

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

SECOND DISTRICT.

KANSAS DIVISION

TIME TABLE No. 49,

Taking Effect Sunday, JULY 21, 1918, at 12:01 A. M.

CENTRAL TIME.

Superseding Time Table No. 48.

NOTE IMPORTANT CHANGES IN TIME-TABLE RULES.

For the exclusive guidance of Employees, not for the information of the public. The Company reserves
the right to vary from it at pleasure.

T. H. BEACOM,
General Manager.

H. L. REED,
Acting Assistant General Manager.

H. F. REDDIG,
Superintendent.

MAIN LINE—WESTWARD

THIRD CLASS		SECOND CLASS			SUB-DIVISION 36			FIRST CLASS									
81	83	99	91	95	STATIONS.			77	11	3	27	53	31	39	1		
Local Freight	Local Freight	Through Freight	Gold Ball	Through Freight	Time Table No. 49			Pass'gr	Pass'gr	Golden State Limited	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr		
Tuesday, Thursday, Saturday.	Monday, Wednesday, Friday.	Daily	Daily	Daily	July 21, 1918			Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
					LEAVE												
					UD.. KANSAS CITY, MO.	3.2	TO		AM	AM	AM		PM	PM	PM		
					KANSAS AVENUE	0.1			10.00	10.15	10.35		5.55	9.45	10.00		
					FIRST STREET	0.4			10.13	10.28	10.48		6.08	9.58	10.13		
					KANSAS CITY, KAN.	1.7			10.14	10.29	10.49		6.09	9.59	10.14		
		PM 7.00			C.R.I. & P. JUNCT.	5.4	TO		10.16	10.31	10.51		6.11	10.01	10.16		
		7.02			TOPEKA JUNCTION	64.7			10.20	10.35	10.55		6.15	10.05	10.20		
					HORTON LINE JCT.	89.3											
					TOPEKA	89.9											
					TOPEKA YARD	91.0											
					WEST TOPEKA	91.9											
					BISHOP	96.1											
					VALENCIA	101.5											
					WILLARD	106.3											
					MAPLE HILL	110.4											
					VERA	114.2											
					PAKCO	118.2											
					McFARLAND	122.0											
					ALMA	136.3											
					EDWIN	129.8											
					VOLLAND	133.8											
					CELIA	137.0											
					ALTA VISTA	141.8											
					DOUBLING SPUR	145.1											
					DWIGHT	147.7											
					BATY	152.4											
					WHITE CITY	156.7											
					LATIMER	163.8											
					HERRINGTON	171.4											
					Average speed per hour.												
14.5	12.7	14.3	13.7	12.3				3.3	32.9	37.3	32.5	4.5	34.5	37.4	27.7		
(0.07)	(6.20)	(11.00)	(7.10)	(7.30)				(0.11)	(5.15)	(4.15)	(3.20)	(0.08)	(4.35)	(2.55)	(6.00)		

On single track, Eastward trains are superior to Westward trains of the same class

MAIN LINE—EASTWARD

FIRST CLASS										Capacity of Siding	Capacity of Other Tracks	Station Numbers	SUB-DIVISION 36 STATIONS Time Table No. 49 July 21, 1918	SECOND CLASS					THIRD CLASS	
	4	78	12	28	54	40	32	2						998	96	92	996		84	82
	Golden State Limited	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr						Through Freight	Through Freight	Gold Ball	Through Freight		Local Freight	Local Freight
	PM 6.40		PM 5.40	PM 4.45		AM 9.00	AM 7.45	AM 7.00				OC54	UD..KANSAS CITY, MO. 3.2							
	6.27		5.27	4.32		8.47	7.32	6.47					KANSAS AVENUE 0.1							
	6.26		5.26	4.31		8.46	7.31	6.46					FIRST STREET (End of Double Track.) 0.4							
t	6.24	s	5.24	s	4.29	s	8.44	r	7.29	s	6.44	5000	OC55	AM 2.50	AM 4.00					
	6.20		5.20	4.25		8.40	7.25	6.40					JC.....C. R. I. & P. JCT. (Joint Track with Union Pacific R. R. See Time Table Rule 17.) 64.7	AM 2.48	AM 3.58					
	4.40			3.43	2.49	AM 82 7.38	7.03	5.48	5.03				TOPEKA JUNCTION 0.2	PM 10.42	PM 1-39 11.34	AM 4.15	PM 1-39 11.48			AM 54 7.50
	4.37		PM 4.38	3.42	2.48	7.02	5.47	5.02					HORTON LINE JCT. 0.6	10.40	11.33					
	4.35					7.00	5.45	5.00				588	KI.....TOPEKA 1.1							
	4.25		PM 4.35	3.40	2.45	7.35	5.35	4.50					B.....TOPEKA YARD 95-92 4.40	10.35	11.30	2 4.10	91-96 11.45		PM 28 2.05	7.45 AM
	4.19			3.20	2.25		6.40	5.25	4.40			807	WEST TOPEKA 0.9	9.50	11.08	3.25			2.02	
	4.17			3.18	2.23		6.38	5.23	4.38	156		590	BISHOP 4.2	9.35	10.54	3.05			f 1.50	
	4.08			3.11	2.17		6.32	5.16	4.31	77 N 68 S		594	MO.....VALENCIA 5.4	9.18	10.41	2.45			f 1.40	
	a 4.00	s	3.01	p	2.08		f 6.23	5.08	f 4.21	126	25	600	RD.....WILLARD 3.8	9.08	10.33	2.30			f 1.20	
	a 3.54	s	2.53	p	2.01		f 6.16	5.03	f 4.12	127	20	604	RH.....MAPLE HILL 5.1	8.43	10.15	2.10			s 12.55	
	a 3.46	s	2.41	p	1.51		f 6.08	4.55	s 4.00	134	71	609	VERA 3.8	8.18	9.55	1.55			s 12.40	
	3.41	f	2.34		1.42		6.02	4.49	3.52	55	19	613	CA.....PAXICO 4.0	8.00	9.42	1.43			PM 12.15	
	a 3.35	s	2.28	p	1.37		f 5.56	4.43	s 3.44	60 W 61 E	28	617	FA.....McFARLAND 4.3	7.35	9.30	1.30			s AM 11.55	
	a c 3.28		2.20		1.30		5.50	4.35	3.35	45	649	621	ALMA 3.5	7.05	9.12	12.50			s 11.13	
	a 3.20	s	1.40				f 4.28	f 3.05	f 3.05	72	33	625	EDWIN 4.0	6.50	8.58	12.30			10.55	
	3.13		1.25				4.22	2.54		64		629	VOLLAND 3.2	6.38	8.47	12.15			f 10.40	
	3.06	s	1.15				4.13	f 2.47		65	17	632	CELIA 4.3	6.25	8.35	11.59			10.15	
	3.00		1.10				4.06	2.39		65		635	VA.....ALTA VISTA 3.3	6.10	8.20	11.45			s 9.55	
	a 2.52	s	1.03				3.57	f 2.30		81	73	640	DOUBLING SPUR 2.6							
	a 2.43	s	12.53				3.47	f 2.16		68	39	646	DW.....BATY 4.7	5.47	8.00	11.20			s 9.30	
	2.35		12.43				3.38	2.04		68		651	M. K. & T. Crossing 3.6	5.32	7.45	11.00			9.00	
	a 2.27	s	12.35				3.32	f 1.54		138	29	655	WY.....WHITE CITY 7.1	5.20	7.30	10.45			s 8.40	
	a 2.17	s	12.23				3.18	f 1.37		119	20	662	VS.....LATIMER 7.5	5.00	7.05	10.17			f 8.00	
	83 2.00 PM		95 12.10 PM				3.05 AM	1.20 AM			1133	670	RI.....HERINGTON 0.1	4.35 PM	6.35 PM	9.40 PM			7.30 AM	
	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily					LEAVE	Daily	Daily	Daily	Daily		Tuesday, Thursday, Saturday	Monday, Wednesday, Friday
	33.8	12.0	30.9	33.4	12.0	34.3	33.8	29.5					Average speed per hour 152.4	15.5	16.2	13.8	12.0		12.6	20.4
	(4.40)	(0.03)	(5.30)	(3.15)	(0.03)	(3.10)	(4.40)	(5.40)					SCHEDULE TIME	(10.15)	(9.25)	(6.35)	0.03		(6.35)	(0.05)

