

M. E. SHEWMAKE, Trainmaster Emporia, Kansas
 E. L. KIDD, Trainmaster Emporia, Kansas
 L. S. LAWRENCE, Trainmaster, RFOFE 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
 J. W. WELLS, Asst. Chief Dispatcher Emporia, Kansas

TRAIN DISPATCHERS—EMPORIA, KANSAS

F. B. HOSTETTER J. F. PURCELL
 W. K. GAGE D. W. McALISTER
 F. T. McCABE D. W. MILLER
 C. W. McCOY R. D. DONOVAN
 A. E. JUDD D. E. HAMMAN
 D. L. SEXTON G. D. BUSBOOM

G. E. BECKER, Asst. Superintendent Argentine, Kans.
 D. W. TEEL, Asst. Superintendent Argentine, Kans.
 W. A. GOSSETT, Passenger Trainmaster ... Kansas City, Mo.
 R. E. CALDWELL, Trainmaster Argentine, Kans.
 H. L. ROGERS, Trainmaster Argentine, Kans.
 R. B. GAINES, 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 <input type="checkbox"/>	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

**The Atchison, Topeka and Santa Fe
 Railway Co.**

EASTERN LINES
 Eastern District

EASTERN DIVISION

TIME TABLE No.

18

IN EFFECT

Saturday, June 15, 1968

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

F. L. ELTERMAN,
 Asst. General Manager,
 Topeka, Kansas

H. J. BRISCOE,
 Superintendent,
 Emporia, Kansas

E. J. BRUCE,
 Superintendent,
 Argentine, Kansas

2 EASTERN DIVISION

SECOND DISTRICT

Siding Capacity 50 Lt. Per Car	WESTWARD					Rolling Grade Ascending	TIME TABLE No. 18 June 15, 1968	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EASTWARD				
	First Class										First Class				
	1	211	23	17	15						16	18	2	212	24
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	PM 6.20	PM 6.05	PM 6.00	AM 2.05	AM 1.10	0	KANSAS CITY Union Station	47.8		C	AM 1.10	AM 5.35	PM 12.01	PM 12.10	PM 12.55
	6.24	6.09	6.04	2.09	1.14	0	1.4 K.C.T. TOWER 3	24.2	1.7	Y	12.57	5.23	11.44	11.56	12.42
						18.8	2.2 A.Y. TOWER	0	3.9	CR					
						10.4	0.9 ARGENTINE YARD	0	4.8	YR					
	6.30	6.15	6.10	2.15	1.20	4.2	2.3 TURNER	9.7	7.1	CR	12.51	5.17	11.38	11.51	12.36
						4.2	3.2 MORRIS	7.8	10.3	C					
	6.35	6.21	6.15	2.21	1.25	22.3	3.1 HOLLIDAY	0	13.4		12.45	5.11	11.30	11.44	12.30
	PM		PM	AM	AM	28.2	2.8 ZARAH	0	16.2		AM	AM			PM
						31.7	2.9 CRAIG	0	19.1	B					
186		s 6.32		2.35		21.1	6.8 OLATHE	21.1	25.9	CR		4.59		s 11.30	
	Via First District		Via First District		Via First District	21.1	5.1 CLARE	18.7	31.0		Via First District		Via First District		Via First District
						20.4	3.6 GARDNER	21.1	34.6	CY					
						21.1	5.2 EDGERTON	21.1	39.8						
						0	5.7 WELLSVILLE	21.1	45.5	CR					
						21.1	4.4 LE LOUP	21.1	49.9	B					
381		s 7.00		3.03		12.0	7.2 OTTAWA	17.2	57.1	CR		4.32		11.00	
		PM				21.1	2.8 Mo. Pac. Crossing	15.8	59.9						
						5.1	7.6 POMONA	0	67.5	B					
						17.1	4.3 QUENEMO	9.3	71.8	B					
						54.4	7.8 MELVERN		79.6	B					
		Via Third District				0	6.7 OLIVET	11.1	86.2	B				Via Third District	
						21.1	1.4 RIDGETON	16.8	87.6	B					
						18.1	6.2 LEBO	21.1	93.8	C					
						5.4	7.8 Neosho Rapids	21.1	101.6	B					
						21.1	5.5 WIGGAM	15.3	107.1						
						5.3	4.2 N.R. JCT.	15.8	111.3	Y		3.49			
				3.50			1.1 EMPORIA YL	15.8	112.1	CR		3.45			
				AM											
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(112.2)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	52.4	52.3	52.4	61.2	52.4		Average speed per hour				31.4	61.2	25.4	48.8	31.4

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 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.

