

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES
Eastern District

EASTERN DIVISION

TIME TABLE No.

16

IN EFFECT

Monday, August 16, 1965

At 12:01 A. M.

Central Standard Time

This Time Table is for the exclusive use and guidance
of Employees.

L. M. OLSON,
General Manager,
Topeka, Kansas

J. B. NOE,
Asst. General Manager,
Topeka, Kansas

H. J. BRISCOE,
Superintendent,
Emporia, Kansas

E. J. BRUCE,
Superintendent,
Argentine, Kansas

M. E. SHEWMAKE, Trainmaster Emporia, Kansas
E. L. KIDD, Trainmaster Emporia, Kansas
L. S. LAWRENCE, Trainmaster, RFOE Chanute, Kansas
W. J. McMEANS, Road Foreman of Engines Argentine, Kans.
M. F. KENNEDY, Chief Dispatcher Emporia, Kansas
L. A. ORMSBY, Asst. Chief Dispatcher Emporia, Kansas
A. D. JONES, Asst. Chief Dispatcher Emporia, Kansas

TRAIN DISPATCHERS—EMPORIA, KANSAS

J. W. WELLS A. E. JUDD
F. B. HOSTETTER D. L. SEXTON
C. J. BARRACLOUGH J. F. PURCELL
W. K. GAGE D. W. McALISTER
F. T. McCABE D. W. MILLER
C. W. McCOY R. D. DONOVAN
G. E. BECKER, Asst. Superintendent Argentine, Kans.
W. A. GOSSETT, Passenger Trainmaster Kansas City, Mo.
V. K. WOODSIDE, Asst. Pass. Trainmaster Kansas City, Mo.
H. E. HODGINS, Trainmaster Argentine, Kans.
D. W. TEEL, Trainmaster Argentine, Kans.
R. M. TURLEY, Road Foreman of Engines Argentine, Kans.
R. E. DAVIS, Asst. Trainmaster Argentine, Kans.
L. C. LOWE, Asst. Trainmaster Argentine, Kans.
A. A. CATRON, Asst. Trainmaster Argentine, Kans.

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are DAMAGING—Here's what happens:

4 miles per hour	SAFE COUPLING SPEED
5 miles per hour <input type="checkbox"/>	Damage Begins
6 miles per hour <input type="checkbox"/>	2½ times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

HANDLE FREIGHT CAREFULLY AND KEEP OUR
CUSTOMERS.

IT'S EVERYBODY'S JOB ON THE SANTA FE.

SPEED TABLE

Table of speeds (minutes and seconds per mile, in terms of miles per hour).

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
36	100	58	62.1	1 40	36.0
37	97.3	59	61.0	1 42	35.3
38	94.7	1	60.0	1 44	34.6
39	92.3	1 02	58.0	1 46	34.0
40	90.0	1 04	56.2	1 48	33.3
41	87.8	1 06	54.5	1 50	32.7
42	85.7	1 08	52.9	1 52	32.1
43	83.7	1 10	51.4	1 54	31.6
44	81.8	1 12	50.0	1 56	31.0
45	80.0	1 14	48.6	1 58	30.5
46	78.3	1 16	47.4	2	30.0
47	76.6	1 18	46.1	2 05	28.8
48	75.0	1 20	45.0	2 10	27.7
49	73.5	1 22	43.9	2 15	26.7
50	72.0	1 24	42.9	2 30	24.0
51	70.6	1 26	41.9	2 45	21.8
52	69.2	1 28	40.9	3	20.0
53	67.9	1 30	40.0	3 30	17.1
54	66.6	1 32	39.1	4	15.0
55	65.5	1 34	38.3	4 30	13.3
56	64.2	1 36	37.5	5	12.0
57	63.2	1 38	36.8	6	10.0

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
3	Between Kansas City and Wellington	Kansas City to Emporia, and Beyond Newton	Points between Kansas City and Emporia	19	Lawrence	Hutchinson, St. John, Dodge City, Garden City, Syracuse, Lamar, Albuquerque and beyond	
4	Lebo Melvern Pomona Wellsville Edgerton Gardner	Points between Emporia and Kansas City, Kansas City and beyond	Points beyond Emporia, and Emporia to Kansas City		St. John	Albuquerque and beyond	Emporia and beyond and south of Newton
11	Edmond	Points beyond Edmond	Points beyond Edmond	20	St. John	Emporia and beyond, South of Newton	Albuquerque and beyond
12	Osage City	Kansas City and beyond		23	Newton to Dodge City	La Junta and beyond	Newton and beyond
15	Ottawa	Beyond Newton		24	Dodge City to Hutchinson	Newton and beyond	La Junta and beyond
16	Ottawa		Beyond Newton		Newton to Emporia	Points between Newton and Emporia, Kansas City and beyond	Points beyond Emporia
17	Hutchinson	Albuquerque and beyond	Kansas City and beyond				
18	Hutchinson	Kansas City and beyond	Albuquerque and beyond				
El Capitan	On days El Capitan is operated as a separate train, that train will make conditional stops shown for trains 17-18.			211	Collinsville		Kansas City and beyond

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipment of which they are in charge, when provided with proper transportation

FIRST DISTRICT

EASTERN DIVISION

Siding Capacity 50 ft. Per Car	WESTWARD				Rating Grade Ascending	TIME TABLE No. 16 August 16, 1965	Rating Grade Ascending	Mile Post	Communications Turn Tables and Ways	EASTWARD		
	First Class									First Class		
	1	23	11	19						2	12	20
	San Francisco Chief	The Grand Canyon	The Kansas Cityan	The Chief						San Francisco Chief	The Chicagoan	The Chief
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily
	PM 11.00	PM 9.45	PM 5.20	PM 5.10		HOLLIDAY 3.8	0			AM 5.24	AM 11.39	PM 9.55
43	11.04	²⁰ 9.50	5.24	5.13	6.4	WILDER 7.4	8.9	3.7	B	5.18	11.32	²³ 9.50
107	11.12	9.56	5.31	5.20	10.6	DE SOTO 8.0	10.6	11.1	C	5.10	11.24	9.44
49	11.20	10.03	5.37	5.27	0	EUDORA 4.1	0	19.1	C	5.02	11.16	9.38
	11.24	10.07	5.40	5.30	9.2	NORIA YL 3.3	0	23.2		4.56	11.10	9.34
130	11.30	10.10	5.45	5.35	10.6	LAWRENCE YL 5.1	10.6	26.5	Y C	4.50	11.05	9.30
50	11.37	10.22	5.51	5.40	0	LAKE VIEW 5.8	0	31.6		4.40	10.58	9.20
52	11.44	10.28	5.57	5.45	10.6	LECOMPTON 8.6	21.1	37.4	B	4.35	10.53	9.15
125	11.52 AM	10.37	6.04	5.52	7.0	TECUMSEH 5.6	0	46.0	B	4.26	10.46	9.06
41	12.05	10.50	6.15	6.00	26.4	A.T.&S.F. Crossing TOPEKA YL 6.5	0	52.8 50.6	Y C	4.20	10.40	9.00
49	12.11	11.10	6.23	6.10	40.9	PAULINE YL 5.4	49.5	57.3	C	4.05	10.27	8.46
30	12.16	11.15	6.28	6.15	52.8	WAKARUSA 5.1	50.7	62.7	B	3.59	10.21	8.40
44	12.21	11.23	6.33	6.20	52.8	CARBONDALE 3.8	44.2	67.8		3.52	10.15	8.34
60	12.24	11.27	6.36	6.23	45.0	SCRANTON 5.3	52.6	71.6	C	3.48	10.11	8.30
68	12.29	11.33	6.41	6.28	52.8	BURLINGAME 7.9	51.6	76.9	Y C	3.42	10.05	8.24
					10.8	Mo. Pac. Crossing 0.3	0	84.8				
100	12.37	11.43	6.49	6.34	52.8	OSAGE CITY 5.3	42.1	85.1	C	3.34	9.57	8.16
73	12.42	11.50	6.55	6.39	35.7	EARCLAY 6.1	51.1	90.4	B	3.29	9.52	8.11
80	12.48	11.57 AM	7.00	6.44	52.8	READING 8.2	39.0	96.5	B	3.23	9.47	8.06
49	12.57	12.06	7.08	6.52	49.8	LANG 6.2	57.8	104.8	B	3.16	9.40	7.59
	1.03	12.15	7.14	6.58	5.3	N.R. JCT. YL 1.1	16.8	111.0	Y	3.09	9.34	7.53
	1.15 AM	12.30 AM	7.25 PM	7.10		EMPORIA YL		112.1	T C	3.05 AM	9.30 AM	7.50 PM
	Arrive Daily	Arrive Daily	Arrive Daily	PM Arrive Daily		(113.9)				Leave Daily	Leave Daily	Leave Daily
	50.2	41.2	53.0	57.0		Average speed per hour				49.1	52.9	54.7

AUTOMATIC BLOCK SYSTEM
AUTOMATIC TRAIN STOP
TCS

SIGNAL SYSTEM TWO IN EFFECT:

Holliday to Emporia.

