M.	5.05 P.M.	6.35 P.M.	10.39 P.M.

M. P. 89—M. P. 171-45, Signal Indications, rules 450-453 in effect.

TWO MAIN TRACKS, AUTOMATIC BLOCK SIGNALS

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

Nos. 39 and 40 receive and discharge Lawrence to and from Davenport or beyond, Hutchinson and regular stop points west of Hutchinson, except California points.

No. 44 Lawrence discharge from points on Clay Center Line, Herington or beyond, except from California and No. 43 Lawrence to receive for points on Clay Center Line regular stop points in Kansas and all points beyond Tucumcari, except California.

Nos. 509 and 510 receive and discharge Lawrence, for and from south of Herington, Des Moines or beyond.

Passenger trains handling conventional type equipment will not exceed 70 MPH, except No. 509 and 510 only, when handling conventional type passenger equipment are authorized to operate at passenger train speeds, not exceeding 79 MPH.

Nos. 507 and 508 receive and discharge Kansas City, Kansas to and from any point where scheduled to stop.

Nos. 507 and 508 Lawerence receive and discharge revenue passengers to or from Des Moines or beyond and to or from Wichita or beyond.

Westward — Freight Trains (Information Only) — Eastward

		291 Freight Daily	95 Freight Daily	73 Freight Daily	91 Freight Daily	93 Freight Daily		74 Freight Daily	96 Freight Daily	98 Freight Daily	92 Freight Daily	94 Freight Daily		
		P.M. 10.00	P.M. 8.30	P.M. 6.30	P.M. 12.15	A.M. 11.50 — A.M. —	.....ARMOURDALE YARD.....	A.M. 11.30	P.M. 7.30	P.M. 9.30	P.M. 11.00	A.M. 4.00		
		11.45 — P.M. —	10.20	8.30	1.50	1.40 — P.M. —	.....TOPEKA YARD.....	8.45	5.00	7.00	8.30	1.45 — A.M. —		
		12.45 — A.M. —	11.15 — P.M. —	9.30 — P.M. —	3.00	2.30	.....McFARLAND.....	7.45 — A.M. —	3.30	5.30	7.30	12.45 — P.M. —		
		2.45 A.M.	1.15 A.M.		5.00 P.M.	4.35 P.M.	.....HERINGTON.....		2.00 P.M.	4.00 P.M.	6.15 P.M.	11.30 P.M.		

Westward — Main Line — Eastward

SUBDIVISION 39
STATIONS
Time Table No. 1
September 27, 1953

Westward SECOND CLASS 91 Freight Daily	Westward SECOND CLASS 291 Freight Daily	Westward FIRST CLASS 39 Passenger Daily	Westward FIRST CLASS 43 Passenger Daily	Westward FIRST CLASS 3 Golden State Daily	Station Numbers	Capacity of Sidings	Capacity of Other Tracks			M. P. from St. Joseph	Distance from Herington	Signs	Eastward FIRST CLASS 40 Passenger Daily	Eastward FIRST CLASS 44 Passenger Daily	Eastward FIRST CLASS 4 Golden State Daily	Eastward SECOND CLASS 92 Freight Daily	Eastward SECOND CLASS 94 Freight Daily
P.M. 5.40	A.M. 3.30	A.M. 11.05	A.M. 4.30	A.M. 2.00	670	....	Yard	RI...	HERINGTON ... ❋TO	171.4	.....	RYdFWTY	s 3.05	s 6.15	s10.35	P.M. 5.15	P.M. 10.15
6.00 (44)	3.40	11.11	4.37	2.06	675	102	.....	.....	RISHEL (4.4) P	175.8	4.4	.....	2.49	6.00 (91)	10.23	4.00	8.46
					...	....	.....	.....	AT&SF Crossing (1.7)	177.5	6.1	.....					
6.10	3.50	11.15	s 4.44	2.11	678	125	16	MA..	RAMONA (2.0) TO	179.5	8.1	.....	2.44	f 5.54	10.19	3.53	8.40
6.18	4.00	11.22	s 4.52	2.17	684	92	46	HA..	TAMPA (6.2) TO	185.7	14.3	.....	2.38	f 5.46	10.13	3.43	8.30
6.28	4.10	11.29	s 4.59	2.23	690	92	37	DK..	DURHAM (6.1) TO	191.8	20.4	.....	2.32	f 5.38	10.07	3.33	8.20
6.36	4.20	11.37	5.07	2.30	697	88	6	.....	WALDECK (6.6) P	198.4	27.0	.....	2.25	5.31	10.01	3.23	8.10
6.44	4.30	11.45	s 5.14	2.36	703	96	25	CN..	CANTON (5.4) TO	204.8	33.4	W	2.19	f 5.24	9.55	3.12	8.00
6.51	4.40	11.51	s 5.21	2.41	709	115	40	GA..	GALVA (5.9) TO	210.7	39.3	.....	2.13	f 5.18	9.49	2.57	7.50
					....	....	.....	.....	AT&SF Crossing (4.0)	214.7	43.3	.....					
6.59	4.50	f11.58 A.M.	s 5.33	g 2.48	716	125	288	MC..	McPHERSON (2.0) ❋TO	216.7	45.3	YdW	f 2.07	s 5.11	g 9.42	2.45	7.40
					....	....	.....	.....	MoPac Crossing (2.0)	219.3	47.3	.....					
7.08	5.02	12.06 P.M.	f 5.41	2.55	723	92	27	.....	GROVELAND (5.0) P	224.3	52.3	.....	1.59	g 4.56	9.36	2.29	7.28 (91)
7.20 (94)	5.12	12.11	s 5.49	3.00	728	102	34	QN..	INMAN (5.1) TO	229.4	57.4	W	1.54	f 4.50	9.31	2.20	7.20
					....	....	.....	.....	SL-SF Crossing (6.7)	236.1	64.1	.....					
7.28	5.23	12.18	f 5.57	3.06	734	92	52	.....	MEDORA (0.0) P	236.1	64.1	.....	1.46	g 4.40	9.24	2.11	7.08
7.38	5.33	12.24	6.04	3.12	741	81	71	.....	SLADE (6.3) P	242.4	70.4	Yd	1.39	4.31	9.18	2.03	6.56
					....	....	.....	.....	AT&SF Crossing (1.2) P	243.6	71.6	.....					
7.43	5.39	12.27	6.07	3.15	743	101	Yard	.....	EAST HUTCHINSON (0.8)	244.4	72.4	Yd	1.36	4.28	9.15	1.59	6.51
					....	....	.....	.....	MoPac Crossing (0.5)	244.9	72.9	.....					
7.48	5.44	s12.35	s 6.31	s 3.20	744	87	Yard	SU..	HUTCHINSON ... ❋TO (0.5)	245.4	73.4	YdFW	s 1.33	s 4.25	s 9.12	1.56	6.46
					....	....	.....	.....	MoPac Crossing (0.6) UX	246.0	74.0	.....					
					....	....	.....	.....	AT&SF Crossing (0.6) UX	246.6	74.6	.....					
7.54	5.49	12.40	6.36	3.24	746	183	Yard	.....	MORTON (0.9) P	247.5	75.5	YdY	1.25	4.03	9.05	1.51	6.41
8.00	5.54	12.43	6.40	3.27	749	262	17	.....	WHITESIDE (3.0) P	250.5	78.5	.....	1.22	3.59	9.02	1.46	6.36
8.08	6.03	12.48	s 6.47	3.33	754	92	26	GR..	PARTRIDGE (5.3) TO	255.8	83.8	.....	1.17	f 3.54	8.57	1.39	6.28
8.17	6.13	12.54	s 6.55	3.40	761	90	30	RT..	ARLINGTON (6.6) TO	262.4	90.4	.....	1.10	f 3.46	8.51	1.30	6.19
8.43 (4)	6.25	1.02 (40)	s 7.05	3.48	770	92	23	NO..	LANGDON (8.7) TO	271.1	99.1	.....	1.02 (39)	f 3.36	8.43 (91)	1.20	6.09
8.52	6.35	1.11 (92)	s 7.13	3.55	776	102	27	KO..	TURON (6.4) TO	277.5	105.5	W	12.56	f 3.27	8.37	1.11 (39)	6.00
					....	....	.....	.....	MoPac Crossing (0.3)	277.8	105.8	.....					
9.02	6.46	1.19	s 7.22	4.03	784	98	31	RS..	PRESTON (7.6) TO	285.4	113.4	.....	12.49 (92)	f 3.17	8.29	12.49 (40)	5.49
					....	....	.....	.....	MoPac Crossing (0.3) UX	285.7	113.7	.....					
9.10	6.56	1.27	f 7.29	4.10	791	102	22	.....	NATRONA (6.4) P	292.1	120.1	.....	12.42	g 3.08	8.23	12.29	5.39
9.25 P.M.	7.15 A.M.	s 1.35 P.M.	s 7.55 A.M.	s 4.23 A.M.	797		Yard	N....	PRATT (5.9) ❋TO	298.0	126.0	RYdF WT	12.35 P.M.	3.00 P.M.	8.15 P.M.	12.20 P.M.	5.30 P.M.