On single track, Eastward trains are superior to Westward trains of the same class

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS			SECOND CLASS		FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUB-DIVISION 38 STATIONS Time Table No. 49 July 21, 1918			FIRST CLASS			SECOND CLASS		THIRD CLASS	
525	87		95		31	11	23				M. P. Distance from St. Joseph	Distance from Herington	Fuel, Water, Turn Table and Wye	12	24	32	96		88	526
A. T. & S. F. Mixed Daily Ex. Sunday	Local Freight Daily Ex. Sunday		Through Freight Daily		Pass'gr Daily	Pass'gr Daily	Pass'gr Daily							Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Through Freight		Local Freight Daily	A. T. & S. F. Mixed Daily Ex. Sunday
AM 6.30			PM 7.30		PM 10.40	PM 3.25	AM 4.20	1133	670	RI.....	171.4		FWTY	PM 12.01	AM 1.00	AM 2.58	PM 6.05		PM 4.30	
										.....	178.4	7.0								
	s 7.00		8.05		10.53	s 3.40	f 4.35	57	22	s 7 GS.....	178.5	7.1		s 11.44	f 12.45	2.41	5.25		s 4.10	
	s 7.30		8.25		11.01	s 3.52 ⁸⁸	f 4.43	58	28	s 12 NO.....	183.5	12.1		s 11.33	f 12.35	2.30	5.03		f 3.52	
	f 7.50		8.40		11.07	f 4.00	f 4.50		15	s 16 F.....	187.5	16.1		s 11.22	f 12.24	2.22	4.48		f 3.30	
	8.05		8.50		11.11	4.05	4.55	26		s 19 QUARRY SIDING.....	189.9	18.5		11.17	12.20	2.17	4.40		3.20	
	s 8.45		9.05		s 11.19	s 4.20 ⁹⁶	s 5.05	58	48	s 23 MR.....	194.4	23.0	W	s 11.10	s 12.13	u 2.09	4.20		s 3.05	
										.....	194.5	23.1								
	f 9.15		9.35		11.31	s 4.33	f 5.17	58	22	s 29 AU.....	200.4	29.0		s 10.58	f 11.58	1.57	3.50		f 2.35	
	s 9.50		10.00		s 11.45 ²⁴	s 4.48	s 5.35	59	48	s 37 DY.....	208.4	37.0	W	s 10.45	s 11.45 ³¹	s 1.44	3.20		s 2.10	
										.....	208.6	37.2								
	f 10.28 ¹²		10.35		11.59	f 5.00	f 5.50	59	19	s 45 BN.....	216.2	44.8		s 10.28 ⁸⁷	f 11.30	1.32	2.50		f 1.35	
	s 10.50		11.15 ²⁴		12.13	s 5.15	s 6.05	58	26	s 51 WH.....	222.8	51.4	W	s 10.14	s 11.15 ⁹⁶	1.21	2.25		s 1.10	
										.....	222.9	51.5								
	f 11.10		11.40 ^{PM}		12.27	f 5.27	f 6.20	58	19	s 58 UK.....	229.5	58.1		s 10.00	f 10.58	1.11	2.00		f 12.45	
	f 11.35		12.05 ^{AM}		12.39	f 5.39	f 6.32	58	19	s 65 K.....	236.0	64.6		f 9.47	f 10.45	1.01	1.35		f 12.20	
	12.01 ⁸⁸		12.34 ³¹⁻³³		12.53 ³²⁻⁹⁵	5.49	6.45	60	272	s 70 KN.....	241.5	70.1	FWT	9.38	10.34	12.53 ³¹⁻⁹⁵	1.10		12.01 ^{PM 87}	
	1.00 ⁹⁶		1.03		12.56	5.52	6.48	38	32	s 71 St. L. & S. F. Crossing.....	241.7	70.3		9.33	10.32	12.48	1.00		11.15	
										.....	242.0	70.6								
	1.15		1.20		1.05	5.58	6.55			.....	242.0	70.6								
	s 1.20		1.30		1.10	6.00	7.00		587	s 72 NORTH JUNCTION.....	243.7	72.3		9.27	10.27	12.42	12.53		10.55	
	1.30		1.35		1.20	6.10	7.10			s 73 UD.....	244.5	73.1	W	{ 9.25	{ 10.25	{ 12.40	12.50		s 10.50	
					1.22	6.12	7.12			s 74 SOUTH JUNCTION.....	245.3	73.9		9.13	10.13	12.25	12.35		10.45	
										.....	250.3	78.9								
	f 2.00		2.00		1.33	f 6.25	f 7.28	58	24	s 82 GA.....	253.1	81.7		f 8.55	f 9.58	AM 12.11	PM 12.12		f 9.55	
										.....	259.0	87.6								
	s 2.20		2.25		1.44	s 6.35	f 7.39	58	25	s 88 KC.....	260.0	87.6	W	s 8.43	f 9.47	PM 11.59	AM 11.55		s 9.20	
	f 2.30		2.37		1.49	f 6.40	7.45		24	s 91 ZYBA.....	262.2	90.8		f 8.35	9.40	11.54	11.40		f 8.57	
										.....	266.4	95.0								
	s 2.45		3.00		1.56	s 6.50	f 7.54	58	19	s 95 VR.....	266.5	95.1		s 8.28	s 9.33	11.48	11.25		f 8.45	
	s 3.15		3.35		s 2.10	s 7.07	s 8.13 ¹²⁻⁸⁸	65	83	s 103 WN.....	273.9	102.5	W	s 8.13	s 9.19	s 11.35	10.53		s 8.13	
	6.45		4.15		2.25	f 7.22	f 8.30	51	21	s 112 HL.....	274.5	103.1		s 7.56	f 9.03	11.19	10.10		f 7.25	
	7.05 ⁸⁸		4.40		2.32	f 7.32	f 8.37	65	23	s 116 BO.....	286.9	115.5		f 7.48	f 8.54	11.13	9.55		f 7.05	
					2.39	7.40	8.45	32		.....	292.0	120.6		7.38	8.43	11.08				
										.....	293.7	122.3								
	7.30 ¹²		5.30		2.55	f 7.50	f 8.55 ^{AM 526-96}		519	s 123 CD.....	294.5	123.1	F W T	f 7.35 ⁵²⁵	f 8.40	11.00	9.20		6.35	8.55
	4.20 ^{PM}		AM		AM	PM	AM			.....				AM	PM	PM	AM		AM	AM
										.....				Daily	Daily	Daily	Daily		Daily	Daily
16.0	12.5		12.7		31.4	29.0	27.8			.....				29.0	29.6	31.9	14.1		12.4	18.4
(1.15)	(9.50)		(10.00)		(4.15)	(4.25)	(4.35)			.....				(4.26)	(4.20)	(3.58)	(8.45)		(9.55)	(1.05)

Average speed per hour.