FIRST DISTRICT

Siding Capacity 50 Ft. Per Car	WESTWARD			Ruling Grade Ascending	TIME TABLE No. 18 June 15, 1968	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD		
	First Class								First Class		
	1	23	15						2	24	16
	Leave Daily	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily
	PM 6.35	PM 6.15	AM 1.25		HOLLIDAY 3.8	0			AM 11.30	PM 12.30	AM 12.45
43	6.38	6.18	1.28	6.4	WILDER 7.4	8.9	3.7	B	11.25	12.25	12.40
107	6.45	6.25	1.36	10.6	DE SOTO 8.0	10.6	11.1	C	11.18	12.17	12.32
49	6.52	6.32	1.45	0	EUDORA 4.1	0	19.1	B	11.10	12.10	12.25
	6.55	6.35	1.49	9.2	NORIA YL 3.3	0	23.2		11.05	12.05	12.20
130s	7.00s	6.40s	1.55s	10.6	LAWRENCE YL 5.1	10.6	26.5	Y C	11.00s	12.01s	12.15s
50	7.06	6.46	2.00	0	LAKE VIEW 5.8	0	31.6		10.48	PM 11.50	12.05 AM
52	7.12	6.52	2.05	10.6	LECOMPTON 8.6	21.1	37.4	B	10.43	11.44	11.59
125	7.20	7.00	2.12	7.0	TECUMSEH 6.6	0	46.0	B	10.36	11.36	11.51
41s	7.35s	7.15s	2.20s	26.4	A.T.&S.F. Crossing TOPEKA YL 6.5	0	52.6	Y C R	10.30s	11.30s	11.45s
49	7.43	7.23	2.28	40.9	PAULINE YL 5.4	49.5	57.3	C	10.15	11.20	11.35
30	7.48	7.28	2.33	52.8	WAKARUSA 5.1	50.7	62.7	B	10.09	11.14	11.29
44	7.54	7.34	2.38	52.8	CARBONDALE 3.8	44.2	67.8	B	10.03	11.08	11.23
60	7.58	7.38	2.41	45.0	SCRANTON 5.3	52.8	71.6	B	9.59	11.04	11.19
68	8.03	7.43	2.46	52.8	BURLINGAME 7.9	51.6	76.9	Y C	9.53	10.59	11.14
				10.8	Mo. Pac. Crossing 0.3	0	84.8				
100	8.10	7.50	2.52	52.8	OSAGE CITY 5.3	42.1	85.1	C	9.45	10.51	11.06
73	8.15	7.55	2.57	35.7	BARCLAY 6.1	51.1	90.4	B	9.38	10.46	11.01
80	8.21	8.01	3.02	52.8	READING 8.2	39.0	96.5	B	9.33	10.41	10.56
49	8.31	8.10	3.10	49.8	LANG 6.2	57.8	104.8	B	9.26	10.34	10.49
	8.38	8.18	3.16	5.3	N.R. Jct. YL 1.1	15.8	111.0	Y	9.20	10.28	10.43
	8.50 PM	8.30 PM	3.25 AM		EMPORIA YL		112.1	T OR	9.15 AM	10.25 AM	10.40 PM
	Arrive Daily	Arrive Daily	Arrive Daily		(113.9)				Leave Daily	Leave Daily	Leave Daily
	50.6	50.6	57.0		Average speed per hour				50.6	54.7	54.7

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.

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.

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

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 trains, extras, work extras, or 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.