AUTOMATIC BLOCK SIGNALS MP 171.4 to MP 298.0 Rules 350-356

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 at Old Freight House.

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 MPH.

No. 3 McPherson receive Pullman passengers for Tucumcari or beyond, revenue coach passengers for California points. Discharge Pullman passengers from Kansas City or beyond and coach passengers from Englewood and Chicago.

No. 39 discharge revenue passengers from Topeka and east and receive revenue passengers Tucumcari and beyond.

No. 4 discharge Pullman passengers from El Paso and west. Receive for Englewood and Chicago. Discharge Coach passengers from California points.

No. 40 receive revenue passengers Topeka and beyond and discharge revenue passengers from Tucumcari and beyond.

No. 44 stop Natrona, Medora, Groveland for passengers or head end traffic.

No. 44 stop at flag stations for passengers only.

Westward — Main Line — Eastward

SUBDIVISION 40
STATIONS
Time Table No. 1
September 27, 1953

Westward SECOND CLASS 91 Freight Daily	Westward SECOND CLASS 291 Freight Daily	Westward FIRST CLASS 39 Passenger Daily	Westward FIRST CLASS 43 Passenger Daily	Westward FIRST CLASS 3 Golden State Daily	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs		M. P. from St. Joseph	Distance from Pratt	Signs	Eastward FIRST CLASS 40 Passenger Daily	Eastward FIRST CLASS 44 Passenger Daily	Eastward FIRST CLASS 4 Golden State Daily	Eastward SECOND CLASS 92 Freight Daily	Eastward SECOND CLASS 94 Freight Daily
P.M. 10.30	A.M. 7.45	P.M. 1.45	A.M. 8.05	A.M. 4.28	797	....	Yard	N....	PRATT ✻TO	298.0	.....	RYdF WT	P.M. s12.30	P.M. s 2.50	P.M. s 8.10	A.M. 11.50	P. M. 5.00
									4.6								
10.45	7.55	1.52	8.12	4.36	802	102	.....	.....	SMALLEY P	302.6	4.6	.....	12.09	2.37	8.00	11.16	4.08
									4.5				P.M.				
10.53	8.02	1.56	g 8.18	4.40	806	71	41	CU..	CULLISON TO	307.1	9.1	.....	12.04	s 2.32	7.56	11.09	4.01
									7.1				A.M.				
11.03	8.11	2.03	g 8.26	4.47	813	92	35	WF..	WELLSFORD TO	314.2	16.2	.....	11.56	s 2.24	7.50	10.58	3.52
									4.4								
11.10	8.18	2.07	g 8.32	4.51	817	125	27	HD..	HAVILAND TO	318.6	20.6	.....	11.51	s 2.18	7.46	10.52	3.45
									5.4					39			
11.18	8.26	2.12	8.39	4.56	823	92	22	.....	BRENHAM P	324.0	26.0	.....	11.46	2.12	7.41	10.45	3.38
		44							4.6								
11.28	8.34	2.17	s 8.48	5.00	827	92	91	GB..	GREENSBURG ✻TO	328.6	30.6	W	11.41	s 2.02	7.37	10.38	3.31
									5.5								
11.36	8.42	2.22	8.55	5.05	832	71	34	.....	JOY P	334.1	36.1	.....	11.35	1.54	7.31	10.31	3.24
									4.8								
11.43	8.50	2.27	g 9.03	5.10	837	92	35	MU..	MULLINVILLE TO	338.9	40.9	.....	11.30	s 1.49	7.27	10.24	3.17
									9.0								
11.55 P.M.	9.02	2.35	s 9.15	5.18	846	125n 70s	142	BU..	BUCKLIN ✻TO	347.9	49.9	YdFWY	11.21	s 1.39	7.19	10.11	3.06
									7.1								
12.05 A.M.	9.11	2.42	g 9.25	5.24	854	92	27	KG..	KINGSDOWN TO	355.0	57.0	.....	11.13	s 1.29	7.13	10.01	2.58
									7.8							43-291	39
12.22	9.35 43-92	2.49 94	g 9.35 92-291	5.31	861	92	37	BM..	BLOOM TO	362.8	64.8	.....	11.05	s 1.21	7.07	9.35	2.49
									7.2								
12.35	9.50	2.56	s 9.45	5.37	869	92	67	MI..	MINEOLA ✻TO	370.0	72.0	W	10.58	s 1.12	7.01	9.20	2.32
									6.0								
12.43	9.59	3.02	9.52	5.42	875	71	.....	.....	ADVANCE P	376.0	78.0	.....	10.52	1.05	6.56	9.12	2.24
									4.8								
12.49	10.06	3.07	s10.00	5.46	879	92	77	F....	FOWLER TO	380.8	82.8	.....	10.47	s 1.00	6.52	9.05	2.16
									10.2				291				
1.02	10.36 40	3.16	s10.15	5.54	890	92	89	M...	MEADE ✻TO	381.0	93.0	W	10.36	s12.47	6.44	8.49	1.59
									5.5				43				
1.10	10.50	3.23	g10.28 40	5.59	896	123	10	.....	MISSLER P	396.5	98.5	.....	10.28	f12.37	6.39	8.40	1.50
									9.9								
1.23	11.02	3.32	g10.40	6.07	905	92	95	Q....	PLAINS TO	406.4	108.4	W	10.19	s12.27	6.31	8.27	1.37
									7.1								
1.33	11.11	3.39	g10.49	6.13	912	92	47	KM..	KISMET TO	413.5	115.5	.....	10.12	s12.19	6.25	8.16	1.27
									9.3								
1.45	11.23	3.48	11.00	6.22	925	92	17	.....	HAYNE P	422.8	124.8	.....	10.03	12.09	6.15	8.00	1.14
									7.8								
2.45 A.M.	11.50 A.M.	s 3.55 P.M.	s11.20 A.M.	s 6.35 A.M.	933	....	Yard	RA..	LIBERAL ✻TO	430.6	132.6	RYdF WY	9.55 A.M.	12.01 P.M.	6.08 P.M.	7.50 A.M.	1.00 P.M.
									132.6								