RULE 251 IN EFFECT:

Constitution Street (MP 111.9) Emporia to Emporia.

RULE 261 IN EFFECT:

On main tracks N.R. Jct. to Constitution Street (MP 111.9) Emporia. Wilder to Holliday eastward trains from Leavenworth District only.

Rule 285 indication on home signal at Wilder authorizes movement to First District as an eastward extra.

Between N.R. Jct. and Constitution Street (MP 111.9) Emporia the middle track is designated Main Track No. 1, the north track Main Track No. 2, and the south track Main Track No. 3.

Trains must secure numbered clearance card before leaving originating stations, except westward trains at Holliday and from Leavenworth District at Wilder.

Eastward trains via First District will secure numbered clearance card at Emporia Passenger Station.

WESTWARD										TIME TABLE No. 16 August 16, 1965	Ruling Grade Ascending	Mile Post
First Class												
47	1	23	11	211	19	3	7	17	15			
Oil Flyer	San Francisco Chief	The Grand Canyon	The Kansas Cityan	The Tulsan	The Chief	Passenger	Fast Mail Express	Super Chief-El Capitan	Texas Chief			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
PM 11.59 AM 12.05	PM 10.45	PM 9.30	PM 5.05	PM 5.00	PM 4.55	AM 9.15	AM 9.00	AM 2.05	AM 1.50			
12.05	10.49	9.34	5.09	5.04	4.59	9.19	9.04	2.09	1.54			
12.13	10.54	9.40	5.15	5.10	5.05	9.25	9.10	2.15	2.00			
12.19	11.00 PM	9.45 PM	5.20 PM	5.16	5.10 PM	9.32	9.16	2.21	2.06			
s 12.40				s 5.27		s 9.44	9.30	2.35	2.18			
f 12.51	Via First District	Via First District	Via First District		Via First District							
f 12.57												
f 1.04												
s 1.20 AM				s 5.55 PM		s 10.16	9.59	3.03	2.46			
							10.28					
							10.42	10.19	3.22	3.05		
	Via Third District				Via Third District							
							10.55	10.33	3.33	3.16		
							11.12	10.54	3.50	3.33		
							s 11.20 AM	11.00 AM	3.55 AM	s 3.40 AM		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
42.3	52.4	52.4	52.4	52.3	52.4	53.9	58.0	61.2	61.2			

STATIONS		Feet Per Mile	
KANSAS CITY Union Station			
K.C.T. TOWER 3 YL	1.4	0	1.7
A.Y. TOWER YL	2.2	0	3.9
ARGENTINE YARD	0.9	18.8	4.8
TURNER YL	2.3	10.4	7.1
MORRIS	3.2	4.2	10.3
HOLLIDAY	3.1	4.2	13.4
ZARAH	2.8	22.3	16.2
CRAIG	2.9	28.2	19.1
OLATHE	6.8	31.7	25.9
CLARE	5.1	21.1	31.0
GARDNER	3.6	21.1	34.6
EDGERTON	5.2	20.4	39.8
WELLSVILLE	5.7	21.1	45.5
LE LOUP	4.4	0	49.9
OTTAWA	7.2	21.1	57.1
Mo. Pac. Crossing	2.8	12.0	59.9
POMONA	7.6	21.1	67.5
QUENEMO	4.3	5.1	71.8
MELVERN	7.8	17.1	79.6
OLIVET	6.7	54.4	86.2
RIDGETON	1.4	0	87.6
LEBO	6.2	21.1	93.8
Ncoaho Rapids	7.8	18.1	101.6
WIGGAM	5.5	5.4	107.1
N.R. JCT.	4.2	21.1	111.3
EMPORIA YL	1.1	5.3	112.1

SIGNAL SYSTEM TWO IN EFFECT:

K.C.T. Tower 3 to Emporia.

RULE 251 IN EFFECT:

Constitution Street (MP 111.9) Emporia to Emporia.

RULE 261 IN EFFECT:

On main tracks K.C.T. Tower 3 to Constitution Street (MP 111.9) Emporia.

On siding Ottawa.

Trains originating at Kansas City Union Station, Turner, Ottawa and Emporia must secure numbered clearance card before leaving. Westward trains originating at Kansas City Union Station, operating via First District, must secure numbered clearance card at Turner.

Between Turner and MP 14.4, south track is designated Main Track No. 1, and the two tracks north thereof are designated Main Tracks Nos. 2 and 3, respectively. Between Turner and Holliday, the third track north of Main Track No. 1 is designated Main Track No. 4.

Between Wiggam and Constitution Street (MP 111.9) Emporia, the middle track is designated Main Track No. 1, the north track Main Track No. 2, and the south track Main Track No. 3.

At Craig and Zarah, auxiliary tracks are not to be used for meeting or passing of trains.

Between Kansas City Union Station and K.C.T. Tower 3 be governed by Kansas City Terminal Railway Company Operating Rules.

(112.2)

Average speed per hour

SECOND DISTRICT

Siding Capacity 50 ft. Per Car	Communications Turn, Tables and Ways	Ruling Grade Ascending	TIME TABLE No. 16 August 16, 1965	EASTWARD									
				First Class									
				24	18	2	12	212	4	8	48	20	16
				The Grand Canyon	Super Chief-El Capitan	San Francisco Chief	The Chicagoan	The Tulsan	Passenger	Fast Mail Express	Oil Flyer	The Chief	Texas Chief
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
			KANSAS CITY Union Station	AM 4.45	AM 5.35	AM 6.00	PM 12.05	PM 12.10	PM 3.00	PM 6.00	PM 10.00	PM 10.30	AM 1.16
	C	47.8	1.4										
	Y	24.2	K.C.T. TOWER 3 YL	4.18	5.23	5.38	11.53	11.56	2.46	5.31	9.40	10.10	1.01
	C	0	2.2										
	T	0	A.Y. TOWER YL										
	Y	0	0.9										
	C	9.7	ARGENTINE YARD										
	C	7.8	2.3										
		0	3.2										
	B	0	TURNER YL	4.10	5.17	5.32	11.47	11.51	2.38	5.25	9.33	10.03	12.55
	C	0	MORRIS										
		0	3.1										
		0	HOLIDAY	4.04	5.11	5.24 AM	11.39 AM	11.45	2.29	5.19	9.27	9.55 PM	12.49
		0	2.8										
	B	0	ZARAH										
		0	2.9										
	C	21.1	CRAIG										
		18.7	6.8										
	C	21.1	OLATHE	f 3.50	4.59			s 11.30	s 2.15	5.05	s 9.15		12.35
		21.1	5.1										
	C	21.1	CLARE			Via First District	Via First District					Via First District	
		21.1	3.6						2.02				
		21.1	GARDNER										
		21.1	5.2										
	C	21.1	EDGERTON						1.57				
		21.1	5.7										
	B	21.1	WELLSVILLE						1.49				
		21.1	4.4										
	Y	21.1	LE LOUP										
		17.2	7.2										
	C	15.8	OTTAWA	s 3.15	4.32			11.00 AM	s 1.35	s 4.30	8.40 PM		12.08 AM
		15.8	2.8										
	B	0	Mo. Pac. Crossing										
		0	7.6										
	B	9.3	POMONA						1.22				
		11.1	4.3										
	C	16.8	QUENEMO										
		21.1	7.8										
	B	21.1	MELVERN	2.57	4.16			Via Third District	1.08	4.12	Via Third District		11.52
		21.1	6.7										
	C	15.3	OLIVET										
		0	1.4										
	B	21.1	RIDGETON										
		21.1	6.2										
	C	15.8	LEBO	2.44	4.03				12.47	3.59			11.39
		0	7.8										
	Y	15.8	Ncoaho Rapids										
		15.8	5.5										
	C	0	WIGGAM										
		15.8	4.2										
	Y	15.8	N.R. JCT.	2.29	3.49				12.30	3.44			11.24
		15.8	1.1	2.25 AM	3.45 AM				12.25 PM	3.40 PM			11.20 PM
	C		EMPORIA YL										
			(112.2)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Average speed per hour	48.0	61.2	21.8	30.2	48.8	43.4	48.0	42.8	22.5	58.5

SIGNAL SYSTEM TWO IN EFFECT:

Emporia to K.C.T. Tower 3.

RULE 251 IN EFFECT:

Emporia to Constitution Street (MP 111.9) Emporia.

RULE 261 IN EFFECT:

On main tracks Constitution Street (MP 111.9) Emporia to K.C.T. Tower 3.

On siding Ottawa.

Trains originating at Emporia, Ottawa, Turner and Kansas City Union Station must secure numbered clearance card before leaving.

Between Constitution Street (MP 111.9) Emporia and Wiggam, the middle track is designated Main Track No. 1, the north track Main Track No. 2, and the south track Main Track No. 3.