Siding Capacity 50 Ft. Per Car	WEST- WARD	Feet Grade Ascending	TIME TABLE No. 18 June 15, 1968	Feet Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	First Class						First Class
	211						212
	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
92	PM 7.00	17.5	OTTAWA YL		57.1	Y CR	AM \$11.00
		37.0	1.3 Mo. Pac. Crossing	34.4	58.4		
70	7.08	26.8	3.8 B.N. JCT.	35.6	62.2	B	10.48
57	7.12	29.3	5.0 PRINCETON	16.6	67.2	B	10.44
68	7.17	42.2	6.2 RICHMOND	24.1	73.3	C	10.39
		0	9.3 Mo. Pac. Crossing	37.0	82.7		
48	\$ 7.28	37.0	0.1 GARNETT	29.9	82.8	C	\$10.28
71	7.35	37.0	8.2 WELDA	37.0	91.0	B	10.18
97	7.42	37.0	8.1 COLONY	33.4	99.1	CR	10.11
		0	10.3 Mo. Pac. Crossing	37.0	109.4		
92	\$ 7.55	37.0	0.3 IOLA	11.5	109.7	C	\$10.02
		37.0	7.7 HUMBOLDT	37.0	117.4	C	\$ 9.54
82	\$ 8.05	37.0	8.3 M.K.T. Crossing	37.0	125.7		
		37.0	0.8 CHANUTE	0	126.5	CR	\$ 9.45
	\$ 8.20	31.1	1.1 AU JCT.	0	127.6	TY	
	8.22	33.3	5.6 EARLTON	37.0	133.2	B	9.31
77	8.27	37.0	6.8 THAYER	19.9	140.0	B	9.25
	8.33	0	7.5 MOREHEAD	47.5	147.6	B	9.19
77	8.39	26.0	8.0 SL-SF Crossing	37.0	155.6		
		29.0	0.2 CHERRYVALE	0	155.8	YC	\$ 9.12
	\$ 8.48	79.8	9.7 INDEPENDENCE	37.0	165.5	YC	\$ 9.00
	\$ 9.10	0	0.7 Mo. Pac. Crossing	25.1	0.5		
52	9.17	37.0	6.9 BOLTON	29.6	7.4		8.47
	9.24	37.0	8.7 HAVANA	37.0	16.1		8.37
		37.0	5.2 Mo. Pac. Crossing	37.0	21.3		
		0	0.8 CANEY	0	22.1	YC	\$ 8.31
52	\$ 9.31	37.0	7.9 COPAN	26.4	30.0		8.23
	9.39	17.3	6.9 DEWEY	37.0	36.9	B	8.15
74	9.46	0	0.7 DY JCT.	23.5	37.6		8.14
		21.5	3.2 BARTLESVILLE	22.5	40.8	YC	\$ 8.10
	\$ 9.55	25.4	0.5 BE JCT.	0	41.3		8.02
		37.0	11.2 OCHELATA	29.7	52.5	B	7.51
52	10.10	28.8	6.1 RAMONA	37.0	58.6		7.46
62	10.16	28.3	6.2 VERA	37.0	64.8	B	7.41
51	10.23	22.7	6.8 COLLINSVILLE	37.0	71.6	C	\$ 7.35
35	\$10.30	30.0	7.5 OWASSO	36.4	79.2	B	7.27
	10.38	35.3	6.6 MOHAWK	0	85.8		7.21
23	10.46	37.0	4.4 TULSA YARD	0	90.1	Y	7.17
	10.53	0	0.1 SL-SF, MKT., and MV Crossings	0	90.2		
		0	0.1 MV Crossing	0	90.4		
		0	0.1 TULSA Passenger Station	0	90.5	C	7.15 AM
	\$11.00 PM		(198.9)				Leave Daily
	Arrive Daily						
	49.7		Average speed per hour				53.0