AUTOMATIC BLOCK SIGNALS MP 298.0 to MP 430.6 Rules 350-386

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 at Old Freight House.

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

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 MPH.

No. 43 receive or discharge passengers.

Westward — Main Line — Eastward

SUBDIVISION 41
STATIONS
Time Table No. 1
September 27, 1953

Westward SECOND CLASS 291 Freight Daily	Westward SECOND CLASS 91 Freight Daily	Westward FIRST CLASS 39 Passenger Daily	Westward FIRST CLASS 43 Passenger Daily	Westward FIRST CLASS 3 Golden State Daily	Capacity of Other Tracks	Capacity of Sidings	Station Numbers		M. P. from St. Joseph	Distance from Liberal	Signs	Eastward FIRST CLASS 40 Passenger Daily	Eastward FIRST CLASS 44 Passenger Daily	Eastward FIRST CLASS 4 Golden State Daily	Eastward SECOND CLASS 92 Freight Daily	Eastward SECOND CLASS 94 Freight Daily
P.M. 12.25 (94)	A.M. 3.15	P.M. 4.05	A.M. 11.33	A.M. 6.40	Yard	...	933	RA..	434.2	.....	RYdF WY	A.M. s 9.50	A.M. s11.50 (43)	P.M. s 6.03	A.M. 7.20	P.M.-291 12.25 P.M.
12.40	3.25	4.11	11.40 (44)	6.47	....	71	939	.....	440.0	5.8	.....	9.35	11.40	5.57	7.00 (3)	12.01 A.M.-43-
12.50	3.32	4.15	s11.50 A.M.-94	6.51 (92)	37	125	943	RO..	444.0	9.8	.....	9.31	s11.32	5.54	6.51	11.50
					....	....	.....	....								
1.05	3.47	4.25	s12.04 P.M.	7.01	79	92	953	KR..	453.1	18.9	.....					
1.20	4.04	4.34	f12.14	7.10	25	119	963	.....	454.3	20.1	W	9.21	s11.19	5.45	6.26	11.32
1.35	4.18	g 4.43	s12.32	7.20	140	111	972	GO..	464.6	30.4	.....	9.11	f11.05	5.37	6.11	11.18
1.44	4.27	4.50	12.40	7.26	....	51	978	.....	473.6	39.4	.....	g 9.01	s10.52	5.29	5.57	11.05
1.51	4.34	4.54	s12.50	7.30	27	92	983	FM..	479.9	45.7	.....	8.54	10.40	5.22	5.47	10.57
2.06	4.51	5.10 (4)	s 1.05	7.39	146	E 71 W 125	993	HM..	484.1	49.9	W	8.50	s10.34	5.18	5.40	10.51
2.21	5.11 (92)	5.20	g 1.15	7.48	22	92	1003	.....	494.3	60.1	WY	8.40	s10.21	5.10 (39)	5.25	10.38
2.35	5.25	5.30	s 1.30	7.57	88	92	1013	DF..	504.3	70.1	.....	8.30	f10.08	5.02	5.11 (91)	10.25
					....	....	.....	.....	514.2	80.0	W	8.20	s 9.58	4.53	4.59	10.13
2.45	5.33	5.36	1.38	8.02	....	71	1020	.....	514.7	.....	.....					
2.55	5.41	5.42	f 1.46	8.07 (40)	45	92	1025	.....	520.0	85.8	.....	8.13 (3)	9.48	4.47	4.51	10.05
3.03	5.48	5.47	1.52	8.11	3	75	1030	.....	526.0	91.8	.....	8.07	f 9.41	4.42	4.42	9.57
3.12	5.55	5.52	g 1.59	8.16	19	125	1035	.....	530.9	96.7	.....	7.57	9.34	4.38	4.35	9.50
3.18	6.01	5.56	2.06	8.20	....	92	1039	.....	536.1	101.9	.....	7.51	f 9.27	4.34	4.28	9.43
4.15 P.M.-4	6.25 A.M.	s 6.05 P.M.	s 2.35 P.M.	s 8.29 A.M.	Yard	...	1044	WR..	540.0	105.8	.....	7.46	9.22	4.30	4.23	9.38
									545.4	111.2	RYd FWTY	7.40 A.M.	9.15 A.M.	4.24 P.M.-291	4.15 A.M.	9.30 A.M.

AUTOMATIC BLOCK SIGNALS MP 434.2 to MP 545.4 Rules 350-356

LIBERAL, KANS. ✻TO — 5.8 — STONE, OKLA. P — 4.0 — TYRONE TO — 9.1 — BM&E Crossing UX — 1.2 — HOOKER TO — 10.3 — OPTIMA P — 9.0 — GUYMON ✻TO — 6.3 — JUNIOR P — 4.2 — GOODWELL TO — 10.2 — TEXHOMA, OKLA. TO — 10.0 — STEVENS, TEX. P — 9.9 — STRATFORD ✻TO — 0.5 — P&SF Crossing — 5.3 — BRICKEL P — 6.0 — CONLEN P — 4.9 — IRWIN P — 5.2 — CHAMBERLIN P — 3.9 — HITT P — 5.4 — DALHART ✻TO — 111.2

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.