SCHEDULE TIME

On single track, Eastward trains are superior to Westward trains of the same class

WESTWARD						HORTON LINE										EASTWARD						
THIRD CLASS		SECOND CLASS			FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUB-DIVISION 36A STATIONS Time Table No. 49 July 21, 1918			M. P. Distance from St. Joseph	Distance from Horton	Fuel, Water, Turn Table and Wye	FIRST CLASS		SECOND CLASS			THIRD CLASS	
81	91	95	53	77	54	78				92	996	82										
Local Freight	Gold Ball	Through Freight	Pass'gr	Pass'gr																		
Tuesday Thursday Saturday	Daily	Daily	Daily	Daily Ex. Sunday	Pass'gr	Pass'gr				Gold Ball	Through Freight	Local Freight										
PM 1.45	PM 8.30	AM 1.30	PM 5.40	AM 9.50	.....	468	539	HN.....	HORTON.....	TO	40.7	.....	FWTY	AM 77 9.20	PM 6.20	AM 8.25	AM 2.45	.....	PM 12.10	.....		
f 2.30	9.05	2.05	s 5.57	s 10.07	78	21	547	G.....	WHITING.....	TO	49.0	8.3	.....	s 9.00	s 5.57	7.35	2.05	.....	s 11.25	.....		
f 2.55	9.20	2.20	f 6.07	s 10.18	59	22	553	KR.....	STRAIGHT CREEK.....	TO	54.1	13.4	.....	f 8.50	s 5.46	7.00	1.45	.....	f 11.00	.....		
s 3.30	9.40	2.45	s 6.23	s 10.34	58	47	558	Q.....	HOLTON.....	TO	60.1	19.4	W	s 8.37	s 5.35	6.20	1.25	.....	s 10.34	.....		
f 4.05	10.10	3.15	s 6.40	s 10.54	59	32	567	MA.....	MAYETTA.....	TO	69.4	28.7	.....	s 8.17	s 5.18	5.40	1.00	.....	s 9.35	.....		
f 4.30	10.35	3.40	s 6.52	s 11.07	59	32	574	HO.....	HOYT.....	TO	76.8	35.1	.....	s 8.05	s 5.06	5.10	12.35	.....	s 8.55	.....		
f 4.53	10.55	4.00	f 7.04	s 11.20	35	20	580	MN.....	ELMONT.....	TO	82.0	41.3	.....	f 7.52	s 4.53	4.40	12.10	.....	f 8.20	.....		
5.20	11.15	4.20	7.17	11.32	94	150	587	.....	NORTH TOPEKA.....	.....	88.9	48.2	Y	7.41	4.41	4.20	11.50	.....	7.55	.....		
5.29 PM	11.20 PM	4.25 AM	7.22 PM	11.34 AM	.....	.....	.....	.....	U. P. Crossing	.....	89.2	48.5	.....	.....	.....	.....	.....	.....	.....	.....		
13.4	17.1	16.6	28.6	29.0	.....	.....	.....	.....	HORTON LINE JCT.....	.....	89.3	48.6	.....	7.38 AM	4.38 PM	4.15 AM	11.48 PM	.....	7.50 AM	.....		
(3.38)	(2.50)	(2.55)	(1.42)	(1.44)	.....	.....	.....	.....	48.6	LEAVE	.....	.....	.....	Daily	Daily Ex. Sunday	Daily	Daily	.....	Monday Wednesday Friday	.....		
Average speed per hour										SCHEDULE TIME												

WESTWARD				SALINA BRANCH										EASTWARD			
SECOND CLASS		FIRST CLASS		Capacity of Siding	Capacity of Other Tracks	Station Numbers	SUB-DIVISION 36B STATIONS			M. P. Distance from St. Joseph	Distance from Herington	Fuel, Water, Turn Table and Wye	FIRST CLASS		SECOND CLASS		
	565		535				Time Table No. 49						536		566		
	Local Freight		Pass'gr				LEAVE						Pass'gr		Local Freight		
	Monday, Wedn'sday, Friday.		Daily														
	AM 9.00		PM 3.30	1133	670	RI	HERINGTON.....TO			171.4		FWTY	AM 11.55		PM 1.00		
	f 9.20		f 3.43	5	R5		SHADY BROOK.....TO			176.2	4.8		f 11.32		f 12.35		
	s 9.45		s 3.57	24	R9	WO	WOODBINE.....TO			180.3	8.9		s 11.20		s 12.20		
	f 10.10		s 4.15	21	R15	V	PEARL.....TO			186.7	15.3		s 11.00		f 11.40		
							A. T. & S. F. Crossing			192.8	21.4						
	s 10.40		s 4.35	32	R22	Z	ENTERPRISE.....TO			193.0	31.6		s 10.40		s 11.00		
	s 11.40		s 4.52	26	R27	A	ABILENE.....TO			198.2	26.8	W	s 10.20		s 10.20		
	11.55 AM		4.56				SALINA JUNCTION			198.5	27.1		10.18		9.45		
	f 12.30 PM		s 5.13	27	R35	SN	See Time Table Rule 17c.	SOLOMON.....TO			206.7	35.3		s 10.00		f 9.15	
	f 1.00		f 5.32	26	R43	BR		NEW CAMBRIA.....TO			214.5	43.1		f 9.43		f 8.30	
	1.30		5.42				ABILENE JUNCTION.			219.2	47.8		9.30		8.10		
							U. P. Crossing			220.3	48.9						
	2.00 PM		5.50 PM	96	R49	SW	SALINA.....TO			220.4	49.0	F W T	9.25 AM		8.00 AM		
							49.0 LEAVE						Daily		Tuesday, Thursday, Saturday.		
	10.5		21.0				Average speed per hour						19.6		9.8		
	(5.00)		(3.20)				SCHEDULE TIME.....						(2.30)		(5.00)		