FOURTH DISTRICT

WEST- WARD ↓	Siding Capacity 60 ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 18 June 15, 1968		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS					Feet Per Mile
				A. U. JCT. YL		127.7	TY	
		42.2	7.1	VILAS	40.9	134.8		
32		42.2	4.2	REST	42.2	139.0		
		0	5.0	BENEDICT	42.2	144.0	B	
		0	0.2	Mo. Pac. Crossing	25.2	144.2		
		0	8.2		26.4			
71				FREDONIA YL		152.4	CR	
		42.2	7.6	S.L.-S.F. Crossing	24.1	160.0	B	
54		42.2	5.3	BUXTON	42.2	165.3		
		42.2	5.7	UPOLA	42.2	171.0		
				LONGTON YL		189.9	B	
39		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		
42		83.8	6.4	GRAND SUMMIT	37.0	217.2		
50		0	8.3	CAMBRIDGE	37.0	225.5	C	
39		76.9	5.3	BURDEN	37.0	230.8	C	
66		37.0	7.9	NEW SALEM	51.7	238.7		
46		0	8.4	WINFIELD YL	37.0	247.1	R	
		0	0.1	SL-SF Crossing	0	247.2		
		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		37.0			
				WELLINGTON YL		238.9	TY C R	
(123.0)								

RULE 261 IN EFFECT:

Westward home signal MP 267.5 to MP 239.5 Wellington.

No switch lights between WN Jct. and westward home signal MP 267.5.

GIRARD DISTRICT

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 18 June 15, 1968		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
		Second Class	Second Class				
		77	78				
		Mixed	Mixed				
		Leave Daily Ex. Sun.	Arrive Daily Ex. Sun.				
		AM 2.15	AM 9.05				
		0	31.4				
		0	0		1.9		
f 2.30	31.7	ROLLIN	0		6.0	f 8.55	
f 2.40	0	SHAW	29.0		10.0	f 8.45	
f 2.55	20.5	ERIE	0		14.4	C f 8.35	
	44.4	M.K.T. Crossing	42.2		14.9		
f 3.25	52.8	WALNUT	42.2		24.8	f 8.05	
f 3.40	51.3	M.K.T. Crossing	42.2		31.9	f 7.50	
	0	BRAZILTON	43.8		39.5		
	0	S.L.-S.F. Crossing	0		39.7	C f 7.35	
f 4.00	48.0	GIRARD	42.2		49.1	s 7.15	
s 4.30	0	FRONTENAC YL	37.0		52.1		
	0	K.C.S. Crossing	0		52.2		
	0	Mo. Pac. Crossing	31.7		52.7		
	0	K.C.S. Crossing	0		52.9		
	0	S.L.-S.F. Crossing	0		53.0	C	7.00 AM
s 4.45 AM		PITTSBURG YL					Leave Daily Ex. Sun.
		(53.0)					25.4
21.2		Average speed per hour					

Westward trains must secure numbered clearance card at Chanute. Eastward trains must secure numbered clearance card at Pittsburg when operator on duty.

No. 77 is superior to No. 78.

No switch lights on Girard District.

ATCHISON DISTRICT

WEST- WARD ↓	Siding Capacity 50 ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 18 June 15, 1968		Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				Feet Per Mile
				TERMINAL YARD YL 0.5	484.5	TY C	
				M.K. JCT. 0.1	485.0		
				TERMINAL JCT. } 19.9	485.1		
				C.B. & O. Crossing ATCHISON U.S. } Mo. Pac. Crossing	505.0		
				ATCHISON YL 0.6	0.5	C	
				Mo. Pac. Crossing 5.3	1.1		
				PARNELL 4.3	50.9		
				CUMMINGS 6.1	10.7		
15				NORTONVILLE 9.2	16.8	C	
34				VALLEY FALLS 8.9	26.0	C	
				ROCK CREEK 4.5	34.9		
				MERIDEN 10.1	39.4		
				U.P. Crossing 1.1	49.5		
				TOPEKA YL	50.6	Y C R	
				(71.2)			

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 A.T.&S.F. Freight Station.

Train register for Atchison located in A.T.&S.F. Freight Station.