Between MP 14.4 and Turner, south track is designated Main Track No. 1, and the two tracks north thereof are designated Main Tracks Nos. 2 and 3, respectively. Between Holiday and Turner, the third track north of Main Track No. 1 is designated Main Track No. 4.

At Craig and Zarah, auxiliary tracks are not to be used for meeting or passing of trains.

Between K.C.T. Tower 3 and Kansas City Union Station be governed by Kansas City Terminal Railway Company Operating Rules.

SIGNAL SYSTEM TWO IN EFFECT:

Ottawa to Tulsa Yard.

SIGNAL SYSTEM ONE IN EFFECT:

Interlocking, MP 90.2. (Tulsa)

RULE 261 IN EFFECT:

Ottawa to MP 57.3. (Ottawa)

DY Jct. to East Switch Bartlesville MP 40.3.

Trains must secure numbered clearance card before leaving Ottawa, Chanute and Tulsa. All AT&SF trains must secure clearance card before leaving Bartlesville when operator on duty.

Between the following points there is no superiority of trains. Trains and engines within these limits must move at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines:

Mo.Pac. Crossing 0.8 mile east of station, Caney to State Line MP 22.7;

East end of Bridge MP 40.3, 0.6 mile east of passenger station, Bartlesville and BE Jct;

Westward signal 891 and home signal governing route through interlocking MP 90.2, Tulsa.

Between Interlocking MP 90.2 (Tulsa) and Tulsa all tracks are designated as yard tracks.

Rule 285 indication on Burlington District eastward home signal, B.N. Jct., authorizes extra east with right over opposing trains B.N. Jct. to Ottawa.

Proceed indication on MK&T westward home signal DY Jct. authorizes MK&T train DY Jct. to BE Jct. Proceed indication on MK&T eastward home signal BE Jct. authorizes MK&T train BE Jct. to DY Jct.

At Ottawa, time of eastward trains applies at station sign, and time of westward trains applies at west end of siding.

No. 47 is superior to No. 212.

Siding Capacity 50 ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 16 August 16, 1965	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	First Class							First Class	
	211	47						212	48
	The Tulsa	Oil Flyer						The Tulsa	Oil Flyer
	Leave Daily	Leave Daily	Feet Per Mile		Feet Per Mile			Arrive Daily	Arrive Daily
92	PM 5.55	AM 1.20	17.5				Y C	AM 11.00	PM 8.40
70	6.03	1.29	37.0						
57	6.07	1.34	26.8				B	10.48	8.24
68	6.12	1.40	29.3				B	10.44	8.20
			42.2				C	10.39	8.15
48	6.23	1.52	0						
71	6.30	2.01	37.0				C	10.28	8.04
97	6.37	2.09	37.0				B	10.18	7.54
			20.2				C	10.11	7.44
92	6.50	2.25	0						
			37.0				C	10.02	7.35
82	7.00	2.35	37.0				C	9.54	7.25
			37.0						
	7.15 ⁴⁸	3.10	31.1				C	9.45	7.15 ²¹¹
	7.17	3.13	33.3				T Y		
77	7.22	3.20	37.0				B	9.31	6.41
	7.28	3.29	0				C	9.25	6.34
77	7.34	3.36	26.0				B	9.19	6.26
			29.0						
	7.43	3.50	79.8				Y C	9.12	6.18
	7.58	4.15	0				Y C	9.00	6.08
52	8.05	4.25	37.0					0.5	
	8.12	4.38	37.0					7.4	8.47 5.55
52	8.19	4.50	15.7				Y C	8.31	5.40
	8.21	4.53	37.0				B	8.28	5.36
	8.26	5.00	17.3					8.23	5.30
74	8.32	5.10	0				C	8.15	5.22
			21.5					8.14	5.19
	8.40	5.25	26.4				Y C	8.10	5.15
52	8.55	5.41	37.0					4.1.3	8.02 5.09
62	9.01	5.50	28.8				B	7.51	4.57
51	9.08	5.57	28.3					7.46	4.50
35	9.15	6.07	22.7				B	7.41	4.42
	9.23	6.17	30.0				C	7.35	4.35
56	9.31	6.25	35.3				B	7.27	4.26
			37.0					7.21	4.19
	9.38	6.32	0				Y	7.17	4.14
			0					90.2	
			0					90.4	
	10.00 PM	7.00 AM	0				C	7.15 AM	4.10 PM
	Arrive Daily	Arrive Daily	0					Leave Daily	Leave Daily
	48.7	35.1						53.0	44.2

Average speed per hour

FOURTH DISTRICT

WEST- WARD ↓	Siding Capacity 50 ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 16 August 16, 1965		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
				A. U. JCT. YL		127.7	T Y	
		42.2		7.1 VILAS	40.9	134.8		
32		42.2		4.2 REST	42.2	139.0		
	0	0		5.0 BENEDICT	42.2	144.0	B	
	0	0		0.2 Mo. Pac. Crossing	25.2	144.2		
	0	0		6.8 Mo. Pac. Crossing	26.4	151.0		
	0	0		1.4	10.5			
71				FREDONIA YL				
		42.2		S.L.-S.F. Crossing 7.6	24.1	152.4	C	
54		42.2		BUXTON	42.2	160.0	B	
		42.2		5.3 UPOLA	42.2	166.3		
		42.2		5.7		171.0		
39				LONGTON YL		189.9	C	
		37.8		5.8 ELK FALLS	37.0	195.7	B	
74		40.1		6.7	12.0			
				MOLINE YL		202.4	Y C	
		52.8		8.4 GRENOLA	44.9	210.8	C	
		83.8		6.4 GRAND SUMMIT	37.0	217.2		
	0	0		8.3 CAMBRIDGE	37.0	225.5	C	
39		76.9		5.3 BURDEN	37.0	230.8	C	
42		37.0		7.9 NEW SALEM	51.7	238.7	B	
46		0		8.4 WINFIELD YL	37.0	247.1		
	0	0		0.1 SL-SF Crossing	0	247.2		
	0	0		0.9 WN JCT. YL	0	248.1	Y	
		52.8		5.3 KELLOGG	37.0	253.4		
		26.4		3.5 OXFORD	37.0	256.9	C	
		37.0		5.7 DALTON	37.0	262.6	B	
		52.8		7.0 WELLINGTON YL	37.0	238.9	T Y C	
				(123.0)				

SIGNAL SYSTEM TWO IN EFFECT:

Benedict Interlocking.
Moline MP 198.1 to MP 201.6.
WN Jct. Interlocking.
Wellington.

RULE 261 IN EFFECT:

Westward home signal MP 267.5 to MP 239.5 Wellington.

No switch lights between A.U. Jct. and Longton, and between WN Jct. and westward home signal MP 267.5.

GIRARD DISTRICT

WEST- WARD ↓	Siding Capacity 50 ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 16 August 16, 1965		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Second Class 77	STATIONS				
			Mixed					Mixed
			Leave Daily Ex. Sun.					Arrive Daily Ex. Sun.
			AM 2.15				T Y	AM 9.05
		0		A. U. JCT. YL				
		0		1.9 M.K.T. Crossing	31.4	1.9		
		31.7	f 2.30	4.1 ROLLIN	0	6.0		f 8.55
		0	f 2.40	4.0 SHAW	29.0	10.0		f 8.45
		20.5	f 2.55	0.5 ERIE	0	14.4	C	f 8.35
		44.4		9.9 M.K.T. Crossing	42.2	14.9		
		52.8	f 3.25	7.1 WALNUT	42.2	24.8		f 8.05
		51.3	f 3.40	7.6 M.K.T. Crossing	43.8	31.9		f 7.50
		0		0.2 S.L.-S.F. Crossing	0	39.5		
22		48.0	f 4.00	9.4 GIRARD	42.2	39.7	C	f 7.35
		0	s 4.30	3.0 FRONTENAC YL	37.0	49.1	Y C	s 7.15
		0		0.1 K.C.S. Crossing	0	52.1		
		0		0.5 Mo. Pac. Crossing	31.7	52.2		
		0		0.2 K.C.S. Crossing	0	52.7		
		0		0.2 S.L.-S.F. Crossing	0	52.9		
		0		0.1 S.L.-S.F. Crossing	0	53.0	C	7.00 AM
			s 4.45 AM	PITTSBURG YL				
				24.8 PITTSBURG, K.C.S. } K.C.S. Av.				
				JOPLIN				
			Arrive Daily Ex. Sun.	(77.8)				Leave Daily Ex. Sun.
			21.2	Average speed per hour				25.4

SIGNAL SYSTEM TWO IN EFFECT:

Erie Interlocking.
Walnut Interlocking.
Girard Interlocking.

Trains must secure numbered clearance card before leaving originating stations, except A.U. Jct. and at Pittsburg when no operator on duty. Westward Trains secure numbered clearance card at Chanute.

Be governed by K.C.S. Time Table and Operating Rules between Pittsburg K.C.S. and Joplin, and by Rules and Regulations of the Joplin Union Depot Company at Joplin.

No. 77 is superior to No. 78.

No switch lights on Girard District.