WESTWARD

CLAY CENTER—MAIN LINE

EASTWARD

THIRD CLASS			SECOND CLASS		FIRST CLASS			Capacity of Siding	Capacity of Other Tracks	Station Numbers	SUB-DIVISION 37			M. P. Distance from St. Joseph	Distance from McFarland	Fuel, Water, Turn Table and Wye	FIRST CLASS				SECOND CLASS		THIRD CLASS	
85			993		27						STATIONS						40				994		86	
Local Freight			Through Freight		Pass'gr						Time Table No. 49						Pass'gr				Through Freight		Local Freight	
Tuesday, Thursday, Saturday.			Daily		Daily						July 21, 1918													
AM			AM		PM						LEAVE						AM 85				PM		PM	
6.00			6.30		1 2.20			45	649	621	FA.....	McFARLAND.....	TO	122.0	.....	F W Y	5.40	1 1.05	1.25	8.30	.....	3.00	.....	
f 6.30			7.10		f 2.38			46	24	Q 9	WS.....	WABAUNSEE.....	TO	131.0	9.0	.....	5.10	f 12.43	f 1.05	7.50	.....	f 2.38	.....	
f 6.45			7.35		s 2.49			63	28	Q14	ZN.....	ZEANDALE.....	TO	135.8	13.8	.....	4.55	s 12.33	f 12.53	7.30	.....	f 2.05	.....	
											U. P. Crossing			143.0	21.0									
s 7.30			8.05		s 3.05			29	98	Q21	HD.....	MANHATTAN.....	TO	143.2	21.2	W	s 4.35	s 12.20	s 12.38	7.05	.....	s 1.35	.....	
f 8.00			8.45		s 3.21			64	23	Q30	WI.....	KEATS.....	TO	152.1	30.1	.....	4.21	s 12.02	f 12.17	6.40	.....	f 12.45	.....	
f 8.30			9.20		s 3.38			64	24	Q39	RY.....	RILEY.....	TO	160.7	38.7	W	4.08	s 11.47	s 11.58	6.10	.....	f 12.20	.....	
f 8.55			9.50		f 3.52			63	38	Q46	CR.....	BALA.....	TO	167.5	45.5	.....	3.58	f 11.32	f 11.42	5.45	.....	f 11.55	.....	
f 9.15			10.20		f 4.06			65	20	Q52	FD.....	BROUGHTON.....	TO	173.6	51.6	.....	3.47	f 11.17	f 11.27	5.17	.....	f 11.30	.....	
											U. P. Crossing			178.7	56.7									
s 10.15			11.05		s 4.25			74	112	Q57	GF.....	CLAY CENTER.....	TO	179.4	57.4	W	s 3.37	s 11.05	s 11.15	5.00	.....	{ 11.05	.....	
f 10.53			11.30		f 6.04			63	39	Q65	VN.....	MORGANVILLE.....	TO	186.8	64.8	.....	3.25	s 10.53	f 10.57	4.40	.....	{ 9.30	.....	
s 11.25			11.59		s 4.55			63	64	Q73	FO.....	CLIFTON.....	TO	195.0	73.0	.....	f 3.10	s 10.41	s 10.42	4.00	.....	s 8.35	.....	
											Mo. Pacific Crossing			196.0	74.0									
s 12.20			12.20		s 5.07			68	57	Q79	FR.....	CLYDE.....	TO	201.3	79.3	F W Y	s 2.58	s 10.30	s 10.30	3.40	.....	s 8.15	.....	
f 1.00			12.45		s 5.22			63	24	Q88	CN.....	AGENDA.....	TO	209.8	87.8	.....	2.42	s 10.13	f 10.12	3.15	.....	f 7.40	.....	
f 1.40			1.20		s 5.35			63	24	Q94	BD.....	CUBA.....	TO	216.2	94.2	.....	2.30	s 10.03	s 10.00	3.00	.....	f 7.22	.....	
2.15			1.45		5.55				275	A468	VI.....	BELLEVILLE.....	TO	226.1	104.1	F WTY	2.10	9.45	9.40	2.30	.....	6.35	.....	
																	AM	AM	PM	PM	.....	Monday, Wedn'sday, Friday.	.....	
12.6			14.3								104.1 LEAVE						Daily	Daily	Daily	Daily	.....	15.2	.....	
(8.15)			(7.15)		(3.35) (4.00) (3.30)						Average speed per hour						29.7	31.2	27.7	17.3	.....	(8.25)	.....	
											SCHEDULE TIME.....						(3.30)	(3.20)	(3.45)	(6.00)	.....		.....	

On single track, Eastward trains are superior to Westward trains of the same class

J. J. BREHENY, Train Master, Topeka, Kan.
Kansas City to Herington, McFarland to Belleville, Topeka to Horton.

J. S. RICHARDS, }
F. P. CARTER, } Dispatchers.
J. A. CONREY, }
G. W. ROURKE, Superintendent Terminals, Kansas City, Mo. }
Kansas City and Horton to Herington.

E. H. DONNELLY, Chief Dispatcher, Herington, Kan.
C. T. McHUGH, Asst. " " "
L. M. TUCKER, Night " " "

HOMER FAIRMON, Train Master, Herington, Kan.
Caldwell to Herington and Salina.

M. TAIT, }
E. W. OBITTS, } Dispatchers.
PAUL JOHNSON, }
J. A. HAWKINS, }
Caldwell to Salina, and McFarland to Belleville.

TIME TABLE RULES.

1. ON SINGLE TRACK, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. (SEE GENERAL RULE 71.)

2. Trains date from their initial station on each Sub-Division. (See General Rule 4.)

3. No train must leave its initial station on any Sub-Division until its Conductor has first reported at the Train Order Office, ascertained if there are any orders for his train, and obtained clearance card, Form A.

3a. First-class trains, except trains to Kansas City, will obtain clearance card, Form A, at Topeka Passenger Depot.

3b. All except first-class trains and trains to Kansas City will obtain clearance card, Form A, at Topeka Yard.

3c. Trains from Horton not terminating at Topeka or Topeka Yard will obtain clearance card, Form A, at Topeka Yard instead of Horton Line Jet.

3d. Trains from Horton terminating at Topeka or Topeka Yard will not be required to obtain clearance card, Form A, at Horton Line Jet., and all trains from Horton Line will be governed by Interlocking signals between Horton Line Jet. and Topeka depot or Topeka Yard.

3e. Westward trains will not be required to obtain clearance card, Form A, at Kansas Avenue or Kansas City, Kan., and eastward trains will not be required to obtain clearance card, Form A, at Kansas City, Kan., or Kansas Avenue.

3f. All trains will obtain clearance card, Form A, at McFarland.

3g. No. 525 will obtain clearance card, Form A, at Santa Fe Depot at Wellington.

3h. Eastward trains on Sub-Division 36B will obtain Santa Fe clearance card at Santa Fe Depot, Salina, and Rock Island clearance card at Rock Island Depot at Abilene, and all westward trains will obtain Santa Fe clearance card at Rock Island Depot at Abilene.

4. Train Registering Books (see General Rule 83a) are located at—

Kansas City, Mo.—Union Depot.	Abilene Junction.
Horton.	Salina Junction.
Topeka Yard—Yard Office.	Abilene.
Topeka—Telegraph Office, Passenger Depot (for passenger trains).	Herington—Telegraph Office (for passenger trains).
McFarland.	Herington—Yardmaster's Office (for all except passenger trains).
Belleville.	Wichita Union Depot (for passenger trains).
Salina—Santa Fe Depot.	Wellington—Santa Fe Depot, for trains 525 and 526.
	Caldwell.