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 M. P. H.

No. 43 receive or discharge passengers.

Nos. 39 and 40 receive and discharge from and to points west of Tucumcari and Kansas City and east.

Westward — Main Line — Eastward

SUBDIVISION 42
STATIONS
Time Table No. 1
September 27, 1953

SECOND CLASS		FIRST CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers			M. P. from St. Joseph	Distance from Dalhart	Signs	FIRST CLASS			SECOND CLASS	
291	91	39	43	3									40	44	4	94	92
Freight	Freight	Passenger	Passenger	Golden State									Passenger	Passenger	Golden State	Freight	Freight
Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily
P.M.	A.M.	P.M.	P.M.	A.M.									A.M.–91	A.M.	P.M.	A.M –91	A.M
5.15	7.45 (40–94)	6.15	3.05	8.33	Yd	....	1044	WR..	....DALHART... ✻TO	545.4	....	RYdF WTY	s 7.35	s 8.55	s 4.20	7.45	2.45
					....	....	.....	.....	0.1 ...FW&DC Crossing...	545.5	0.1	.....					
5.30	7.54	6.22	3.14	8.40 (44)		92	1049	.....	4.9 ....WAGNER.....P	550.4	5.0	.....	7.23 (94)	8.40 (3)	4.12	7.23 (40)	2.08
5.40	8.02	6.27	g 3.25	8.45	24	92	1054	.....	4.7 .....REHM.....P	555.1	9.7	.....	7.18	f 8.22 (91)	4.08	7.14	2.01
5.50	8.15 (44)	6.33	3.33	8.51	...	71	1059	.....	5.7 ..... KING.....P	560.8	15.4	.....	7.12	8.15	4.03	7.06	1.53
6.00	8.32	6.39	f 3.41	8.57	17	125	1065	....	5.8 ..MIDDLEWATER....P	566.6	21.2	W	7.06	f 8.08	3.58	6.58	1.45
6.06	8.43	6.43	3.54 (4)	9.01	....	71	1069	....	3.9 .....LANE.....P	570.5	25.1	.....	7.02	8.03	3.54 (43)	6.51	1.38
6.20	8.53	6.52	s 4.06	9.09	25	108	1077	RM	7.9 .....ROMERO.....TO	578.4	33 0	.....	6.54	s 7.55	3.47	6.40	1.27
6.30	9.01	6.58	4.16	9.15	3	61	1083	....	6.0 ....EXIT, TEX.....P	584 4	39.0	.....	6.48	7.49	3.42	6.31	1.18
6.40	9.22 (3)	7.05	s 4.34	9.22 (91)	46	119	1089	UN	6 4 .NARAVISA, N. M. TO	590 8	45.4	W	6.41	s 7.42	3.36	6.21	1.08
6.55	9.37	7.13	f 4.44	9.30	12	92	1096	....	8.1 .....OBAR.....P	598.9	53.5	.....	6.33	f 7.33	3.29	6.09	12.55
7.05	9.50	7.19	4.54	9.36	14	92	1103	....	5.6 ..SAND SPRINGS.....P	604.5	59.1	.....	6.27	7.26	3.23	5.59	12.45
7.15	10.00	7.25	5.02	9.42	....	62	1109	....	5.5 .....CANODE.....P	610.0	64 6	.....	6.22	7.20	3.18	5.49	12.35
7.24	10.10	7.31	s 5.19	9.48	40	107	1114	OA..	5 3 .....LOGAN.....TO	615.3	69 9	W	6.16	s 7.14	3.13	5.39	12.25
7.40 (39)	10.20	7.40 (291)	5.30	9.56	....	92	1120	.....	6.0 .....MATER.....P	621.3	75.9	.....	6.10	7.06	3.07	5.29	12.15
7.48	10.30	7.45	5.38	10.01	26	69	1124	.....	4.5 .....HUDSON.....P	625.8	80.4	.....	6.05	7.01	3.03	5.23	12.09 A.M.
7.58	10.45 A.M.	7.51	5.45	10.07	....	108	1129	.....	5.7 .....ADBERG.....P	631 5	86 1	.....	5.59	6.55	2.57	5.15	12.01 P.M.
10.15 P.M.	12.15 P.M.	s 8.05 P.M.	s 6.00 P.M.	s10.16 A.M.	Yd	....	1137	XN..	7.0 ...TUCUMCARI....TO 93.1	638.5	93.1	RYdF WTY	5.50 A.M.	6.45 A.M.	2.49 P.M.	5.00 A.M.	11.45 P.M.

AUTOMATIC BLOCK SIGNALS MP 545.4 to MP 638.5 Rules 350-356

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

No. 43 receive or discharge passengers.

PASSENGER TRAINS HANDLING CONVENTIONAL TYPE EQUIPMENT WILL NOT EXCEED 70 M.P.H.

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

Westward — Main Line — Eastward

SUBDIVISION 4
STATIONS
Time Table No. 1
September 27, 1953

SECOND CLASS		FIRST CLASS									FIRST CLASS		SECOND CLASS		
		991		111	Capacity of Other Tracks	Capacity of Sidings	Station Numbers		M. P. from Memphis	Distance from Amarillo	Signs	112		994		
		Freight		Passenger								Passenger		Freight		
		Daily		Daily								Daily		Daily		
		A. M. 8.30		P. M. 4.25	Yard	....	27762	VN.....AMARILLO.....TO	761.6	.....	RYdFWY	s A. M. 9.15		A. M. 9.50		
								6.4				991				
		8.56		f 4.39	.....	71	27768	.....SONCY.....	768.0	6.1	.....	f 8.56		9.36		
		112						6.8								
		9.05		s 4.49	36	....	27775	.....BUSHLAND.....	774.8	13.2	W	f 8.47		9.26		
								8.1						991		
		9.16		s 5.00	47	30	27783	WO.....WILDORADO.....TO	782.9	21.3	.....	f 8.37		9.16		
		994						7.5								
		9.26		5.10	32	....	27789	.....EVERETT.....	790.4	28.8	.....	8.28		8.27		
								5.5								
		9.34		s 5.25	82	58	27796	GA.....VEGA.....TO	795.9	34.3	W	s 8.20		8.19		
								7.7								
		9.45		5.36	19	....	27804	.....LANDERGIN.....	803.6	42.0	.....	8.09		8.08		
								6.1								
		9.54		s 5.48	58	52	27810	DR.....ADRIAN.....TO	809.7	48.1	.....	s 8.01		7.59		
								4.0								
		10.00		5.55	19	....	27813	.....GRUHLKEY.....	813.7	52.1	.....	7.54		7.52		
								8.7				994		112		
		10.18		f 6.09	7	48	27821	.....BOISE.....	822.4	60.8	W	f 7.40		7.40		
								10.8								
		10.38		s 6.25	13	51	27833	GN.....GLENRIO, TEX.....TO	833.2	71.6	.....	f 7.28		7.10		
								4.6								
		10.45		s 6.34	15	....	27838	.....ENDEE, N. MEX.....	837.8	76.2	.....	f 7.20		7.02		
								8.4								
		10.58		s 6.47		....	27846	.....BARD.....	846.2	84.6	.....	f 7.09		6.49		
								4.9								
		11.08		s 6.59	22	51	27851	SJ.....SAN JON.....TO	851.1	89.5	.....	s 7.01		6.41		
								14.9								
		11.30		f 7.16	.....	51	27866	.....LESBIA.....	866.0	104.4	.....	f 6.43		6.18		
		A. M.						9.0								
		12.30 P. M.		s 7.30 P. M.	Yard	....	1137	XN.....TUCUMCARI.....TO	875.0	113.4	RYdFWTY	6.30 A. M.		6.00 A. M.		
								113.4								