ATCHISON DISTRICT

WEST- WARD ↓	Siding Capacity 50 TL Per Car	Ruling Grade Ascending	TIME TABLE No. 16 August 16, 1965		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
	0			TERMINAL YARD YL 0.5	0	484.5	TY C	
	0			M.K. JCT. 0.1	0	485.0		
	17.8			TERMINAL JCT. } R.I. 19.9 } H.V.	17.4	485.1		
	34.3			C.B. & O. Crossing } ATCHISON U.S. YL } Mo. Pac. Crossing	0	505.0		
	25.6			ATCHISON YL 0.6	0	0.5	T C	
	58.6			Mo. Pac. Crossing 5.3	0	1.1		
	24.8			PARNELL 4.3	50.9	6.4		
	68.9			CUMMINGS 6.1	0	10.7		
15	0			NORTONVILLE 9.2	64.3	16.8	C	
34	69.9			VALLEY FALLS 8.9	64.0	26.0	C	
	62.4			ROCK CREEK 4.5	63.4	34.9		
	63.4			MERIDEN 10.1	59.3	39.4	C	
	33.4			U.P. Crossing YL 1.1	0	49.5		
				TOPEKA YL		50.6	Y C	
				(71.2)				

SIGNAL SYSTEM TWO IN EFFECT:

U. P. Crossing MP 49.5

Trains must secure numbered clearance card before leaving Topeka and Terminal Yard. Westward trains must secure numbered clearance card at Atchison when operator on duty.

Between Terminal Jct. and Atchison U.S. be governed by C.R.I. & P. time table and operating rules. In addition to A.T. & S.F. clearance card, at Terminal Yard, secure C.R.I. & P. clearance at C.R.I. & P. Yard Office. At Atchison, secure C.R.I. & P. clearance at Mo. Pac. 5th Street Office.

Train register for Atchison located in Mo. Pac. 5th Street Office.

Bulletin instructions govern movement over Mo. River Bridge (just east of Atchison U.S.).

Between the following points there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against trains and engines:

Terminal Yard and Terminal Jct.

1000 ft east of Missouri River Bridge (just east of Atchison U.S.) and Mo. Pac. Crossing 0.6 mile west of Atchison.

Trains or engines using Mo. Pac. main track to Atchison Union Depot Co. Track 5, will be governed, eastward by signal 3308-R, and westward by signal 3305-R. Block indicators located at west crossover switch at AT&SF main track and at west end of Depot track 5, indicate condition of block on conflicting routes. If block indicator shows "Block Occupied," and no evidence of movement on opposing route, crossover switches may be lined and, after expiration of five minutes if still no evidence of movement on opposing route, may proceed, protecting against conflicting movements.

No switch lights on Atchison District.

LEAVENWORTH DISTRICT

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 16 August 16, 1965		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS				
	21.1		WILDER 1.5	0			
	30.1		U.P. Crossing BONNER SPRINGS YL 6.0	0	1.5	C	
	33.2		STONE 9.3	55.4	7.5	C	
	31.7		LANSING 1.7	10.6	16.8	C	
	52.8		WADSWORTH 2.2	52.8	18.5		
	0		C.B. & O. Crossing 1.3	66.0	20.7		
			LEAVENWORTH YL		22.0	C	
			(22.0)				

SIGNAL SYSTEM TWO IN EFFECT:

Bonner Springs Interlocking.

Rule 285 indication on home signal at Wilder authorizes movement to First District.

No switch lights on Leavenworth District.

ALMA DISTRICT

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 16 August 16, 1965		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS				
	58.1		BURLINGAME YL 8	52.8		Y C	
	58.1		HARVEYVILLE 9.5	0	8.4	C	
	58.1		ESKRIDGE 7.5	70.0	18.0	C	
	52.8		HESSDALE 6	70.2	25.5		
	50.7		ALLENDRPH 1.6	40.6	32.2		
			ALMA YL		33.8	Y C	
			(33.8)				

No switch lights on Alma District.

BALDWIN DISTRICT

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 16 August 16, 1965		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS				
	65.0		BALDWIN YL 10.7	64.7	15.4	C	
			OTTAWA YL		26.2	Y C	
			(10.7)				

No switch lights on Baldwin District.

BURLINGTON DISTRICT

COFFEYVILLE DISTRICT

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 16 August 16, 1965	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓	Feet Per Mile	STATIONS	Feet Per Mile			↑
	87.1	B.N. JCT. 7.0	39.6	7.0	B	
	91.2	HOMWOOD 5.6	54.4	12.6	C	
	126.0	WILLIAMSBURG 2.8	146.9	15.4		
	88.4	SILKVILLE 7.4	102.1	22.8	C	
	105.3	WAVERLY 5.4	45.8	28.2		
	42.8	HALL'S SUMMIT 5.1	83.0	33.3		
	92.2	SHARPE 8.3	5.0	41.6	C	
	57.1	BURLINGTON 10.4	61.0	52.0	Y C	
		GRIDLEY YL				
		(52.0)				

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 16 August 16, 1965	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓	Feet Per Mile	STATIONS	Feet Per Mile			↑
	67					68
	Way Frt.					Way Frt.
	Leave Daily Ex. Sun.					Arrive Daily Ex. Sat.
	AM 1.30	CHERRYVALE YL 8.3	50.3		Y C	PM 8.05
	1.50	LIBERTY YL 5.2	19.8	8.1	D	7.50
		AVIAN 2.5	19.3	13.3		
		MKT Crossing 0.6	12.1	15.8		
	2.10 AM	COFFEYVILLE YL 0.5	0	16.4	Y C	7.30 PM
		Mo. Pac. Crossing	0	16.9		
	Arrive Daily Ex. Sun.	(17.1)				Leave Daily Ex. Sat.
	25.6	Average speed per hour.				29.3

A train must not pass Burlington Dist. eastward home signal B.N. Jct., in "stop" position without authority from dispatcher. No switch lights on Burlington District.

Trains must secure numbered clearance card before leaving originating stations, except No. 68 at Coffeyville.

No switch lights on Coffeyville District.

HOWARD DISTRICT

PAWHUSKA DISTRICT

Biding Capacity 50 ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 16 August 16, 1965	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	↓	Feet Per Mile	STATIONS	Feet Per Mile			↑
		43.1	N.R. JCT. YL 10.1	51.7	10.1	Y C	
		47.2	OLPE 4.5	44.6	14.6		
		0	ROOT 4.8	42.2	19.4	C	
		41.0	MADISON 6.5	28.9	25.9		
		38.2	BISBEE 6.2	35.5	32.1	C	
		38.8	HAMILTON 7.0	37.6	39.1		
21		44.7	UTOPIA 4.6	47.2	43.7		
		34.3	Mo. Pac. Crossing 2.9	42.0	46.6	C	
		40.7	EUREKA YL 3.5	41.7	50.1		
		40.7	SMALL 5.7	41.7	55.8		
24		46.9	CLIMAX 7.1	44.6	62.9	Y C	
		32.3	SEVERY S.L.-S.F. Crossing 5.7	41.2	68.6		
		39.8	FIAT 6.9	43.2	75.5	C	
		41.7	HOWARD 8.1	41.4	83.6	Y C	
			MOLINE YL				
			(83.6)				

WESTWARD	Biding Capacity 50 ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 16 August 16, 1965	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD
↓		Feet Per Mile	STATIONS	Feet Per Mile			↑
		0	OWEN 7.4	37.0		B	
		37.0	HULAH 6.6	0	7.2		
		37.0	BOWRING 6.2	0	13.8		
		37.0	BIGHEART 5.1	37.0	20.0	B	
		0	NANOS 3.3	37.0	25.1	B	
		37.0	OPAH 6.5	37.0	28.4		
			PAWHUSKA YL 0.4		34.9	C	
		37.0	Midland Valley Crossing 6.6	32.0	35.3		
		32.0	BETTS 4.0	16.0	41.9	B	
		32.0	McINNIS 4.1	32.0	45.9	B	
		32.0	STROHM 7.1	32.0	50.0		
		0	KEEFE 5.4	32.0	57.1	B	
		0	OS JCT. 1.9	31.7	62.5		
	100		RALSTON YL			Y C	
			(64.6)				

No switch lights on Howard District.

Movement of Eastern Division trains on Middle Division between OS Jct. and Ralston will be made in accordance with Rule 93.

No switch lights on Pawhuska District.

Rules 19 and 813 of the Rules, Operating Department, revised 1959, are amended as follows:

Rule 19. Unless otherwise provided, the following signals will be displayed, in places provided, to the rear of every train, as markers, to indicate the rear of train:

By day, marker lamps not lighted.

By night, marker lamps lighted, displaying red to rear and yellow to front and side.

A train not equipped to display the prescribed signals will display to the rear, a red flag by day and a light by night, in lieu of marker lamps, to indicate the rear of train.

By night, when train is clear of main track to be passed by following train (except within ABS limits or where Rule 261 is in effect) marker lamps will be turned to display yellow to front, side and rear. Markers must be changed to display red to rear before main track is again fouled.

