

EASTERN DIVISION

D. D. DIDIER, Trainmaster	Emporia
C. HUDIBURGH, Trainmaster	Emporia
L. S. LAWRENCE, Trainmaster-RFOF	Chanute
C. E. BAXTER, Road Foreman of Engines	Argentine
R. T. POLLEY, Chief Dispatcher	Emporia
C. W. McCOY, Asst. Chief Dispatcher	Emporia
D. E. HAMMAN, Asst. Chief Dispatcher	Emporia
D. W. MILLER, Asst. Chief Dispatcher	Emporia

KANSAS CITY DIVISION

D. W. TEEL, Asst. Superintendent	Argentine
J. A. CARRIER, Asst. Superintendent	Argentine
H. L. ROGERS, Asst. Superintendent	Argentine
A. A. CATRON, Trainmaster	Argentine
D. E. PARSONS, Trainmaster	Argentine
J. W. LANE, Trainmaster-RFOF-E-Amtrak	Argentine
B. LEVIN, Asst. Trainmaster	Argentine
L. C. LOWE, Asst. Trainmaster	Argentine
J. L. SULLIVAN, Asst. Trainmaster	Argentine
J. E. HUTCHINSON, Asst. Trainmaster	Argentine
B. T. JOHNSTON, Road Foreman of Engines	Argentine

TRAIN DISPATCHERS — EMPORIA

W. K. GAGE	J. A. FACKLAM	C. I. WALKER
A. E. JUDD	R. L. SMITH	D. I. STEINBRINK
D. L. SEXTON	S. E. QUINTANA	L. D. SMITH
D. W. McALISTER	R. A. TURNER	

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 DIVISION

TIME TABLE No.

24

IN EFFECT

Monday, September 11, 1972

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. T. GROUNDWATER,
Acting Asst. Genl. Mgr.,
Topeka, Kansas**

**D. E. MADER,
Superintendent,
Emporia, Kansas**

**J. W. TIEHEN,
Superintendent,
Argentine, Kansas**

Siding Capacity 50 ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 24 September 11, 1972	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EASTWARD	
	First Class							First Class	
	15	3						4	16
	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
	PM 11.00	AM 2.10		KANSAS CITY				AM 5.35	AM 6.50
	11.04	2.14	0	Union Station	47.8		C	5.23	6.27
			0	SANTA FE JCT.	24.2	1.7	Y		
			18.8	A.Y. TOWER	0	3.9	CR		
			10.4	ARGENTINE	0	4.8	T YR		
	11.12	2.20	4.2	TURNER	9.7	7.1	CR	5.17	6.21
			4.2	MORRIS	7.8	10.3	C		
	11.18	2.26	22.3	HOLLIDAY	0	13.4		5.11	6.15
	PM		28.2	ZARAH	0	16.2			AM
			31.7	CRAIG	0	19.1	B		
136		2.40	21.1	OLATHE	21.1	25.9	CR	4.59	
	Via First District		21.1	CLARE	18.7	31.0			Via First District
			20.4	GARDNER	21.1	34.6	CY		
			21.1	EDGERTON	21.1	39.8			
			0	WELLSVILLE	21.1	45.5	CR		
			21.1	LE LOUP	21.1	49.9	B		
381		3.08	12.0	OTTAWA	17.2	57.1	CR	4.32	
			21.1	Mo. Pac. Crossing	15.8	59.9			
			5.1	POMONA	0	67.5	B		
			17.1	QUENEMO	9.3	71.8	B		
			54.4	MELVERN	0	79.6	B		
			0	OLIVET	11.1	86.2	B		
			21.1	RIDGETON	16.8	87.6	B		
			18.1	LEBO	21.1	93.8	C		
			5.4	Necaho Rapids	15.8	101.6	B		
			21.1	WIGGAM	0	107.1			
		3.55	5.3	N.R. JCT.	15.8	111.3	Y	3.49	
		4.00 AM		EMPORIA YL		112.1	CR	3.45 AM	
	Arrive Daily	Arrive Daily		(112.2)				Leave Daily	Leave Daily
	43.7	61.2		Average speed per hour				61.2	22.5

RULE 251 IN EFFECT:

Constitution Street (MP 111.9) Emporia to Emporia.

RULE 261 IN EFFECT:

On Main tracks Santa Fe Jct. to Constitution Street (MP 111.9) Emporia.

On siding Ottawa.

Between Santa Fe Jct. and AY Tower, two south tracks are main tracks and between AY Tower and Turner south track is a main track, upon which Rule 261 is in effect.

Trains originating at Kansas City Union Station, Turner 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 A.Y. Tower.

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.

At Argentine, running track between AY Tower interlocking and Turner interlocking is signalled in both directions and Rule 261 in effect. Maximum authorized speed 30 MPH. Au-

thority to enter this track through a hand throw switch must be obtained from operator at AY Tower.

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 Emporia, auxiliary tracks located at MP 111.3 (Kansas Soya) and at MP 111.6 (KP&L team track) are not to be used for meeting or passing of trains.