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.

Westward — Liberal-Amarillo Line — Eastward

SUBDIVISION 7

STATIONS

Time Table No. 1

September 27, 1953

SECOND CLASS 997 Freight Daily	Capacity of Other Tracks	Capacity of Sidings	Station Numbers		M. P. from Amarillo	Signs	SECOND CLASS 998 Freight Daily
A.M. 1.00	Yard	.....	933	RA.....LIBERAL, KANS.....✻TO	153.2	RYdFWY	P.M. 4.45
				12.9			
	.....	.....	.....	.....BM&E Crossing.....UX	.....	.....	
				0.0			
1.30	44	51	87140	.....BAKER, OKLA.....	140.3	.....	4.11
				8.5			
1.50	33	51	87132	.....ADAMS.....	131.8	.....	3.53
				13.5			
2.25	46	51	87118	HS.....HARDESTY, OKLA.....TO	118.3	.....	3.20
				10.4			
2.50	86	63	87108	HN.....HITCHLAND, TEX.....TO	107.9	W	2.50
				7.8			
3.15	20	51	87100	.....BERNSTEIN.....	100.1	.....	2.25
				9.4			
3.40	148	51	87091	GU.....GRUVER.....TO	90.7	YdW	2.00
				8.9			
4.05	.....	49	87082	.....CATOR.....	81.8	.....	1.15
				6.4			
4.35	86	51	87075	MB.....MORSE.....TO	75.4	RYdW	1.00
				1.0			
4.37	.....	.....	.....	.....ROCK ISLAND JCT.....	74.4	Yd	12.34
				0.5			
4.39	.....	.....	87074	.....MORSE JCT.....	73.8	YdY	12.30
				0.4			
	.....	.....	.....	.....WYE SWITCH.....	73.2	Y	
				6.2			P.M.
4.55	30	51	87067	.....PRINGLE.....	67.3	Yd	12.15
				9.8			A.M.
5.25	65	51	87057	FN.....STINNETT.....TO	57.5	YdWY	11.50
				8.5			
5.45	18	16	87049	.....OIL CITY.....	49.0	Yd	11.25
				3.1			
6.00	.....	44	87046	.....ANTELOPE.....	45.9	Yd	11.05
				2.1			
6.50	174	40	87043	RD.....SANFORD.....TO	43.8	YdFWY	10.55
				6.5			
7.15	165	86	87037	FH.....FRITCH.....TO	37.3	Yd	10.05
				3.8			
7.25	12	.....	87032	.....DEAL.....	33.5	.....	9.50
				4.6			
7.40	9	59	87029	.....WILHELM.....	28.9	.....	9.40
				9.8			
8.05	.....	51	87019	.....MASTERSON.....	19.1	.....	9.20
				5.9			
8.25	17	.....	87013	.....ST. FRANCIS.....	13.2	Y	9.05
				6.4			997
8.50 998	.....	48	87005	.....MAYER.....	6.8	.....	8.50
				4.9			
	.....	.....	.....	.....P&SF Crossing.....	1.9	.....	
				1.9			
10.00 A.M.	Yard	.....	27762	VN.....AMARILLO.....TO	.....	RYdFWY	8.00 A.M.
				153.2			

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 995 Freight Daily Except Sunday	SECOND CLASS 217 UnPac Local Daily	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 36A STATIONS Time Table No. 1 September 27, 1953	M. P. from St. Joseph	Signs	SECOND CLASS 996 Freight Daily Except Sunday	SECOND CLASS 218 UnPac Local 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
		....	.....	.....	0.3 .....CB&Q Crossing.....UX	.....	.....		
		....	.....	498	0.0 UN.....ST. JOSEPH, MO., U. D.....TO	.....	R		
		....	.....	.....	0.2 .....CB&Q Crossing.....UX	.....	.....		
		....	.....	.....	0.0 .....UTRR Crossing.....UX	.....	.....		
7.10	6.40	96	74	499	1.2 .....ELWOOD, KAN.....	1.1	Yd	6.20	10.37
7.20	6.50	25	118	503	3.9 WA.....WATHENA.....TO	5.0	Yd	6.10	10.30
7.30	7.00		12	507	3.8 .....BLAIR.....	8.8	.....	5.55	10.20
7.45	7.10 P.M.	16	27	512	4.7 RO.....TROY (T. T. Rule 15a).....TO	13.5	WRYd	5.42	10.10 P.M.
7.58		....	29	518	5.7 .....BENDENA.....	19.2	.....	5.22	
8.10		....	25	523	4.9 DN.....DENTON.....TO	24.1	.....	5.10	
8.20		....	29	528	5.0 .....PURCELL.....	29.1	.....	4.57	
8.31		....	8	532	4.5 .....PIERCE JCT.....	33.6	.....	4.45	
9.00		....	250	539	7.2 HN.....HORTON.....TO	40.8	FWTYd	4.25	
9.21		50	18	547	8.2 .....WHITING.....	49.0	.....	3.40	
10.00		....	48	558	11.1 H.....HOLTON.....TO	60.1	W	3.10	
10.23		55	32	567	9.3 MA.....MAYETTA.....TO	69.4	.....	2.30	
10.40		....	32	574	6.4 HO.....HOYT.....TO	75.8	.....	2.15	
10.55		....	18	580	6.2 .....ELMONT.....	82.0	.....	1.55	
		....	.....	.....	7.2 .....UP Crossing.....	89.2	.....		
11.20 P.M.		....	Yard	588	0.1 .....ST. JOSEPH LINE JCT..... 89.3	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 565 Mixed Daily Except Sunday	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 36B STATIONS Time Table No. 1 September 27, 1953	M. P. from St. Joseph	Signs	SECOND CLASS 566 Mixed Daily Except Sunday
A.M. 4.00	.....	Yard	670	RI.....HERINGTON.....✻TO	171.4	RFWTYYd	A.M. 11.50
	.....	3	19005	4.8 .....SHADY BROOK.....	176.2	.....	
s 4.35	.....	32	19009	4.1 WO.....WOODBINE.....TO	180.3	.....	s11.20
f 4.52	.....	17	19015	6.4 .....PEARL.....	186.7	.....	f10.55
	.....	.....	.....	6.1 .....AT&SF Crossing.....UX	192.8	.....	
s 5.23	30	60	19022	0.2 Z.....ENTERPRISE.....TO	193.1	.....	s10.35
s 5.47	24	45	19027	5.3 BE.....ABILENE.....TO	198.4	RW	s10.15
	.....	.....	.....	22.3 .....UP Crossing.....UX	220.3	.....	
7.15 A.M.	.....	132	19049	0.5 SA.....SALINA.....TO 49.4	220.8	RWTYd	8.15 A.M.