When markers on a train, the rear of which is clear of main track, display red to rear (except within ABS limits or where Rule 261 is in effect), a following train must proceed prepared to stop short of train, obstruction or switch not properly lined, until main track is known to be clear.

Within ABS limits or where Rule 261 is in effect, a train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Where ABS or Rule 261 is not in effect, a passenger train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Rule 813. Amended to include: When radio communication is being used in connection with a train or yard movement, in lieu of hand signals, proper identification and continuous contact must be maintained. Should contact be lost with employe directing the movement, immediate stop must be made until communication is restored or other signals are used to complete the movement.

1. Except as otherwise provided, Eastward Trains are superior to Westward Trains of the same class.

2. REGISTER STATIONS (Rule 83)

STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains
Topeka	Originating or terminating.
Emporia-Emporia Yard	Originating or terminating either place.
Turner	Originating or terminating.
Moline	Originating or terminating.
Wellington-Wellington Yard	Originating or terminating either place.

AT STATIONS LISTED BELOW TRAINS DESIGNATED WILL REGISTER BY FORM 903:

Emporia	Trains on which engine or train crews do not change.
Ottawa	Trains to and from Third District.
Chanute	Nos. 47, 48, 211 and 212.
Tulsa	Extra Trains.
Winfield	Extra Trains.

3.

4. JUNCTION SWITCHES (Rule 98)

LOCATION	NORMAL POSITION
ATCHISON DISTRICT	
M.K. Jct.	Illinois Division.
Terminal Jct.	C.R.I. & P. Ry.
1000 ft. east of Mo. River Br.	C.R.I. & P. Ry.
Atchison U.S.	Missouri Pacific
BURLINGTON DISTRICT	
B.N. Jct.	Third District.
ALMA DISTRICT	
Burlingame	First District.
LEAVENWORTH DISTRICT	
Wilder	First District.

4. JUNCTION SWITCHES (Rule 98)—(Cont'd)

LOCATION	NORMAL POSITION
FOURTH DISTRICT	
A.U. Jct.	Third District.
GIRARD DISTRICT	
A.U. Jct.	Third District.
Pittsburg K.C.S.	K. C. S. Ry.
HOWARD DISTRICT	
Moline	Fourth District.
THIRD DISTRICT	
BE Jct.	Third District.
COFFEYVILLE DISTRICT	
Cherryvale	Third District.
PAWHUSKA DISTRICT	
Owen	Third District.
OS Jct.	Middle Division
BALDWIN DISTRICT	
Ottawa	Second District (Siding)

5. JOINT TRACK FACILITIES.

KANSAS CITY—K.C.T. Tower 3. A.T. & S.F. trains will use K.C.T. (Kansas City Terminal Ry. Co.) tracks between Union Station and K.C.T. Tower 3.

CANEY-STATE LINE—Mo. Pac. trains use A.T. & S.F. main track between connecting switches MP 21.4 and State Line MP 22.7.

DY Jct.—BE Jct.—M.K.T. trains use A.T. & S.F. main track between DY Jct. and BE Jct., and Bartlesville yard tracks east of BE Jct., and are governed by AT&SF time table and rules.

WINFIELD—WN. Jct.—Mo. Pac. trains use A.T. & S.F. tracks and are governed by A.T. & S.F. time table and rules.

TERMINAL YARD—A.T. & S.F. trains will use St. Joseph Terminal Ry. Co. tracks between Terminal Yard and M.K. Jct.

TERMINAL JCT.—MO. RIVER BRIDGE. A.T. & S.F. trains will use C.R.I. & P. Ry. Co. tracks between Terminal Jct. and a point 462 feet east of Mo. River Bridge.

ATCHISON—A.T. & S.F. trains will use tracks of Atchison Br. Co., Inc., from 462 ft. east of bridge to west end of bridge. Will use tracks of Atchison Union Depot Co. between west end of bridge and Mo. Pac. crossing at Atchison U.S., and Mo. Pac. main track between Mo. Pac. crossing and connection to A.T. & S.F. main track 384 feet west of Mo. Pac. crossing. C.R.I. & P. trains will use A.T. & S.F. main and yard tracks between Atchison U.S. and Atchison yards and will be governed by A.T. & S.F. Time Table and Rules.

FREDONIA—S.L.S.F. engines use A.T. & S.F. main track between connecting switch M.P. 152.1 and M.P. 150.0 in making interchange. A.T. & S.F. engines use S.L.S.F. main track between connecting switch and S.L.S.F. M.P. F412 plus one pole.

PITTSBURG-JOPLIN—A.T. & S.F. trains use K.C.S. main track and sidings between Pittsburg K.C.S. and Joplin and tracks of Joplin Union Depot Company at Joplin.

6.

7.

8.

9. RULE 85. Second District, between Kansas City Union Station and Emporia, not necessary exchange train orders, signals and numbers when one section passes another.

10.

SPECIAL RULES

11. RAILROAD CROSSINGS AT GRADE

STATION	MILE POST LOCA-TION	TYPE	Maximum Speed MPH	
			Pass-enger	Freight
FIRST DISTRICT				
Topeka	52.6	Automatic Interlocking	20	20
Osage City	84.8	Automatic Interlocking	90	60
SECOND DISTRICT				
Between Ottawa and Pomona	59.9	Interlocking — If governing signal indicates stop and unable communicate with control station, follow instructions outlined in box at crossing.	90	70
THIRD DISTRICT				
Ottawa	58.4	Automatic Interlocking	20	20
Garnett	82.7	Automatic Interlocking	20	20
Iola	109.4	Automatic Interlocking	20	20
Chanute	125.7	Electric locked gate normally across MKT track. If gate is normal and signal indicates proceed, observe maximum speed shown.	40	40
Cherryvale	155.6	Gate normally across SL-SF track. Approach prepared to stop. If gate is normal observe maximum speed shown.	20*	20*
Independence	0.5	Automatic Interlocking (Westward) (Eastward)	20*	20*
	Yard	Automatic Interlocking	20	20
Caney	21.3	Automatic Interlocking (Westward) (Eastward)	40*	40*
			40*	25*
Tulsa Yard	90.3	Interlocking	5	5
Tulsa	90.4	Gate normally across MV track. Approach prepared to stop. If gate is normal observe maximum speed shown.	5	5
FOURTH DISTRICT				
Benedict	144.2	Automatic Interlocking	20*	20*
Fredonia	151.0	Stop. Rules 98, A, B, C and D.	40	30
Fredonia	152.4	Gate normally across AT&SF track. Stop, open and close gate.	40	30
Winfield	247.2	Stop. Rules 98, 98(A), 98(B) and 98(D).	25	25
ATCHISON DISTRICT				
Atchison U.S.	505.0	Gate normally across CB & Q track. When gate is normal observe maximum speed shown.	10	10
Atchison U.S.	505.0	Stop. Rules 98, A, B, C and D.	10	10
Atchison	1.1	Stop. Rules 98, A, B, C and D.	10	10
Topeka	49.5	Interlocking — If governing signal indicates stop, communicate with Union Pacific Control Station.	15	15

11. RAILROAD CROSSINGS AT GRADE—(Cont'd)

STATION	MILE POST LOCA-TION	TYPE	Maximum Speed MPH	
			Pass-enger	Freight
LEAVENWORTH DISTRICT				
Bonner Springs	1.5	Interlocking	10	10
Leavenworth	20.7	Stop. Rules 98, A, B, C and D.	30	30
GIRARD DISTRICT				
Between Rollin and A.U. Jct.	1.9	Gate normally across MKT track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	15	15
Erie	14.9	Automatic Interlocking. Be governed by instructions in box at crossing.	20*	20*
Walnut	24.8	Automatic Interlocking	20*	20*
Girard	39.5	Automatic Interlocking	20	20
Pittsburg	52.1	Gate normally across AT & SF track. Stop, open and close gate.	15	15
Pittsburg	52.2	Stop. Rules 98, A, B, C, and D.	15	15
Pittsburg	52.7	Gate normally across AT & SF track. Stop, open and close gate.	15	15
Pittsburg	52.7	Stop. Rules 98, A, B, C and D.	15	15
Pittsburg	52.9	Stop. Rules 98, A, B, C and D.	15	15
HOWARD DISTRICT				
Severy	62.9	Gate normally across AT & SF track. Stop, open and close gate.	30	30
Eureka	43.7	Gate normally across AT & SF track. Stop, open and close gate.	30	30

*Speed shown applies only until head end of train is through interlocking limits.