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 3303-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. 18 June 15, 1968		Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS				Feet Per Mile
		21.1	WILDER 1.5	0		
			U.P. Crossing BONNER SPRINGS 6.0	0	1.5	C
		30.1	STONE 9.3	55.4	7.5	
		33.2	LANSING 1.7	10.6	16.8	
		31.7	WADSWORTH 2.2	52.8	18.5	
		52.8	C.B. & O. Crossing 1.3	66.0	20.7	
		0	LEAVENWORTH YL		22.0	C
			(22.0)			

No switch lights on Leavenworth District.

ALMA DISTRICT

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 18 June 15, 1968		Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS				Feet Per Mile
		58.1	BURLINGAME YL 8.4	52.8		Y C
			HARVEYVILLE 9.6	0	8.4	C
		58.1	ESKRIDGE 7.5	70.0	18.0	C
			HESSDALE 6.7	70.2	25.5	
		52.8	ALLENDORPH 1.6	40.6	32.2	
		50.7	ALMA YL		33.8	Y C
			(33.8)			

No switch lights on Alma District.

BALDWIN DISTRICT

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 18 June 15, 1968		Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS				Feet Per Mile
		65.0	BALDWIN YL 10.7	64.7	15.4	
			OTTAWA YL		26.2	Y C R
			(10.7)			

No switch lights on Baldwin District.

BURLINGTON DISTRICT

COFFEYVILLE DISTRICT

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 18 June 15, 1968	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		
	126.0	WILLIAMSBURG 2.8	146.9	15.4		
	83.4	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 3.3	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. 18 June 15, 1968	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
Second Class	Feet Per Mile	STATIONS	Feet Per Mile			Second Class
67						68
Frt.						Frt.
Leave Daily Ex. Sun.						Arrive Daily Ex. Sat.
AM 1.30	50.7	CHERRYVALE YL 8.3	50.3		Y C	PM 8.05
1.50	21.1	LIBERTY 5.2	19.8	8.1	B	7.50
	21.1	AVIAN 2.5	19.3	13.3		
	0	MKT Crossing 0.6	12.1	15.8		
2.10 AM	12.4	COFFEYVILLE YL 0.5	0	16.4	Y C	7.30 PM
		Mo. Pac. Crossing		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 Coffeyville.

No switch lights on Coffeyville District.

HOWARD DISTRICT

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 18 June 15, 1968	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	
	47.2	OLPE 9.3	44.6	19.4	C	
	41.0	MADISON 6.5	28.9	25.9		
	38.2	BISBEE 6.2	35.5	32.1		
	44.7	HAMILTON 11.6	47.2	43.7		
	34.3	Mo. Pac. Crossing 2.9	42.0	46.6	C	
	40.7	EUREKA 3.5	41.7	50.1		
	40.7	SMALL 5.7	41.7	55.8		
	46.9	CLIMAX 7.1	44.8	62.9	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)				

No switch lights on Howard District.

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.
Cherryvale	Nos. 211 and 212.
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. 211 and 212.
Tulsa	Extras and Work Extras.
Winfield	Extras and Work Extras.

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.
FOURTH DISTRICT	
A.U. Jct.	Third District.
GIRARD DISTRICT	
A.U. Jct.	Third District.
HOWARD DISTRICT	
Moline	Fourth District.
THIRD DISTRICT	
BE Jct.	Third District.
COFFEYVILLE DISTRICT	
Cherryvale	Third District.
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.

5. JOINT TRACK FACILITIES—(Cont'd)

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—Mo. Pac. trains use A.T. & S.F. main track between connecting switches M.P. 150.9, Fredonia, and M.P. 144.2, Benedict.

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.

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.