T. T. Rules 16e — 16f

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 561 Freight Daily Except Sunday	Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 40A STATIONS Time Table No. 1 September 27, 1953	M. P. from St. Joseph	Distance from Bucklin	Signs	SECOND CLASS 564 Freight Daily Except Sunday
A.M. 6.30	142	125-n 70S	846	BU.....BUCKLIN..... *TO	347.9	.....	RYdFWY	P.M. 2.30
				8.5				
6.55	48	.....	21009	HF.....FORD.....TO	356.4	8.5	.....	2.00
				9.3				
7.30	20	.....	21018	.....WILROADS.....	365.7	17.8	.....	1.30
				7.7				
7.50	24	.....	21026	.....SOUTH DODGE.....	373.4	25.5	.....	1.10
				1.0 (See TT Rule 16)				
8.00 A.M.	92	.....	21027	RH.....DODGE CITY.....TO	374.4	26.5	RYdWY	1.00 P.M.
				26.5				

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 370.0 and move over crossing only on a signal from member of crew on ground at crossing.

Westward — Dalhart-Morse Line — Eastward

Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 41A STATIONS Time Table No. 1 September 27, 1953	M. P. from Morse Jct.	Signs
.....	.....	87074	.....MORSE JCT.....	0.0	YdY
			0.5		
.....	.....	.....	.....WYE SWITCH.....P	0.5	.....
			9.6		
34	51	88010	.....CAPPS.....	9.6	.....
			10.4		
44	51	88020	SF.....SUNRAY.....TO	20.0	YdW
			3.1		
162	.....	88023	.....SHEERIN JCT.....P	23.1	YdY
			4.1		
54	.....	88027	.....BRYDEN.....P	27.2	.....
			2.4		
180	.....	88030	BR.....ETTER.....TO	29.6	YdY
			0.3		
.....	.....	.....	.....P&SF Crossing.....UX	29.9	.....
			11.0		
54	.....	88041	.....EXUM.....P	40.9	.....
			5.4		
22	.....	88046	.....WILCO.....	46.3	.....
			4.6		
54	.....	88051	.....DALMOR SIDING.....P	50.9	.....
			9.9		
Yard	.....	1044	WR.....DALHART..... *TO	60.8	RYdFWTY
			60.8		

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

SPEED RESTRICTIONS

ALL SUBDIVISIONS

Authorized speed through switch leads of turnouts as follows:

No. 15	25
Others	15

Location No. 15 Turnouts:

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

MAXIMUM ENGINE SPEED	
345 to 377, inclusive	25
500 to 528, inclusive	30
529 to 599; 700 to 707, inclusive	40
716 to 749; 752 to 835; 1000 to 1016, inclusive	50
1301, 1303, 1305, 1307 and 1309	55
145 to 160; 425 to 429; 450 to 474, inclusive	65
38 to 127; 402 to 411; 430 to 441, inclusive, 675-B, 677-B	70
1200 series 1300, 1302, 1304, 1306, 1308, 1310 and 1311	70
400 and 401; 485 to 499; 621 to 623, inclusive	79
601 to 606; 625 to 656, inclusive; 675-A, 676-A and B, 677-A, 750, 751	90
9002 and 9003	65
9006, 9012, 9014	40
Other motor cars	60
Road freight or passenger diesels, other than road switchers, backing up. 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.	40
Trains and engines making movement against current of traffic on two main tracks over facing point switches	30
Engines running forward light or with only one car	Freight Train Speed
Diesel switch engines, Series 345 to 350 must not be operated on main tracks in ABS territory, or to foreign line connections or through interlocking plants unless coupled with one or more cars.	
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.	
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. 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.	25

LOCATION	Passenger Trains	Freight Trains
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 then the above, THE LOWER SPEED WILL GOVERN.		

LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 4 (except as shown below)	59	50
MP 760-34 to MP 761-07	45	35
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 46-24 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	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	20	20
MP 85-38 to MP 86-34	25	20
MP 106-28 to MP 121-30 (except as shown below)	35	30
Bridge 1146	20	20
MP 121-30 to MP 128-34 (except as shown below)	40	35
MP 128-21 Tunnel #2	20	20
MP 128-34 to MP 140-6	35	30
MP 140-6 to MP 150-28 (except as shown below)	40	35
Bridge 1433	20	20
MP 149-0 Tunnel #3	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 189-7 to MP 201-28	40	35
MP 216-8 to MP 216-32	40	35
MP 262-20 Mo. Pac. Crossing	20	20
MP 279-18 to MP 279-30	20	15
Sheffield—connection between K. C. Terminal and SL-SF	10	10
SUBDIVISION 36 (except as shown below)	79	50
Through Topeka Interlocking	10	10
MP 89-0 to MP 90-24	10	10
MP 90-24 to MP 93-5	60	.....
MP 94-37 to MP 95-9 Westward Track	70	.....
MP 96-29 to MP 100-29 (except as shown below)	70	.....
MP 97-0 to MP 97-7	50	40
MP 100-19 to MP 100-29	60	.....
MP 103-10 to MP 104-3	70	.....
MP 110-25 to MP 110-38	65	.....
MP 115-30 to MP 115-39	60	.....
MP 119-24 to MP 119-30	65	.....
MP 121-17 to MP 123-30	60	45
MP 125-30 to MP 125-37	70	.....
MP 130-05 to MP 130-12 Westward Track	60	.....
MP 131-24 to MP 131-28 Westward Track	60	.....
MP 136-25 to MP 137-05 Westward Track	70	.....
MP 136-25 to MP 142-18 Eastward Track	55	45
MP 137-35 to MP 143-16 Westward Track	50	40
MP 142-18 to MP 143-16 Eastward Track	70	.....
MP 152-15 to MP 152-24	70	.....
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	50
MP 171-20 to MP 171-30	40	40
MP 171-30 to MP 176-33	65	.....
MP 176-33 to MP 214-12 (except as shown below)	70	.....
MP 177-20 AT&SF Crossing	60	.....
MP 191-12 to MP 191-24	60	.....
MP 201-6 to MP 201-25	60	.....
MP 214-12 to MP 219-22 (except as shown below)	50	40
MP 219-12 Mo. Pac. Crossing	20	20
MP 236-4 SLSF Crossing	60	45
MP 243-22 to MP 247-12	30	30
MP 277-32 Mo. Pac. Crossing	60	.....
MP 285-28 Mo. Pac. Crossing	60	45