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MILES PER HOUR	
	Pass-enger	Freight and Mixed
FIRST DISTRICT		
.....	90	60
SECOND DISTRICT		
Kansas City (Union Station) to State Line	20	15
State Line to K.C.T. Tower 3	15	15
K.C.T. Tower 3 to Olathe (except Main Track No. 4)	79	60*
Between Holliday and Turner, Main Track No. 4	45	45
Olathe to Emporia (Except Main Track No. 3)	90	60*
Between Wiggam and N.R. Jct., Main Track No. 3	79	60*
THIRD DISTRICT		
Ottawa to Chanute	79	60
Chanute to Tulsa Yard	75	50
FOURTH DISTRICT		
AU Jct. to Longton	40	30
Longton to WN Jct.	55	45
WN Jct. to Wellington	40	35
ATCHISON DISTRICT	45	35
BALDWIN DISTRICT	30	30
LEAVENWORTH DISTRICT	30	30

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS—
(Cont'd)

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
ALMA DISTRICT	30	25
BURLINGTON DISTRICT	25	25
GIRARD DISTRICT	40	35
HOWARD DISTRICT	30	30
COFFEYVILLE DISTRICT	30	30
PAWHUSKA DISTRICT	25	25

*On Second District, where district speed is shown 60 MPH for Freight and Mixed, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

No. Units Operative Dyn. Brake	Tons	Average Weight Per Car	District Speed MPH
2 or more	1750 or less	46 to 50 tons	65
		45 tons or less	70
3 or more	3249 or less	46 to 50 tons	65
		45 tons or less	70
4 or more	3250 or less	Number of Cars	
		50 to 54	65
4 or more	3251 to 3500	55 or more	70
		58 to 69	65
4 or more	3501 to 3750	70 or more	70
		68 to 89	65
4 or more	3751 to 4000	90 or more	70
		73 to 109	65
4 or more	4001 to 4250	110 or more	70
		80 or more	65
4 or more	4251 to 4500	90 or more	65
4 or more	4501 to 4750	100 or more	65

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed

FIRST DISTRICT

2 Curves, M.P. 0.0 to 0.3	30	30
Curve, M.P. 0.7 to 0.9	65	
Curve, M.P. 2.8 to 3.3	55	55
Curve, M.P. 3.7 to 3.9	65	
2 Curves, M.P. 6.3 to 6.5	65	
Curve, M.P. 8.8 to 9.3	65	
4 Curves, M.P. 15.1 to 16.1	65	
4 Curves, M.P. 18.3 to 19.5	60	55
Curve, M.P. 23.4 to 23.6	55	50
Curve, M.P. 24.6 to 24.8	65	
2 Curves, M.P. 25.2 to 25.9	55	50
6 Curves, M.P. 26.2 to 27.4	30	25
2 Curves, M.P. 28.7 to 30.3	65	
2 Curves, M.P. 34.3 to 34.7	65	
2 Curves, M.P. 34.8 to 35.2	55	55
2 Curves, M.P. 36.9 to 37.3	60	
2 Curves, M.P. 37.4 to 37.8 (Lecompton)	65	
3 Curves, M.P. 51.1 to 52.0	65	
M.P. 52.2 (Viaduct), to Fourth Street (Topeka)	20	20
Curve, M.P. 58.9 to 59.1	65	
Curve, M.P. 59.8 to 60.0	65	
Curve, M.P. 60.3 to 60.6	70	
7 Curves, M.P. 61.0 to 62.8 (Wakarusa)	50	50

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS—
(Cont'd)

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed

FIRST DISTRICT (Cont'd)

2 Curves, M.P. 63.0 to 63.6	55	55
2 Curves, M.P. 63.7 to 64.2	45	45
Curve, M.P. 64.5 to 64.7	60	55
Curve, M.P. 65.0 to 65.3	65	
2 Curves, M.P. 66.5 to 67.2	45	45
Curve, M.P. 67.5 to 67.6	50	45
Curve, M.P. 67.7 to 67.8 (Carbondale)	55	55
Curve, M.P. 68.2 to 68.8	70	
Curve, M.P. 69.0 to 69.4	65	55
Curve, M.P. 69.8 to 70.0	75	
Curve, M.P. 70.6 to 70.9	80	
Curve, M.P. 75.1 to 75.3	65	
2 Curves, M.P. 76.0 to 77.1 (Burlingame)	55	55
Curve, M.P. 84.0 to 84.4	55	50
Curve, M.P. 88.5 to 88.9	55	55
Curve, M.P. 89.5 to 90.2	65	
Curve, M.P. 93.7 to 94.0	65	
Curve, M.P. 96.1 to 96.4	65	
2 Curves, M.P. 97.8 to 98.3	55	50
2 Curves, M.P. 107.3 to 108.1	55	55
Curve, M.P. 110.0 to 110.3	55	55
Curve, M.P. 110.8 to 111.0	30	30

SECOND DISTRICT

Curve, M.P. 1.7	15	15
4 Curves, M.P. 2.1 to 3.7	55	45
Curve, M.P. 6.7 to 6.8	65	65
Curve, M.P. 7.1 to 7.8 Tracks No. 1 & 3	79	60
M.P. 13.4 to 14.4, Track No. 3 only	40	40
Curves, M.P. 14.0 to 25.0	75	70
Curve, M.P. 28.1 to 28.9	70	70
Curve, M.P. 29.4 to 29.6	70	70
2 Curves, M.P. 30.4 to 31.4	60	60
2 Curves, M.P. 34.5 to 35.1 Eastward Track only	55	55
Curve, M.P. 38.5 to 39.1 Eastward Track only	65	60
Curve, M.P. 39.5 to 39.8 Westward Track only	70	65
Curve, M.P. 39.6 to 40.0 Eastward Track only	65	55
Curve, M.P. 43.4 to 43.9	80	70
Curve, M.P. 49.3 to 49.6	70	70
Curve, M.P. 57.2 to 57.5	70	65
2 Curves, M.P. 70.8 to 71.6	80	70
Curve, M.P. 77.5 to 77.9	80	70
Curve, M.P. 79.6 to 79.9 Westward Track Eastward Track	55 70	45 65
Curve, M.P. 83.4 to 83.6 Westward Track only	55	50
Curve, M.P. 84.4 to 84.6 Westward Track only	70	60
Curve, M.P. 85.7 to 86.0 Westward Track Only	65	60
2 Curves, M.P. 84.3 to 86.0 Eastward Track only	70	65
Curve, M.P. 92.9 to 93.3	80	70
4 Curves, M.P. 98.0 to 101.4	65	60

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS—
(Cont'd)

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
THIRD DISTRICT		
3 Curves, M.P. 75.6 to 76.7	70	
2 Curves, M.P. 76.9 to 78.0	65	55
Curve, M.P. 78.7 to 79.1	70	
2 Curves, M.P. 79.3 to 79.8 (Rock Crusher)	40	40
Curve, M.P. 80.2 to 80.3	70	
2 Curves, M.P. 87.2 to 88.6	70	
4 Curves, Main to 14th St., Chanute	30	20
Curve, M.P. 156.1 to 156.3	25	25
(Independence-Tulsa)		
Curve, M.P.0.0	20	20
2 Curves, M.P. 13.1 to 13.6	50	35
Curve, M.P. 14.9 to 15.2	70	50
2 Curves, M.P. 15.8 to 16.4	50	40
Curve, M.P. 22.7 to 23.0	45	35
Curve, M.P. 23.7 to 24.1	60	50
Curve, M.P. 37.3 to 37.7	40	40
9 Curves, M.P. 44.5 to 49.1	45	35
Curve, M.P. 58.0 to 58.2	60	40
Curve, M.P. 77.1 to 77.6	55	40
Curves, M.P. 78.4 to 79.6	55	40
Curve, M.P. 83.6 to 83.9	50	40
Curve, M.P. 86.0 to 86.4	50	40
Curve, M.P. 90.1 to Tulsa	5	5
FOURTH DISTRICT		
Turnout, Longton M.P. 188.8	15	15
Curve, M.P. 192.3 to 192.7	45	35
2 Curves, M.P. 194.9 to 195.5	50	35
Curve, M.P. 200.2 to 200.5	50	35
2 Curves, M.P. 204.8 to 205.7	50	35
8 Curves, M.P. 213.1 to 215.9	35	35
2 Curves, M.P. 227.1 to 227.5	50	40
4 Curves, M.P. 227.6 to 228.4	30	30
Curve, M.P. 238.1 to 238.2	50	35
Curve, M.P. 241.4 to 241.5	50	35
Curve, M.P. 242.6 to 243.0	45	40
Curve, M.P. 245.6 to 245.9	50	35
LEAVENWORTH DISTRICT		
Curves, except where further restricted	20	20
Stone, over hard surfaced highway	15	15
Between viaduct east and hard surfaced highway west of Wadsworth	15	15
Curves between C.B.& Q. crossing and west end Leavenworth Yards	15	15
ALMA DISTRICT		
Curves, except where further restricted	20	20
M.P. 32.5 to 33.9 (Alma)	15	15
HOWARD DISTRICT		
Curve, M.P. 0.3 to N.R. Jct. Switch	15	15
Curve, M.P. 2.8 to 3.0	25	25
3 Curves, M.P. 75.2 to 76.3	25	25
Moline wye switch	10	10
PAWHUSKA DISTRICT		
2 Curves, M.P. 34.6 to 35.3	10	10
Viaduct M.P. 58.9	10	10
BALDWIN DISTRICT		
Curve, M.P. 25.9 to 26.0	10	10

13.