11. RAILROAD CROSSINGS AT GRADE

STATION	MILE POST LOCATION	TYPE	Maximum Speed MPH	
			Passenger	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, after communicating 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	Automatic Interlocking	5	5

SPECIAL RULES

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

STATION	MILE POST LOCATION	TYPE	Maximum Speed MPH	
			Passenger	Freight
FOURTH DISTRICT				
Benedict	144.2	Automatic Interlocking	20*	20*
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, 98(A), 98(B), 98(C) and 98(D).	10	10
Atchison	1.1	Stop. Rules 98, 98(A), 98(B) and 98(D).	10	10
Topeka	49.5	Interlocking — If governing signal indicates stop, communicate with Union Pacific Control Station.	15	15
LEAVENWORTH DISTRICT				
Bonner Springs	1.5	Interlocking	10	10
Leavenworth	20.7	Stop. Rules 98, 98(A), 98(B) and 98(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, 98(A), 98(B) and 98(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, 98(A), 98(B) and 98(D).	15	15
Pittsburg	52.9	Stop. Rules 98, 98(A), 98(B) and 98(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	
	Passenger	Freight and Mixed
FIRST DISTRICT	90	60
SECOND DISTRICT		
Kansas City (Union Station) to State Line State Line to K.C.T. Tower 3	20	15
K.C.T. Tower 3 to Olathe (except Main Track No. 4)	15	15
Between Holliday and Turner, Main Track No. 4	79	60*
Olathe to Emporia (Except Main Track No. 3)	40	40
Between Wiggam and N.R. Jct., Main Track No. 3	90	60*
THIRD DISTRICT	79	60
Ottawa to Chanute	75	50
Chanute to Tulsa Yard		
FOURTH DISTRICT		
AU Jct. to Longton	40	30
Longton to WN Jct.	55	45
WN Jct. to Wellington	40	35
ATCHISON DISTRICT	35	35
BALDWIN DISTRICT	30	30
LEAVENWORTH DISTRICT	30	30
ALMA DISTRICT	20	20
BURLINGTON DISTRICT	25	25
GIRARD DISTRICT	30	30
HOWARD DISTRICT	30	30
COFFEYVILLE DISTRICT	30	30

*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
		80 or more	65
4 or more	4501 to 4750	100 or more	65

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

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	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	50	50
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	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	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	45
Curve, M.P. 7.1 to 7.8 Tracks Nos. 1 & 3	79	60
M.P. 13.4 to 14.4, Track No. 3 only	40	40

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
SECOND DISTRICT (Cont'd)		
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 Track No. 1 only	50	50
Curve, M.P. 38.5 to 39.1 Track No. 1 only	65	65
Curve, M.P. 39.5 to 39.8 Track No. 2 only	70	70
Curve, M.P. 39.6 to 40.0 Track No. 1 only	65	65
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	70
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 Track No. 2 Track No. 1	55 70	55 70
Curve, M.P. 83.4 to 83.6 Track No. 2 only	55	55
Curve, M.P. 84.4 to 84.6 Track No. 2 only	70	70
Curve, M.P. 85.7 to 86.0 Track No. 2 only	65	65
2 Curves, M.P. 84.3 to 86.0 Track No. 1 only	70	70
Curve, M.P. 92.9 to 93.3	80	70
4 Curves, M.P. 98.0 to 101.4	65	65

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	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

SPECIAL RULES

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
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
ATCHISON DISTRICT		
Curve, M.P. 49.5 to 49.6	15	15
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		
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
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				
16-48, 55-78, 80-87, 100-108, 300-314	100	90	45	90
325-344, 400-405, 1900-1939	90	90	45	90
350-359	90	90	45*	90
1100-1174, 1800-1889	80	80	45*	80
200-289	70	70	45	70
99, 602-611, 700-751, 800-849, 900-979, 1200-1284, 1300-1460, 1600-1615, 1700-1719, 2099, 2101-2161, 2650-2893, 3001-3019	70	70	45*	70

14. MAXIMUM SPEED OF ENGINES—(Cont'd).

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Not Controlled From Leading Unit	Dead In Train
Diesel and Gas-Electric				
500-564, 625-633, 650-653, 1500-1537, 2200-2299, 2303-2399, 2403-2441	45	45	45	45
RDC 191, 192	85	85	50	85
M-160, M-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			
80-87, 350-359, 400-405, 602-611, 800-849, 1600-1615, 2099-2161	3	5	5
55-78, 650-653, 2310-2321, 3001-3019	4	5	5
16-48, 99, 100-108, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 1700-1719, 1800-1889, 1900-1939, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	
Friction Bearings	12	5	

16.