SPEED RESTRICTIONS—Continued

LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 40 (except as shown below)	79	50
MP 328-25 Main St. Crossing Greensburg	50	.....
MP 393-12 to MP 395-10	65	.....
MP 418-00 to MP 420-00	60	45
Cudahy Spur	.....	15
SUBDIVISION 41 (except as shown below)	79	50
MP 453-04 BM&E Crossing	60	.....
MP 473-10 to MP 474-03	40	40
MP 514-24 P&SF Crossing	60	.....
SUBDIVISION 42 (except as shown below)	79	50
MP 545-20 FWD Crossing	20	20
Bridge 6165	40	30
SUBDIVISION 36A (except as shown below)	40	40
MP 0-4 CB&Q Crossing	10	10
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—trains handling derricks and pile dirvers	15	15

LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 36B (except as shown below)	30	25
Trains handling steam derrick 95020 must have two or more empty cars immediately ahead and behind derrick over bridges	.....	5
Abilene—connection to AT&SF Ry	10	10
MP 192-24—AT&SF Crossing	10	10
Between Abilene and West Abilene	Restricted Speed	
Between East Salina and Salina	Restricted Speed	
SUBDIVISION 40-A (except as shown below)	25	25
MP 373-00 to MP 374-12	6	6
SUBDIVISION 41-A (except as shown below)	30	30
MP 29-31 P&SF Crossing	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	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. St. Joseph Line 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 St. Joseph Line Jct., and will be governed by interlocking signals between St. Joseph Line 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. Restricted use of Train Register Books as follows:
St. Louis U. D.—Passenger trains only.
Leeds Junction—For first-class trains in both directions and westward second class trains.
Kansas City, Mo. U. D.—Passenger trains only.
Kansas City, Kansas, yard office—Trains originating and terminating.
Topeka, Telegraph Office, Union Pacific passenger station—Passenger trains only.
McFarland—For trains originating and terminating.
Amarillo Passenger station—First-class trains.
Amarillo Yard office—All except first-class trains.
St. Joseph U. D.—Passenger trains only.

4a. Trains 3, 4, 507, 508, 509 and 510 will register by Form 1339 at Herington.

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

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

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

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

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

6. Standard clocks are located at:

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

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

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

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

Signals are numbered as follows:

Westward....	6379	6381	16273		
Eastward.....	6380	6382	16268	16270	16272

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

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

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

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

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

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

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

11f. Following whistle signals designate route desired:

At Topeka

North Topeka.....2 long.
West Main.....3 long.
East Main.....3 long 1 short.
East Yard Lead.....2 long 1 short.
City.....3 short 1 long.
Engine House (North Side).....1 short 1 long 1 short.
Engine House (South Side).....1 long 1 short 1 long.

At White City

Main Track.....2 long.
Siding.....2 long 1 short.
Other Tracks.....1 short 1 long 1 short.

At St. Joseph, Missouri River Bridge and Interlocking:

East End of Missouri River Bridge:
CRI&P Route.....1 long 1 short 1 long.
Union Pacific Route.1 long 1 short.

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

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

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

"C. & E.....after (time) protect against Extra....." Preceeding 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 water tank 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 KCTRy 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 test as provided in form MP 141 air brake rules pages 13 to 37 inclusive. 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 51 and 104 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 protion of train between switches, Antelope, when possible and line west switch for siding while doubling to Sanford but whenever rear of train does not clear east end of Antelope siding, set derail on west end Antelope siding in derailing position—in addition to lining west switch for siding. Normal position of Antelope derail is open and locked when not in use as provided above.

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

18a. For eastward trains at St. Joseph Line 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	Kienian 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	74.0	Coal Chute—Leslie
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	216.3	Coal Chute Apron
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	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	83.2	Johnson Spur	6
34	97.3	Ellis	3
34	140.5	Osage Gravel Loading Track	30
35	273.9	R. A. Long	4
35	278.4	Kansas Buff Brick Co.	27
35	286.8	Reich and Sons	8
36	94.6	Security Benefit Ass'n Spur	8
40	335.3	Northern Natural Gas Co.	40
40	380.0	Cudahy Spur	
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
7	42.1	Combined Carbon	30
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, while in road operation, will not exceed speed of 5 MPH when meeting or passing or being passed by a passenger train.

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 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. Diesel Engines.
Y—Wye.
UX—Railroad Crossing not protected by Interlocking.
TO—Train Order Station.
Yd—Station where yard limit signs are maintained.
*—Radio Installation.

Official Hospitals.

Name	Place	Telephone
Evangelical Deaconess	St. Louis, 6140 Oakland Ave.	HIland 8510
Peoples (for Colored)	St. Louis, 3449 Pine St.	JEfferson 5468
St. Lukes Hospital	Kansas City, Mo., 44th & Mill Creek Blvd.	VAlentine 7500
Providence Hospital	Kansas City, Kans., 18th and Barnett	DRexel 3140
University Kansas Hospital (For Colored)	Kansas City, Kans., 39th and Rainbow Blvd.	VAlentine 4814
Stormont Hospital	Topeka, 334 Greenwood Ave.	2-7296
Pratt County	Pratt, 3rd and Commodore	1080
Epworth	Liberal, 524 No. Washington St.	3861
St. Anthony	Amarillo, 707 North Polk St.	9866 and 6677
Tucumcari General	Tucumcari, South End 4th St.	2
Horton Hospital	Horton, East Front St.	25

Emergency Hospitals.