14. MAXIMUM SPEED OF ENGINES.

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Not Controlled From Leading Unit	Dead In Train
Diesel and Gas-Electric				
11-15, 80-87	100	80	45	90
16-78, 300-314	100	90	45	90
325-344 (except units listed below)	80	80	45	80
325LAB-326LAB-328A-329LAB-330LAB-331LAB-332L-333LAB-334LAB-335LAB-337LAB	90	90	45	90
100-289, 407-430	70	70	45	70
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	*45	70
460-468	35	35	35	20
500-564, 625-653, 1500-1537, 2200-2299, 2302-2399, 2403-2441	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1449, 1600-1615	75	75	*45	75
RDC 191, 192	85	85	50	85
M160, 190	80	65	25	75

*Note: Forward speed applies when backing handling train controlled from leading unit.

15. MOVEMENTS OVER SUBMERGED TRACK (Rule 817)

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
11-15, 80-87, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2302, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1449, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

16.

17. DERRICKS, CRANES, ETC.

Derricks, cranes, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

DISTRICT	Wrecking Derricks MPH	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 MPH	Other Machines Including Derrick AT-199775 MPH
First, Second, and Third.	40	45	30
Atchison, Girard, Leavenworth, Coffeyville, Baldwin, Fourth and Howard	24	24	24
Burlington, Alma and Pawhuska	20	20	20

Pile Drivers and Derrick AT-199775 must be handled in trains next to engine.

18. SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches will not exceed speed prescribed for turnout.

Trains or engines using siding will not exceed maximum turnout speed for that siding.

"I"—Interlocking Switch.
"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT			
Holliday	I	Turnout First District	30
DeSoto	S	East end siding	15
	S	West end siding	30
Eudora	S	Both ends siding	15
Lawrence	S	Both ends siding	30
Lakeview	S	Both ends siding	15
Lecompton	S	Both ends siding	15
Tecumseh	S	Both ends siding	30
Topeka	S	Both ends siding	15
	S	West end of yards	15
Pauline	S	Both ends siding	15
Wakarusa	S	Both ends siding	30
Carbondale	S	West end siding	15
	S	East end siding	30
Scranton	S	Both ends siding	30
Burlingame	S	Both ends siding	30
Osage City	S	Both ends siding	30
Barclay	S	Both ends siding	30
Reading	S	Both ends siding	30
Lang	S	Both ends siding	30
N.R. Jct.	I	Turnout First Dist.	30

SECOND DISTRICT			
K.C.T. Tower 3	I	Second crossover west of Tower 3	30
	I	Crossover east of 12th St.	15
A.Y. Tower	I	Crossover east of Tower	40
Argentine Yard	I	Crossover east of Yard Office	40
Turner	I	Crossover east of Key Road between Main Trks. 1 and 2	30
	I	Crossovers west of Key Road	30

18. SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED—(Cont'd)

"I"—Interlocking Switch.
"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
SECOND DISTRICT—(Cont'd)			
Turner— (Cont'd)	I	Crossovers at MP 7.4 between Main Trks. 2, 3, and 4. (From Departure Yard)	15
	I	Crossover at MP 7.5 between Main Trks. 1 and 2	40
	I	Crossover between Main Trks. 2 and 3. (MP 8)	40
	I	Crossover between Main Trks. 3 and 4 (MP 8)	30
Morris	I	Crossover east of station	30
	I	Crossovers west of station	40
Holliday	I	Crossover between Main Trks. 2 and 3	30
	I	Turnout Main Track 4	40
M.P. 14.4	I	Turnout Main Trk. 3	40
	I	Crossovers	50
Craig	I	Crossovers	50
Olathe	I	Both ends of siding east of station	30
	I	Crossover east end siding west of station	40
	I	Crossovers between Main Trks.	40
	I	West end siding west of station	40
Clare	I	Crossover	40
Gardner	I	Crossover	50
Wellsville	I	Crossovers	50
Ottawa	I	Both ends siding	40
	I	Crossovers between main tracks	40
	I	Crossovers between Westward Main Track and siding	40
Quenemo	I	Crossovers	40
	I	East end siding	40
Ridgeton	I	Crossovers	40
Lebo	I	Crossovers	40
	S	East end siding	30
Wiggam	I	Turnout Main Track No. 3	40
	I	Crossovers	40
N.R. Jct.	I	East crossover between Main Tracks Nos. 1 and 3	30
	I	Other crossovers	40
Emporia	I	Crossover between Main Tracks Nos. 1 and 3 near Merchant Street, and Turnout from Main Track No. 3 to Track 10 near Constitution St.	15
	S	Turnout from Main Track No. 3 to Track 11 near Merchant St.	15
Merrick	I	West crossover between Main Tracks Nos. 3 and 1 and two west crossovers between Main Tracks Nos. 2 and 1.	50
	I	Other crossovers and turnout from Main Track No. 3 to yard lead.	30

THIRD DISTRICT

Ottawa	I	Turnout Third Dist. to Second Dist.	15
	S	Both Ends Siding	15
Colony	S	Both Ends Siding	15
Iola	S	Both Ends Siding	15
Chanute	I	Freight lead 0.8 mile east of station	30
Morehead	S	East end siding	15
Cherryvale	S	East end Storage track	15

SPECIAL RULES

18. SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED—(Cont'd)

"I"—Interlocking Switch.
 "S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
THIRD DISTRICT—(Cont'd)			
Independence	S	East switch MP 165.3	15
Dewey	I	West end siding	20
DY Jct.	I	Junction switch to or from MKT	15
Bartlesville	I	East switch MP 40.3	30
BE Jct.	S	Junction switch to or from MKT	15
Collinsville	S	East end siding	15

FOURTH DISTRICT

Wellington	I	Switches at end of two tracks	40
	I	Switches to and from freight yard and Eastern Division	20
WN Jct.	I	Switches in Middle Division main track and siding and to and from Eastern Division main track	15
Moline		Wye switches	10

PAWHUSKA DISTRICT

Owen	S	Connecting switch with Third District	15
Pawhuska		Benson Lumber Company's spur	10

HOWARD DISTRICT

N.R. Jct.	I	Turnout Howard District	15
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19. YARD LIMITS

Noria	Baldwin District	Wellington (Eastern Division only)
Lawrence	OS Jct.-Ralston	Cherryvale
Topeka	N.R. Jct. (First and Howard Dists. only)	Independence
Pauline	Garnett	Caney
Burlingame (Alma District only)	Iola	Dewey (Includes Bartlesville)
K.C.T. Tower 3	Humboldt	Tulsa Yard (includes Mohawk)
A.Y. Tower	Chanute	Gridley
Argentine Yard	A.U. Jct.	Fredonia
Turner	Atchison	Longton
Emporia	Terminal Yard	Frontenac
Alma	Coffeyville	Pittsburg
Ottawa (Baldwin and Third Dists. only)	Liberty	Moline
	Pawhuska	Eureka
	Winfield	

20. BULLETIN BOOKS

Kansas City	Trainmaster's Office, Union Station
Argentine Yard	Yard and Roundhouse Offices
Turner	Yard Office
Morris	Station
Olathe	Station
Emporia	Telegraph, Yard and Roundhouse Offices
Topeka	Yard Office
Ottawa	Passenger Station
Lawrence	Passenger Station
Atchison	Station
Chanute	Telegraph and Roundhouse Offices
Moline	Station
Wellington	Telegraph, Yard and Roundhouse Offices
Newton	Telegraph and Roundhouse Offices
Bartlesville	Yard Office
Tulsa Yard	Yard Office
Tulsa	Passenger Station
Winfield	Yard Office
Coffeyville	Yard Office, Passenger Station and Roundhouse

21. STANDARD CLOCKS

Argentine Yard	Yard and Roundhouse Offices
Topeka	Yard Office
Lawrence	Baggage Room

21. STANDARD CLOCKS.—(Cont'd)

Turner	Yard Office
Kansas City	Union Station Telegraph Office
Emporia	Telegraph, Yard and Roundhouse Offices
Ottawa	Telegraph Office
Terminal Yard	Yard Office
Atchison	Freight Station
Chanute	Telegraph and Roundhouse Offices
Bartlesville	Yard Office
Tulsa Yard	Yard Office
Tulsa	Passenger Station
Winfield	Yard Office
Wellington	Telegraph, Yard and Roundhouse Offices
Coffeyville	Passenger Station

22. STANDARD THERMOMETERS

Topeka	Atchison	Joplin
Argentine Yard	Chanute	Moline
Emporia	Longton	Howard
Ottawa	Eric	Eureka
Gridley	Pittsburg	Madison
Cherryvale	Bartlesville	Wellington
Independence	Tulsa	Coffeyville
Caney	Cambridge	Pawhuska

23. OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
FIRST DISTRICT	
	De Soto, Highway Viaduct, Ordnance Plant Track
19.6	Wakarusa River
26.9	Lawrence, Overhead Conveyor
51.7	Topeka, Pedestrian Viaduct
52.2	Topeka, Branner Street Viaduct
52.4	Pedestrian Viaduct, Second Street, Topeka
94.9	Marais des Cygnes River
107.9	Neosho River
SECOND DISTRICT	
34.4	Highway Viaduct
45.1	Highway Viaduct
57.0	Signal Bridge
69.0	Marais des Cygnes River
71.3	Marais des Cygnes River
79.7	Highway Viaduct
79.8	Highway Viaduct
92.5	Highway Viaduct
102.9	Neosho River
ATCHISON DISTRICT	
0.2	Atchison, Highway Viaduct
25.7	Delaware River
48.9	Soldier Creek
50.4	Topeka Pedestrian Viaduct
LEAVENWORTH DISTRICT	
20.7	Highway Viaduct
	Highway Viaduct, Grant Avenue over U.P. Spur to Ft. Leavenworth
ALMA DISTRICT	
33.5	Mill Creek
PAWHUSKA DISTRICT	
34.4	15th Street Viaduct Pawhuska
34.5	14th Street Viaduct Pawhuska
BURLINGTON DISTRICT	
41.1	Neosho River
HOWARD DISTRICT	
51.5	Fall River

It is dangerous to hang on side ladders or to have head out of engine or other equipment passing the mill tracks at Lawrence.

24. STATIONS, INDUSTRY AND OTHER TRACKS BETWEEN STATIONS, NOT SHOWN ON SCHEDULE PAGE

Name	Location	Capacity
FIRST DISTRICT		
Cooperative Farm Chem. Assn. (spur)	M.P. 24.6	179 Cars
Callery Chemical Co. (spur)	M.P. 28.7	54 Cars
Kansas Power and Light Co. (spur)	M.P. 30.3	36 Cars
Spur	M.P. 31.7	2 Cars
Dupont Cellophane Plant (spur)	M.P. 46.0	100 Cars

SECOND DISTRICT

Midcontinent Gr. Co. (spur)	M.P. 44.7	17 Cars
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THIRD DISTRICT

Crusher	M.P. 79.4	50 Cars
Carlyle	M.P. 104.5	20 Cars
Havana Spur	M.P. 16.0	31 Cars
Dewey Dehydrating Spur	M.P. 35.8	2 Cars
Phillips Spur	M.P. 38.4	9 Cars
Modification Center Tracks	M.P. 82.4	19 Cars

FOURTH DISTRICT

Ash Grove Shale Pit (spur)	M.P. 130.1	48 Cars
Crusher Storage	M.P. 200.0	27 Cars
Crusher Tracks	M.P. 200.1	177 Cars
Asylum Spur	M.P. 245.0	4 Cars

PAWHUSKA DISTRICT

Stock Track	M.P. 2.8	20 Cars
Stanolind Spur	M.P. 8.2	10 Cars
Concho Sand Spur	M.P. 41.4	2 Cars

ATCHISON DISTRICT

Skelly Oil Co. (spur)	M.P. 47.8	6 Cars
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SURGEONS OF THE A.T.&S.F. HOSPITAL ASSOCIATION

DR. O. L. HANSON, CHIEF SURGEON. Topeka

LOCAL SURGEONS

LOCATION	DOCTORS
Atchison	R. O. BROWN
Bartlesville	C. L. JOHNSON, JR.
"	R. G. ALLEN
"	M. D. FOX
"	V. L. VINYARD
"	E. M. AMEN
Bethel	Q. C. HUERTER
"	R. P. MCCARTHY
Bonner Springs	E. W. MITTS
Burlington	A. B. MCCONNELL
Caney	F. E. MUCK
"	R. J. MOORE
Chanute	D. R. ABBUEHL
"	G. L. ASHLEY
"	GLEN ASHLEY
"	D. E. RAY
"	J. D. GOUGH
"	A. A. KIHM
"	E. B. GEHRT
Cherryvale	D. E. ARTHUR
"	F. GASSER
Coffeyville	A. E. MARTIN
"	J. F. COYLE
Collinsville	O. E. LAYTON
Colony	T. O. OSBORN (Osteopath)
Desoto	M. V. ROBBINS

LOCAL SURGEONS—(Cont'd)

LOCATION	DOCTORS
Dewey	J. P. VANSANT
Emporia	F. J. ECKDALL
"	C. R. HOPPER
Erie	E. C. BRYAN
Esckridge	WM. H. WALKER
Eureka	J. H. BASHAM
Fredonia	L. E. BEAL
Gardner	A. D. REECE
Garnett	C. B. HARRIS
Girard	ROBT. FRIGGERI
Howard	J. G. CLAYPOOL
Humboldt	E. E. LONG
"	J. B. SATTERFIELD
Independence, Kans.	P. E. BARBERA
"	E. L. ROBINSON
"	A. E. BAIR
Independence, Mo.	V. E. LINK
"	C. F. GRABOKE
"	D. A. POTTS
Iola	W. E. MYERS
Joplin	J. R. KUHN, JR.
Kansas City, Kans.	P. R. CARPENTER
"	F. G. BICHLMEIER
"	G. R. PETERS
"	ALVIN SILVERS
"	W. D. FRANCISCO
"	JOHN HUFF
"	C. G. DAVIS
"	J. E. INGRAM
"	K. R. KENNEDY
"	J. O. YULICK
Kansas City, Mo.	GRAHAM OWEN
"	E. G. KETTNER
"	R. H. DUNHAM
"	W. B. ALLEN
"	K. L. SHIREMAN
"	DONALD FERGUSON
"	W. R. PETERSON
Lawrence	G. E. MANAHAN
Leavenworth	G. R. COMBS
"	P. S. COMBS
Lebo	KENNETH HUNTER
Lyndon	NILES STOUT
Madison	FRED LOSE
Mission	D. L. GOOD
"	G. O. HARPSTER
Moline	G. R. LOCKETT
Nortonville	W. A. MADISON
Olathe	W. E. McMANN
Osage City	H. J. WILLIAMS
Ottawa	R. A. GOLLIER
"	J. F. BARR
Pawhuska	WM. A. LOY
Pittsburg	D. B. MCKEE
"	C. H. FALN
"	P. B. LEFFLER
Richmond	J. R. SMITHHEISLER
St. Joseph	R. W. KIEBER
"	S. E. SENOR
"	J. H. RYAN
Tulsa	C. S. SUMMERS
"	R. A. MCGILL
"	C. BATE
"	P. E. CRAIG
Valley Falls	C. P. ARNOLD
Walnut	E. C. BRYAN
Wellington	A. C. HATCHER
"	K. VOLDENG
"	W. M. COLE
Wellsville	N. E. NAYLOR
Winfield	H. SNYDER
"	J. H. DEPOE

**EYE, EAR, NOSE AND THROAT SPECIALISTS
AT LOCAL POINTS**

LOCATION	DOCTORS
Bartlesville	C. D. PITTMAN
Coffeyville	R. W. DIVER
Emporia	D. P. TRIMBLE
"	E. L. GANN
Kansas City, Kans.	F. N. BOSILEVAC (Eye Only)
"	C. H. STEELE (ENT)
Kansas City, Mo.	W. R. EUBANK (Eye Only)
"	DRS. ALTRINGER, BUNTING & KNIGHT (ENT)
"	A. J. BAER (Eye Only)
"	R. D. WILLIAMS (ENT)
"	B. A. NELSON (ENT)
"	W. J. WURSTER (Otolaryngologist)
Topeka	K. W. STOCK (Eye Only)
"	B. J. ASHLEY (Eye Only)
"	B. J. ASHLEY, JR. (Ophthalmologist)
"	H. W. POWERS (ENT)
"	J. W. MCCLELLAN
"	R. R. PRESTON (ENT)
"	R. E. BRIDWELL (ENT)
"	B. S. PROKOP (Ophthalmologist)
"	R. S. KIRKEGAARD (Ophthalmologist)
Tulsa	H. J. EVANS
A. J. STROBEL, General Watch Inspector Topeka	
R. W. GOOCH, Asst. General Watch Inspector Topeka	

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"	ROSS LENTZ, 3221 Strong Ave.
"	J. F. GAMBRILL, 709 Central
"	H. M. FAERBER, 821 No. 7th
Kansas City, Mo.	E. C. GORDON, 4610 Troost Ave.
"	N. C. SCHELBAR, Union Station
Moline	D. C. DODSON
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Ottawa	A. G. MADTSON
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St. Joseph	W. G. HARDEN
Shawnee Mission	R. L. METZ, 3006 W. 47th Terr.
Topeka	AL. W. SMITH
"	W. F. IVES
Tulsa	A. E. ROBERTS
Wellington	R. H. RILEY
Winfield	E. H. RUPPELIUS



SANTA FE SAFETY FIRST



Every employee should report promptly to his Foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

(See General Rules E and F, Book of Rules.)