4a. All first-class trains will register by card (Form 1339) at Topeka Yard. Operator will record same in train register.

4b. Nos. 3, 4, 31 and 32 will register at McFarland by card (Form 1339). Operator will record same in train register. A check of this register will be furnished in train order to these trains.

4c. Westward trains on Sub-Division 36B will register at Santa Fe Depot at Salina.

5. General Order Boards at—

Horton—Telegraph Office and Engine House.
Topeka—Telegraph Office at Passenger Depot, Yard Office and Engine House.
McFarland—Yard Office and Engine House.
Belleville—Telegraph Office.
Herington—Train Dispatcher's Office, Yard Office and Engine House.
Caldwell—Telegraph Office and Engine House.
Kansas City Union Depot—Telegraph Office and Engine House.
Kansas City, Kans.—C. R. I. & P. Jct. Telegraph Office and R. I. Engine House, and Yard Office.
Pratt—(Kansas Division general order board) for passenger crews.

5a. Conductors and Enginemen are not required to consult General Order Boards at intermediate points on a Sub-Division.

6. Standard Clocks (see General Rules 3, 3a, 3b, and 3c) are located at—

Kansas City, Mo.—Union Depot Telegraph Office.	McFarland—Telegraph Office.
Kansas City, Kans.—Yard Office.	Belleville—Telegraph Office.
Horton—Telegraph Office at Pass. Depot.	Herington—Telegraph Office and Yard Office.
Topeka—Telegraph Office at Pass. Depot.	Caldwell—Telegraph Office.
Topeka—Yard Office.	

7. Company's Surgeons are located as follows:

NAME.	LOCATION.	OFFICE.	RESIDENCE.
DR. S. C. PLUMMER, <i>Chief Surgeon.</i>	Chicago, Ill.	1020 LaSalle Station. Phone Harrison 4676, Ring 53.	4539 Oakenwald Ave., Phone Oakland 97.
DR. L. REYNOLDS, <i>Examiner and Surgeon.</i>	Horton, Kas.	Sautter Block, Phone Mutual 104, North Eastern 104.	High Street, Phone Mutual 39.
DR. C. W. REYNOLDS,	Holton, Kas.	5 W St. and Penn ave., Phone 48.	Wisconsin Avenue, Phone 30.
DR. H. B. TALBOT,	Hoyt, Kas.	Corner Railroad and Main Sts., Phone 83.	Corner Railroad and Main Sts., Phone 2.
DR. L. H. MUNN, <i>Dist. and Hos. Surgeon.</i>	Topeka, Kas.	Phone 9-2 Rings.	Phone 9-3 Rings.
DR. H. B. HOGEBLOOM, <i>Asst. to Dist. Surgeon.</i>	Topeka, Kas.	513 Kansas ave., Phone 155.	315 Topeka Ave., Phone 218.
DR. F. J. WAGNER, <i>Asst. to Dist. Surgeon.</i>	McFarland, Kas.	627 Kansas ave., Phone 828.	801 West Sixth Street.
DR. W. H. LITTLE,	Alta Vista, Kas.	Main St., Phone 2-R2.	Main Street, Phone 2R-2.
DR. R. C. SMITH,	Marion, Kas.	N. W. corner Spencer and Main Sts. Phone 17.	Phone Bell 236. Mut. 41-B.
DR. H. M. MAYER,	Peabody, Kas.	Main and 3rd Sts. Both Phones 38.	408 Sycamore St. Phone 150.
DR. H. H. NORRIS,	Whitewater, Kas.	200 Main St. Phone 35.	Phone 25.
DR. F. E. DILLENBACK,	Eldorado, Kas.	Phone 92.	
DR. J. L. EVANS,	Wichita, Kas.	729 Beacon Bldg. Phone Market 340.	1054 No. Lawrence St. Phone Market 1606.
DR. G. R. PURVES, <i>Substitute.</i>	Wichita, Kas.	1010 Schweiter Bldg., Phone Market 1660.	3009 E. Douglas Ave. Phone Market 2034.
DR. D. I. MAGGARD, <i>Oculist.</i>	Wichita, Kas.	701 Beacon Bldg. Phone Market 5600.	1127 Emporia Avenue, Phone Market 5601.
DR. S. W. SPITLER,	Wellington, Kas.	1114 Harvey ave., Phone 138.	704 North Washington Avenue Phone 704.
DR. E. T. ERICKSON, <i>Surgeon and Examiner.</i>	Caldwell, Kas.	112 So. Main, Phone 70.	520 So. Market, Phone 275.
DR. M. H. DEMAND, <i>Surgeon and Examiner.</i>	Herington, Kas.	No. 2 So. Broadway. Phone, United 71; Mutual 53.	No. 2 So. Broadway. Phone, United 71; Mutual 53.
DR. G. E. BELLOWES, <i>Examiner.</i>	Kansas City, Mo.	811 Bialto Bldg., 9th & Grand Ave. Both Phones M-5742.	306 South. Phone, Home 1009.
DR. J. G. HAYDEN,	Kansas City, Mo.	810-15 Bialto Bldg. Phone, Home 6207 Main; Bell 629 Grand.	Linwood.
DR. J. O. MILNER,	Kansas City, Kas.	NE, Cor. 10th and Cent. Ave. Phone Home 467 West, Bell 8 West.	903 Benton Blvd., Phone Home 3049 E. Bell 2503 E.
DR. J. S. BILLINGSLEY,	Belleville, Kas.	Opera House Bldg., Phone 42.	230 North Eighteenth Street. Phone, Bell 2923 West; Armour-Home 897 West; dale.
DR. FRANK DEVILBLISS,	Clyde, Kas.	Phone 26.	1120 So. Commercial St., Phone 30.
DR. M. C. STILLMAN,	Morganville, Kas.	Phone 34.	Phone 18.
DR. W. L. SPEER,	Clay Center, Kas.	438 Lincoln Ave., Phone 45.	Phone 15.
DR. E. J. MOFFITT,	Manhattan, Kas.	Purell Block, Poyntz Ave. Phone 320.	510 1/2 Lincoln Ave., Phone 179.
DR. J. E. MILLER,	Salina, Kas.	113 South Santa Fe Ave. Phone 42.	928 Leavenworth St., Phone 310.
DR. J. D. RIDDELL, <i>Substitute.</i>	Salina, Kas.	Hub Bldg., s.w. cor. Santa Fe Ave. & Iron St. Phone 658.	519 South Santa Fe Avenue, Phone 30.
DR. S. STEINAMITH,	Abilene, Kas.	413 West 3rd St., Phone 71.	308 W. South St. Phone 1374.
DR. THEO. KROESCH,	Enterprise, Kas.	218 So. Factory St., Phone 16.	415 West Third St., Phone 71.
			417 So. Bridge St., Phone 15.

7a. Official Hospitals are located as follows:

NAME.	PLACE.	OFFICE LOCATION.	TELEPHONE.
Stormont	Topeka	326 Greenwood Ave.	181.
St. Francis	Wichita	957 N. St. Francis Ave.	Market 365.