17. DERRICKS, CRANES, SCALE TEST CARS.

Derricks, cranes, pile drivers, spreaders and similar machinery moving on their own running gear, and scale test cars, 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 Derrick AT-199720 and Jordan Spreaders 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 and Alma	20	20	20

Pile Drivers and Derricks AT-199720 and AT-199775 must be handled in trains next to engine.

Scale Test Cars AT-199913, AT-199914 and AT-199915 must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

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.	I	Second crossover west of Tower 3	30
Tower 3	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
	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 siding	30
	I	Crossovers between Main Trks.	40
Clare	I	Crossover	40
Gardner	I	Crossover	50

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

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

STATION	TYPE	LOCATION	MPH
SECOND DISTRICT—(Cont'd)			
Wellsville	I	Crossovers	50
Ottawa	I	Both ends siding	40
	I	Crossovers between main tracks	40
	I	Crossover between Main Track No. 2 and siding	40
M.P. 76	I	Crossovers	40
Ridgeton	I	Crossovers	40
Lebo	I	Crossovers	40
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
	S	East end siding	15
Cherryvale	S	East end Storage track	15
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

HOWARD DISTRICT

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

Lawrence (Includes Noria MP 22.5 to MP 28.9)	Topeka Pauline Burlingame (Alma District only)	Emporia Alma
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SPECIAL RULES

19. YARD LIMITS—(Cont'd)

Ottawa (Baldwin and Third Dists. only)	A.U. Jet.	Bartlesville (Extends MP 40.3 to MP 43.1)
Baldwin District	Atchison Terminal Yard	Tulsa Yard (includes Mohawk)
N.R. Jct. (First and Howard Dists. only)	Coffeyville	Mohawk)
Garnett	Winfield	Gridley
Iola	Wellington (Eastern Division only)	Fredonia
Humboldt	Cherryvale	Longton
Chanute	Independence	Frontenac
	Caney	Pittsburg
	Dewey	Moline
		Leavenworth

20. BULLETIN BOOKS

Kansas City	Trainmaster's Office, Union Station
Argentine Yard	Yard and Roundhouse Offices
Turner	Yard Office
Olathe	Station
Emporia	Telegraph, Yard, Freight and Roundhouse Offices
Topeka	Yard Office
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
Turner	Yard Office
Kansas City	Union Station Telegraph Office
Emporia	Telegraph, Yard, Freight and Roundhouse Offices
Ottawa	Telegraph Office
Terminal Yard	Yard Office
Atchison	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	Station

22. STANDARD THERMOMETERS

Topeka	Independence	Tulsa
Argentine Yard	Atchison	Wellington
Emporia	Chanute	Coffeyville
Ottawa	Pittsburg	
Cherryvale	Bartlesville	

23. OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
FIRST DISTRICT	
19.6	De Soto, Highway Viaduct, Ordnance Plant Track
26.9	Wakarusa River
52.2	Lawrence, Overhead Conveyor
52.4	Topeka, Branner Street Viaduct
94.9	Pedestrian Viaduct, Second Street, Topeka
107.9	Marais des Cygnes River
	Neosho River

23. OVERHEAD OBSTRUCTIONS (Rule 761)—(Cont'd)

Mile Post	Name
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
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
Industrial Spur	M.P. 28.7	188 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		
Wallingford Grain Co. (spur)	M.P. 44.7	17 Cars
THIRD DISTRICT		
Crusher	M.P. 79.4	50 Cars
Carlyle	M.P. 104.5	20 Cars
Wayside	M.P. 11.6	4 Cars
Owen	M.P. 23.8	3 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