Name	Place	Telephone
Dickinson Co. Mem. Hosp.	Abilene, Tenth & Campbell St.	984 North East

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	72	50.0	105	34.3
34	106.0	73	49.3	110	32.7
36	100.0	74	48.6	115	31.3
38	94.7	75	48.0	120	30.0
40	90.0	76	47.4	125	28.8
42	85.7	77	46.7	130	27.7
45	80.0	78	46.1	135	26.7
48	75.0	79	45.6	140	25.7
50	72.0	80	45.0	145	24.8
52	69.2	81	44.4	150	24.0
54	66.6	82	43.9	155	23 2
56	64.2	83	43.4	160	22.5
58	62.0	84	42.9	170	21.2
60	60.0	85	42.4	180	20.0
61	59.0	86	41.9	190	18.9
62	58.0	87	41.4	200	18.0
63	57.1	88	40.9	210	17.1
64	56.2	89	40.4	220	16.4
65	55.3	90	40.0	230	15.6
66	54.5	91	39.6	240	15.0
67	53.7	92	39.1	250	14.4
68	52.9	93	38.7	260	13.8
69	52.1	94	38.2	270	13.3
70	51.4	95	37.9	280	12.8
71	50.7	100	36.0	290	12.4

TRAIN ORDER OFFICES

OFFICE HOURS

Week Days
Except Saturday

*Sundays and Holidays

**Saturdays

		From	To
SUBDIVISION 34			
Lackland		Continuous	
Chesterfield		6:30 a.m.	3:30 p.m.
Union		8:00 a.m.	5:00 p.m.
	**	8:00 a.m.	5:00 p.m.
Gerald		8:00 a.m.	5:00 p.m.
Rosebud		8:00 a.m.	5:00 p.m.
Owensville		8:00 a.m.	5:00 p.m.
	*-**	8:00 a.m.	5:00 p.m.
Bland		6:00 p.m.	3:00 a.m.
	*-**	6:00 p.m.	3:00 a.m.
Belle		7:00 a.m.	4:00 p.m.
	*-**	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	
SUBDIVISION 35			
Versailles		7:30 a.m.	4:30 p.m.
	**	7:30 a.m.	4:30 p.m.
		*10:45 a.m.	2.45 p.m.
Stover		8:00 a.m.	5:00 p.m.
Cole Camp		8:00 a.m.	5:00 p.m.
Ionia		8:00 a.m.	5:00 p.m.
Windsor		8:30 a.m.	5:30 p.m.
	**	8:30 a.m.	5:30 p.m.
		*Same Hours	
Leeton		8:00 a.m.	5:00 p.m.
Chilhowee		6:00 p.m.	3:00 a.m.
	**	6:00 p.m.	3:00 a.m.
		*Same Hours	
Pleasant Hill		8:00 a.m.	5:00 p.m.
	*-**	8:00 a.m.	5:00 p.m.
Raytown		8:00 a.m.	5:00 p.m.
SUBDIVISION 36			
Topeka Yd		Continuous	
Maple Hill		8:00 a.m.	5:00 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.
MKT Crossing	*-**	8:00 a.m.	11:59 p.m.
SUBDIVISION 39			
Herington		Continuous	
Ramona		8:30 a.m.	5:30 p.m.
Tampa		8:00 a.m.	5:00 p.m.
Durham		7:00 a.m.	4:00 p.m.
Canton		6:00 a.m.	3:00 p.m.
Galva		7:00 a.m.	4:00 p.m.
McPherson		Continuous	
Inman		8:00 a.m.	5:00 p.m.
Hutchinson		Continuous	
Partridge		6:30 a.m.	3:30 p.m.
Arlington		6:30 a.m.	3:30 p.m.
Langdon		7:00 a.m.	4:00 p.m.
Turon		7:00 a.m.	4:00 p.m.
Preston		7:00 a.m.	4:00 p.m.
Pratt		Continuous	
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		8:00 a.m.	5:00 p.m.
Mullinville		8:00 a.m.	5:00 p.m.
Bucklin		Continuous	
Kingsdown		8:00 a.m.	5:00 p.m.
Bloom		8:00 a.m.	5:00 p.m.
Mineola	*-**	7:00 a.m.	4:00 p.m.
Fowler		8:00 a.m.	5:00 p.m.
Meade		Continuous	
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.
Guymon		Continuous	
Goodwell		7:30 a.m.	4:30 p.m.
Texhoma	*-**	8:30 a.m.	5:30 p.m.
Stratford		Continuous	
Dalhart		Continuous	
SUBDIVISION 42			
Dalhart		Continuous	
Romero		7:30 a.m.	4:30 p.m.
Naravisa		Continuous	
Logan	*-**	7:00 a.m.	4:00 p.m.
Tucumcari		Continuous	
SUBDIVISION 4			
Amarillo		Continuous	
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.
Glenrio		7:30 a.m.	4:30 p.m.
Tucumcari		Continuous	
SUBDIVISION 7			
Liberal		Continuous	
Hardesty		7:00 a.m.	4:00 p.m.
Hirchland		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		6:30 a.m.	3:30 p.m.
Amarillo		Continuous	
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		8:30 a.m.	5:30 p.m.
	**	8:30 a.m.	5:30 p.m.
Holton		8:00 a.m.	5:00 p.m.
Mayetta		8:00 a.m.	5:00 p.m.
Hoyt		7:45 a.m.	4:30 p.m.
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.
SUBDIVISION 40-A			
Bucklin		Continuous	
SUBDIVISION 41-A			
Dalhart		Continuous	
Etter		8:30 a.m.	5:30 p.m.
Sunray		7:30 a.m.	4:30 p.m.

J. B. BUFFALO, Terminal Sup't., Kansas City, Kan.

F. B. GIBBS, Ass't. Sup't., Liberal, Kan.

R. C. BOELLING, Trainmaster, Kansas City, Kan.

S. A. WILLIAMS, Trainmaster, Kansas City, Kan.

W. L. HUNT, Trainmaster, Eldon, Mo.

C. B. MURRAY, Trainmaster, Herington, Kan.

F. NORVELL, Trainmaster, Dalhart, Tex.

W. B. O'BRIEN, Trainmaster, Amarillo, Tex.

J. W. GANN, Master Mechanic, Kansas City, Kan.

A. L. FRANCIS, Ass't. Master Mechanic, Dalhart, Tex.

R. S. GILCHRIST, Road Foreman Equipment, Eldon, Mo.

A. A. STURGES, Road Foreman Equipment, Herington, Kan.

E. J. GWIN, Road Foreman Equipment, Pratt, Kan.

J. L. WILSON, 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,
S. G. KEETON,
W. H. WEBSTER,
A. P. USSARY,
J. P. ESHOUSE,
R. W. CHURCH,
J. J. BUTTON,
H. L. REYBURN,
W. D. MINNICK,
} Train Dispatchers, Kansas City, Kan.

C. D. WILLIAMSON,
I. C. LEGER,
T. C. FARRELL,
G. G. MURPHY,
W. R. HEDRICK,
R. A. HERD,
S. W. DEWS,
V. R. BEESON,
} Train Dispatchers, Liberal, Kansas.