7b. Prompt report must be made of all accidents—personal injuries when train is not wrecked—by message to Superintendent, who will promptly advise Claim Department. In case of train wreck, Telegraph Accident Report must be made at once (Form 588) as per instructions thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms, according to the instructions thereon and in the Book of Rules:

Personal Injury Report (Form G. 41 or G. 42, as appropriate).	Inspection (M. P. 171).
List of Passengers (Form C. T. 29).	Fire Report (Form M. W. 42).
Ejectment (Form 1337).	Stock Report (Enginemen—Form 1301).
	Stock Report (Sectionmen—Form 1251).

7c. SURGICAL ATTENTION: (Passengers and Employees.) Whenever passengers or employees are injured, everything must be done to care for them properly, either calling the Company's nearest Surgeon to treat them (and, if seriously injured, calling the nearest competent surgeon to be had, to attend them until the Company's Surgeon can get to the place of the accident), or if they are able to be moved, taking them to the nearest place at which the Company has a surgeon and turning them over to him for care and treatment. If other than a Company Surgeon is called, he is to be advised that he is called for first attention only, beyond which the Company assumes no responsibility for his bill.

(Others.) When persons, not employees or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depots or industries, etc.), are injured, if they are unable to care for themselves and if no friends or others are at hand to care for them,

the nearest Company Surgeon should be called, or if he cannot be reached, the nearest other competent surgeon, which surgeon must be advised that he is called for emergency attention only, and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred on behalf of the Company except the emergency attention above noted.

7d. Claim Agents are located as follows: W. C. CARLIDGE, Topeka, Kan.

8. Explanation of characters (see General Rule 6):

Opposite stations: B—Block Station. T. O.—Train Order Station. W—Water Station. F—Fuel Station. T—Turn Table. Y—Wye.

Opposite Schedule figures: s—Regular stop. ¶—Stop for meals. f—Flag stop to receive or discharge passengers or freight.

a—Stop to let off passengers from El Paso and points beyond.

b—Stop for paying passengers for Hutchinson and points west thereof where train is scheduled to stop.

c—Stop to let off passengers from El Paso Division destined for points northwest of McFarland.

d—Stop to let off passengers from Alta Vista.

e—Stop to receive passengers for points northwest of McFarland.

j—Stop for paying passengers for points beyond Pratt at which train is scheduled to stop.

p—Stop to let off passengers from points northwest of McFarland.

r—Stop to let off passengers and pick up passengers for Missouri Division points.

t—Stop to let off paying passengers and to pick up paying passengers for St. Louis and for points east of Kansas City.

u—Stop to let off paying passengers from Fort Worth, Dallas and points south thereof, and to pick up paying passengers for Topeka and Kansas City.

v—Stop to let off paying passengers from McFarland and beyond.

10. Maximum speed limit as shown below must not be exceeded. Engineers must use good judgment, and handle trains at a speed as much slower than herein prescribed, as is necessary to insure absolute safety. While it is important to make schedule, SAFETY MUST BE GIVEN FIRST CONSIDERATION. GENERAL ORDER AND PINK BULLETIN SPEED RESTRICTIONS MUST BE FULLY COMPLIED WITH.

PASSENGER TRAINS.	FREIGHT TRAINS.
60 miles an hour, except on curves of over 4 degrees reduce to 45 miles an hour.	35 miles an hour, except on curves of over 4 degrees reduce to 25 miles an hour.
Curves over 4 degrees are at M. P. 100-20, and at North Jct. and South Jct.	

10a. The speed of all trains backing into depot at Topeka must not exceed ten miles per hour to the west end of brick platform and not to exceed five miles per hour from that point to the passenger depot.

10b. Ten miles an hour between the water tank at Topeka Yard and Topeka Jct.; 15 miles an hour between roundhouse switches and passenger depot at Belleville.

10c. Speed of Trains and Engines within corporate limits:

Topeka, 12 miles per hour.	Wichita, 6 miles per hour.
Clay Center, 6 miles per hour.	Wellington, 10 miles per hour.

10d. 15 miles an hour over A. T. & S. F. crossing at Peck.

10e. The speed of trains handling dead engines must not exceed twenty-five (25) miles an hour when main rods are down, or fifteen (15) miles an hour when all rods are down.

10f. The speed of freight trains will not exceed thirty (30) miles per hour from Doubling Spur to Alma.

10g. All trains reduce speed to 25 miles an hour over bridge 2892, two and one-half miles west of Corbin.

10h. Passenger trains will not exceed 30 miles per hour and freight trains 25 miles per hour, between Herington and Salina Junction and between Abilene Junction and Salina. Passenger trains handling freight equipment will not exceed speed prescribed for freight trains over Sub-Division 36-B.

10i. All trains on Sub-Division 36B in both directions will move under control between Salina and Abilene Junction and between Abilene and Salina Junction.

10j. Passenger trains on Clay Center line will not exceed 50 miles per hour and freight trains 30 miles per hour.

10k. All trains will reduce speed to 20 miles per hour over Bridge 670, M. P. 67, between Mayetta and Holton on Horton line.

10l. The speed of all trains through switch leads of turn-outs must not exceed ten (10) miles per hour.

10m. All eastbound trains, both El Paso Division and Kansas Division, will approach El Paso Division junction switch in Herington yard under full control, expecting to find switch against them, also expecting cross-over from Salina main line at Walnut Street occupied. Incoming eastbound trains from either division will be held responsible for any accident that may happen while approaching Herington passenger station.

17b. Trains running upon the tracks of the Kansas City Terminal Railway Co. between Kansas Avenue and Kansas City, Mo., must be governed by the rules and orders of that Company and be provided with the Union Station Time Table.

19. Westward trains on the Kansas City line will approach Horton Line Junction, under control, looking out for Horton Line trains moving over switch. The switch will be left set for the Kansas City line.

19b. The operation of all trains scheduled herein between Kansas Avenue and C. R. I. & P. Junction will be in accordance with Rock Island Standard Rules, and their respective schedules and trains will move under control between Kansas Avenue and First Street (end of double track) and will leave and approach end of double track at First Street upon signal from switch tender at First Street.

Westward	Eastward	Westward	Eastward	Westward	Eastward	Westward	Eastward
Topeka		Maple Hill		Edwin		White City	
Topeka Yard		1107	1108	1301	1300	1575	1574
909	910	1123	1114	1315	1318	1591	1594
913	914	1141	1126	1333	1332	1609	1612
919	926		1142	Volland		1633	1632
939	944	Vera		1341	1340		
955	956	1147	1148	1353	1356	Latimer	
		1159	1162	1367	1366	1645	1644
		1175	1176	Celia		1661	1666
Bishop				1373	1372	1679	1682
963	964	Paxico		1387	1392	1689	1694
973	984			1399	1404	1705	1704
997	1004	1187	1188	1417	1416	Herington	
1009	1014	1201	1204	Alta Vista		Belleville	
1015		1217	1216	1423	1422	2241	2250
				1433	1438	2249	2254
Valencia		McFarland		1449	1454	2253	
1027	1028	1223	1224	1473	1472	Cuba	
1033	1038	1229	1228	Dwight		Wabaunsee	
1045	1046	1239	1244	1479	1478		
		1259	1258	1497	1502		
Willard				1517	1516		
1055	1056	Alma		Baty			1232
1069	1062			1525	1524		1226
1085	1072	1267	1266	1539	1544		
1097	1086	1277	1280	1555	1558	McFarland	
	1096	1295	1294				

SIGNAL.		OCCASION FOR USE.	INDICATION.
<i>Arm.</i>	<i>Color, Night—</i>	<i>The signal will be displayed when—</i>	<i>For Enginemen and Trainmen</i>
(a) Horizontal..	Red	Route is not clear	Stop.
(b) Diagonal, 45 Degrees..	Yellow . . .	Route may not be clear	Proceed at low speed, prepared to stop.