SURGEONS OF THE A.T.&S.F. EMPLOYEES'
BENEFIT 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	ALAN HANCOCK
"	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. ARTHURS
"	F. GASSER
Coffeyville	A. E. MARTIN
"	J. F. COYLE
Collinsville	O. E. LAYTON
Colony	T. O. OSBORN (Osteopath)
Desoto	M. V. ROBBINS
Dewey	J. P. VANSANT
Emporia	F. J. ECKDALL
"	C. R. HOPPER
"	R. L. PETERSON
Erie	E. C. BRYAN
Eskridge	WM. H. WALKER
Eureka	J. H. BASHAM
Fredonia	L. E. BEAL
Gardner	A. D. REECE
Garnett	C. B. HARRIS
Girard	ROBT. FRIGGERI
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. GRABSKE
"	D. A. POTTS
"	D. W. CHAPMAN
Iola	W. E. MYERS
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. YULICH
"	L. A. ALVAREZ
Kansas City, Mo.	GRAHAM OWEN
"	E. G. KETTNER
"	R. H. DUNHAM
"	W. B. ALLEN
"	K. L. SHIREMAN
"	DONALD FERGUSON
"	W. R. PETERSON

LOCAL SURGEONS—(Cont'd)

LOCATION	DOCTORS
Lawrence	G. E. MANAHAN
Leavenworth	G. R. COMBS
"	P. S. COMBS
Leawood	G. O. HARPSTER
Lebo	KENNETH HUNTER
Lyndon	NILES STOUT
Madison	FRED LOSE
Mission	W. L. GOOD
Nortonville	W. A. MADISON
Olathe	W. E. MCCANN
Osage City	H. J. WILLIAMS
Ottawa	R. A. GOLLIER
"	D. C. HADLEY
Pittsburg	D. B. MCKEE
"	C. H. FAIN
"	P. B. LEFFLER
St. Joseph	R. W. KIEBER
"	S. E. SENOR
"	J. H. RYAN
Tulsa	C. S. SUMMERS
"	C. E. WOODARD
"	R. A. MCGILL
"	C. BATE
"	K. B. CRAIG
Valley Falls	C. P. ARNOLD
Walnut	E. C. BRYAN
Wellington	W. M. COLE
"	J. L. MCGOVERN
"	J. L. DIACON
Wellsville	N. E. NAYLOR
Winfield	R. B. WHITE
"	M. W. WELLS
"	L. R. KAUFMAN

EYE, EAR, NOSE AND THROAT SPECIALISTS

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)
Mission	R. N. BARR
St. Joseph	O. E. WHITSELL (Ophthalmologist)
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

LOCAL TIME INSPECTORS

Atchison C. W. RUNYAN
 Bartlesville R. J. LUDLUM
 Chanute JACK WOOD
 Coffeyville A. C. HAMILIN
 Emporia D. H. ROSENBALM
 Independence, Kans. P. B. MYSER
 Kansas City, Kans. L. M. CONNOR, JR.,
 3120 Strong Ave.
 " ROSS LENTZ, 3306 Strong Ave.
 " J. F. GAMBRILL, 709 Central
 " H. M. FAERBER, 821 No. 7th
 Kansas City, Mo. N. C. SCHELBAR, Union Station
 Moline D. C. DODSON
 Muncie, Kans. E. R. BLANSIT, 6534 Kaw Dr.
 Ottawa A. G. MADTSON
 " R. C. BOYER
 Pittsburg A. J. BENELLI
 St. Joseph W. G. HARDEN
 Topeka AL. W. SMITH
 " W. F. IVES
 Tulsa A. E. ROBERTS
 Wellington R. H. RILEY
 Winfield E. H. RUPPELIUS

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
17	Hutchinson	Albuquerque and beyond	Kansas City and beyond	24	Dodge City to Hutchinson	Newton and beyond	La Junta and beyond
18	Hutchinson	Kansas City and beyond	Albuquerque and beyond		Newton to Emporia	Points between Newton and Emporia, Kansas City and beyond	Points west of Emporia
23	Kansas City to Holliday	Points between Kansas City and Emporia and beyond Newton	Points Kansas City to Holliday		Osage City	Kansas City and beyond	Newton and beyond
	Osage City	Newton and beyond	Kansas City and beyond				
	Emporia to Newton	Points beyond Newton	Kansas City to Emporia				
	Newton to Dodge City	La Junta and beyond	Newton 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



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.)