MILE POST.	BRIDGE NUMBER.	LOCATION.
48.7.....		SUB-DIVISION 36d. Overhead crossing of Missouri Pacific Ry., east of Whiting.
193.4.....	1934S	SUB-DIVISION 36b. West of Enterprise, Kan.
206.9.....	2069S	West of Solomon, Kan.
215.....	2150S	West of New Cambria, Kan.

Location	Length Feet	Capacity Tons	Location	Length Feet	Capacity Tons
Topeka.....	40	100	Belleville.....	46	100
Herington.....	46	100	Cline.....	46	100
Caldwell.....	46	100	Kansas City, Kan....	40	100
Horton.....	40	100	".....	40	100

36. Lights on train order signals will not be displayed when train order offices are closed (See General Rule 221.)

40. The following hours of duty will be observed at Train Order stations, subject to change by General Order. When so changed, all concerned will note change in pencil on their copy of the Time Table:

STATION	HOURS WEEK DAYS	SUNDAYS	STATION	HOURS WEEK DAYS	SUNDAYS
orton.....	Continuous	Continuous	Keats.....	8:00 AM 6:00 PM	11:45 AM 12:45 PM
Whiting.....	8:30 AM 6:30 PM	None			3:00 PM 4:00 PM
Straight Crk.....	8:30 AM 6:30 PM	8:30 AM 9:30 AM	Riley.....	8:00 AM 6:00 PM	11:15 AM 12:15 PM
Olton.....	Continuous	Continuous	Bala.....	8:00 AM 6:00 PM	3:15 PM 4:15 PM
Layetta.....	7:45 AM 5:45 PM	8:00 AM 11:00 AM			11:15 AM 12:15 PM
oyt.....	7:30 AM 5:30 PM	7:45 AM 9:45 AM	Broughton...	8:00 AM 6:00 PM	3:30 PM 4:30 PM
Imont.....	7:30 AM 5:30 PM	7:30 AM 8:30 AM	Clay Center...	Continuous	Continuous
opeka.....	Continuous	Continuous	Morganville...	8:00 AM 6:00 PM	10:35 AM 11:35 AM
opeka Yard.....	Continuous	8:00 PM 6:00 AM			4:10 PM 5:10 PM
ishop.....	8:00 PM 6:00 AM	11:45 AM 12:45 PM	Clifton.....	8:00 AM 6:00 PM	10:25 AM 11:25 AM
alencia.....	7:00 AM 5:00 PM	Continuous			4:25 PM 5:25 PM
illard.....	Continuous	Continuous	Clyde.....	8:30 AM 5:30 PM	8:30 AM 5:30 PM
Maple Hill.....	Continuous	Continuous		8:30 PM 5:30 AM	8:30 PM 5:30 AM
axico.....	8:00 AM 5:00 PM	8:00 AM 5:00 PM	Agenda.....	8:00 AM 6:00 PM	9:45 AM 10:45 AM
	7:30 PM 4:30 AM	7:30 PM 4:30 AM			5:00 PM 6:00 PM
McFarland.....	Continuous	Continuous	Cuba.....	8:00 AM 6:00 PM	9:45 AM 10:45 AM
lma.....	8:00 AM 5:00 PM	8:00 AM 5:00 PM			5:00 PM 6:00 PM
	9:00 PM 6:00 AM	9:00 PM 6:00 AM	Belleville...	Continuous	11:30 AM 4:30 AM
olland.....	Continuous	Continuous	Lost Springs...	8:00 AM 6:00 PM	11:15 AM 4:15 PM
lta Vista.....	Continuous	Continuous	Lincolnville...	8:00 AM 6:00 PM	None
hwhite.....	Continuous	Continuous	Antelope.....	8:00 AM 6:00 PM	Continuous
White City.....	Continuous	Continuous	Marion.....	Continuous	None
atimer.....	8:30 AM 4:30 PM	7:30 AM 4:30 PM	Aulne.....	8:30 AM 6:30 PM	Continuous
	7:00 PM 4:00 AM	7:00 PM 4:00 AM	Peabody.....	Continuous	None
erdington.....	Continuous	Continuous	Elbing.....	8:30 AM 6:30 PM	Continuous
oodbine.....	8:30 AM 6:30 PM	11:00 AM 12:01 PM	White Water...	Continuous	None
		3:30 PM 4:30 PM	Furley.....	8:30 AM 6:30 PM	9:30 AM 10:30 AM
earl.....	8:30 AM 6:30 PM	10:45 AM 11:45 AM	Kechi.....	8:30 AM 6:30 PM	4:30 PM 6:30 PM
		3:50 PM 4:50 PM			Continuous
nterprise.....	8:30 AM 6:30 PM	None	Cline.....	Continuous	Continuous
ilene.....	8:30 AM 6:30 PM	10:00 AM 11:00 AM	Wichita U. D.	Continuous	Continuous
		4:30 PM 5:30 PM	Haysville...	8:30 AM 6:30 PM	8:30 AM 9:30 AM
olomon.....	(Santa Fe)	(Santa Fe)	Peck.....	7:00 AM 5:00 PM	8:15 AM 12:15 PM
ew Cambria	8:25 AM 6:25 PM	9:15 AM 10:15 AM	Riverdale...	7:00 AM 5:00 PM	None
		5:10 PM 6:10 PM	Wellington...	Continuous	Continuous
alina.....	7:30 AM 5:30 PM	None	Perth.....	7:30 AM 5:30 PM	7:30 AM 12:30 PM
abaussee.....	8:00 AM 6:00 PM	12:01 PM 1:00 PM	Corbin.....	7:30 AM 5:30 PM	None
		2:00 PM 3:00 PM	Caldwell.....	Continuous	Continuous
andale.....	8:00 AM 6:00 PM	12:15 PM 1:15 PM			
		2:15 PM 3:15 PM			
anhattan.....	Continuous	Continuous			

ADJUSTED TONNAGE RATINGS FOR FREIGHT TRAINS

EASTWARD.

CALDWELL TO HERINGTON, KANSAS CITY AND HORTON.

Territory	Car Factor	Road Class of Engine	Adjusted Ratings			
			A	B	C	D
Caldwell to Herington	7	57	3200	2990	2780	2570
		39	2200	2050	1900	1750
		31	1700	1535	1470	1355
		30	1670	1560	1450	1340
Herington to White City	7	57	2840	2660	2480	2300
		39	1950	1825	1700	1575
		31	1480	1385	1290	1200
		30	1460	1365	1270	1175
White City to Alta Vista	7	57	3200	2990	2785	2570
		39	2200	2050	1900	1750
		31	1700	1585	1470	1355
		30	1670	1560	1440	1340

BELLEVILLE TO McFARLAND.

Territory	Car Factor	Road Class of Engine	Adjusted Ratings			
			A	B	C	D
Belleville to Cuba	7	57	2300	2165	2030	1895
		39	1775	1640	1505	1370
		31	1200	1130	1060	990
		30	1175	1110	1040	970
Cuba to Clay Center	7	57	2950	2760	2570	2380
		39	2000	1870	1740	1610
		31	1550	1450	1360	1250
		30	1525	1425	1325	1225

WESTWARD.

KANSAS CITY AND HORTON TO HERINGTON.

Territory	Car Factor	Road Class of Engine	Adjusted Ratings			
			A	B	C	D
Kansas City to McFarland	15	57	6100	5600	5100	4600
		39	4200	3850	3500	3150
		31	3250	2980	2710	2440
		30	3150	2890	2530	2370
Horton to Hoyt	7	57	2300	2165	2030	1895
		39	1575	1480	1385	1290
		31	1200	1130	1060	990
		30	1175	1110	1040	970
Hoyt to Topeka	20	57	9450	8530	7610	6690
		39	6500	5870	5240	4610
		31	5050	4560	4070	3580
		30	4900	4425	3950	3475

HERINGTON TO CALDWELL AND McFARLAND TO BELLEVILLE.

Territory	Car Factor	Road Class of Engine	Adjusted Ratings			
			A	B	C	D
Herington to Wichita	7	57	3030	2830	2630	2430
		39	2080	1945	1810	1675
		31	1590	1485	1380	1275
		30	1560	1460	1360	1260
Wichita to Zyba	7	57	3240	3025	2810	2595
		39	2220	2070	1920	1770
		31	1700	1585	1470	1355
		30	1670	1560	1450	1340
Zyba to Caldwell	7	57	2700	2530	2360	2190
		39	1860	1745	1630	1515
		31	1420	1330	1240	1150
		30	1390	1300	1210	1120

Territory	Car Factor	Road Class of Engine	Adjusted Ratings			
			A	B	C	D
McFarland to Broughton	7	57	2300	2165	2030	1895
		39	1775	1640	1505	1370
		31	1200	1130	1060	990
		30	1175	1110	1040	970
Broughton to Clyde	7	57	2860	2675	2490	2310
		39	1960	1835	1710	1585
		31	1490	1400	1310	1220
		30	1470	1375	1280	1185
Clyde to Belleville	7	57	2300	2165	2030	1895
		39	1775	1640	1505	1370
		31	1200	1130	1060	990
		30	1175	1110	1040	970

INSTRUCTIONS ON APPLICATION OF TONNAGE RATING SYSTEM

1. All ratings are based on TONS.
 2. To determine the proper tonnage for an engine, find first from the rating tables the ADJUSTED TONNAGE in effect corresponding to the number part of the road class of the engine. Then add the CAR FACTOR to the ACTUAL WEIGHT in TONS of each car. Finally, add together the weights of all cars plus their CAR FACTOR ALLOWANCE until the total equals the ADJUSTED RATING in effect.
 3. To determine the proper tonnage for a pusher, double header, or three or more engine train, add together the ADJUSTED RATINGS in effect for each one of the engines in question and proceed as outlined in Paragraph 2.
 4. When rating an engine, Yardmasters and Conductors will consider the caboose as one of the cars of the train, adding the CAR FACTOR to the ACTUAL WEIGHT in TONS of the caboose and this to the ADJUSTED TONNAGE of the balance of the train, the total to equal the ADJUSTED RATING in effect, exactly as outlined in Paragraph 2.
 5. When dead engines are hauled in a train, Yardmasters and Conductors will add four times the CAR FACTOR to the ACTUAL WEIGHT of each dead engine, and this to the ADJUSTED TONNAGE of the balance of the train, the total to equal the ADJUSTED RATING in effect, as outlined in Paragraph No. 2.
 6. Yardmasters and Conductors will add another light car to the train when the total ADJUSTED TONNAGE of the train, including the caboose, adds up fifteen or more adjusted tons (that is a fraction of a car) less than the ADJUSTED RATING in effect.
 7. Dispatchers, Yardmasters and Conductors will place as many loaded or heavy cars as possible on every train, and avoid running any trains consisting entirely of empty cars unless otherwise instructed.
 8. No reductions in tonnage on account of weather or other conditions are to be made unless authorized by the Superintendent.
- Rating A—To be used at all times unless otherwise directed.
- Rating B—To be used only by authority when temperature is between 30 and 15 degrees above zero, or when heavy retarding wind is blowing.
- Rating C—To be used only by authority when temperature is between 15 degrees above zero and zero, or when heavy retarding wind is blowing and temperature is between 30 and 15 degrees above zero.
- Rating D—To be used only by authority when temperature is below zero, or when high opposing wind is blowing and temperature is below 15 degrees above zero.
9. Actual weights of empty or loaded cars must not be estimated or assumed when they are available from the car stencils or the waybills.
 10. When actual weights cannot be determined, the following estimates for weight of contents and light weights of cars are to be used, but not otherwise. Contents are to be estimated at the marked capacity of the car, except in case of light commodities, such as hay, cotton or bran, in which case the contents should be estimated at one-half the marked capacity. In the case of way freight (merchandise) cars, 5 tons will be used as the weight of the contents.

LIGHT WEIGHTS of cars are to be estimated as follows:

KIND AND CAPACITY OF CARS

	Light Weight (In tons.)		Light Weight (In tons.)
Box, 40 ft., 80,000 capacity.....	19	Plain flat, 33 ft.....	8
Box, 34 ft., and 36 ft., 60,000 capacity.....	16	Plain flat, 34 ft.....	12
Box, 34 ft., 40,000 capacity.....	13	Plain flat, 40 ft.....	14
Box, 25 ft., 40,000 capacity.....	10	Plain flat, 43 ft.....	17
Furniture, 40 ft.....	18	Coal cars, 34 ft.....	13
Furniture, 50 ft.....	21	Coal cars, 36 ft.....	16
Refrigerator.....	18	Hopper bottom, coal, 80,000 capacity.....	18
Refrigerator (meat).....	21	Hopper bottom, coal, 100,000 capacity.....	21
Stock, 30 ft., 30,000 capacity.....	10	Roger ballast cars.....	16
Stock, 36 ft., 40,000 capacity.....	11	Ingoldsby dump cars.....	18
Stock, 36 ft., 60,000 capacity.....	16	Tank cars.....	14
Double deck stock.....	18	Cabooses.....	15

11. When converting the actual weights of cars from pounds into tons by dividing the actual weights in pounds by 2000, Yardmasters and Conductors will in all cases neglect a remainder of 999 pounds or less, but will consider a remainder of 1000 pounds or more as one ton.

EXAMPLES

1. Actual car weight in pounds.....	78,600
Converted weight in tons.....	39
2. Actual car weight in pounds.....	93,400
Converted weight in tons.....	47