Between Kansas City Union Station and Santa Fe Jct. be governed by Kansas City Terminal Railway Company Operating Rules.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Frt.
Kansas City (Union Station) to Santa Fe Jct.	30	30
Santa Fe Jct. to Turner	50	50*
Turner to Holliday, Main Track No. 1	79	60*
Turner to M.P. 8, Main Tracks Nos. 2, 3, & 4	20	20
M.P. 8 to Holliday, Main Tracks Nos. 2 & 3	79	60*
M.P. 8 to Holliday, Main Track No. 4	40	40
Holliday to Olathe	79	60*
Olathe to Emporia (Except Main Track No. 3)	90	60*
Wiggam to N.R. Jct., Main Track No. 3	40	40
N.R. Jct. to Constitution St. (M.P. 111.9)		
Emporia, Main Track No. 3	40	40
Constitution St. (M.P. 111.9) Emporia to Merrick, Yard Track No. 3	40	40

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 7,000 tons total 45 MPH. Freight trains may observe passenger train speed but not to exceed 70 MPH, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS:

- (A) Turner to Holliday, Main Track No. 1.
- (B) Eastward—M.P. 13.4 to M.P. 8, Main Tracks 2 & 3.

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

	MPH
Curve, M.P. 1.7	15
Curves, M.P. 2.0 to 7.1	50
Curves, M.P. 7.1 to 7.8 Track No. 1	60
M.P. 13.4 to 14.4 Track No. 3 only	40
Curves, M.P. 14.0 to 25.0	70
Curve, M.P. 26.7 to 27.2	75
Curve, M.P. 28.1 to 28.9	70
Curve, M.P. 29.4 to 29.6	70
2 Curves, M.P. 30.4 to 31.4	60
2 Curves, M.P. 34.5 to 35.1 Track No. 1 only	50
Curve, M.P. 38.5 to 39.1 Track No. 1 only	65
Curve, M.P. 39.5 to 39.8 Track No. 2 only	70
Curve, M.P. 39.6 to 40.0 Track No. 1 only	60
Curve, M.P. 43.4 to 43.9	80
Curve, M.P. 49.3 to 49.6	70
Curve, M.P. 57.2 to 57.5	70
RR Crossing, M.P. 59.9 (Auto. Interlocking) *	50
2 Curves, M.P. 70.8 to 71.6	80
Curve, M.P. 77.5 to 77.9	80
Curve, M.P. 79.6 to 79.9 Track No. 2	50
Track No. 1	70
Curve, M.P. 83.4 to 83.6 Track No. 2 only	55
Curve, M.P. 84.4 to 84.6 Track No. 2 only	70
Curve, M.P. 85.7 to 86.0 Track No. 2 only	60
2 Curves, M.P. 84.3 to 86.0 Track No. 1 only	70
Curve, M.P. 92.9 to 93.3	80
4 Curves, M.P. 98.0 to 101.4	60

*If governing signal indicates "STOP", after communicating with Control Station, follow instructions posted in control box.

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 using siding will not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch

"S"—Spring Switch

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Santa Fe Jct.	I	Second crossover west of Santa Fe Jct.	30
	I	Crossover east of 12th St.	15
A.Y. Tower	I	Crossover east of Tower	40
	I	Turnout end of two tracks	40
M.P. 4.2	I	Turnout to Departure Yard	15
M.P. 5.4	I	Turnout to Departure Yard	15
Turner	I	Turnout to South Receiving Yard M.P. 6.9	15
	I	Crossovers and Turnouts between Key Road (M.P. 7.2) and M.P. 7.5	15
	I	Crossover between Main Tracks Nos. 2 and 3 (M.P. 8)	20
	I	Crossover between Main Tracks Nos. 3 and 4 (M.P. 8)	20
	I	Turnout Main Track No. 1 to Hump Lead (M.P. 8.3)	40
Morris	I	Crossovers M.P. 11	40
Holliday	I	Crossover between Main Tracks Nos. 2 and 3	30
	I	Turnout Main Track No. 4	40
M.P. 14.4	I	Turnout Main Track No. 3	40
	I	Crossovers	50
Craig	I	Crossovers	50
Olathe	I	Both ends siding	30
	I	Crossovers between Main Tracks	40
Gardner	I	Crossovers	50
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 No. 11 near Constitution St.	15
	S	Turnout from Track 12 to Main Track No. 3 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

Siding Capacity 50 ft. Per Car	WEST- WARD		Rolling Grade Ascending	TIME TABLE			Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD	
	First Class			No. 24						First Class	
	15			September 11, 1972						16	
Leave Daily	Feet Per Mile	STATIONS			Feet Per Mile		Arrive Daily				
	PM 11.18	6.4	HOLLIDAY 3.8			0		AM 6.15			
43	11.21	0	WILDER 7.4			8.9	3.7 B	6.12			
107	11.29	10.6	DE SOTO 8.0			10.6	11.1 C	6.06			
49	11.38	0	EUDORA 4.1			0	19.1 B	6.00			
	11.42	9.2	NORIA YL 3.3			0	23.2	5.55			
130	11.46	10.6	LAWRENCE YL 5.1			10.6	28.5 Y CRs	5.50			
50	11.51	0	LAKE VIEW 5.8			0	31.6	5.40			
52	11.56 AM	10.6	LECOMPTON 8.6			21.1	37.4 B	5.34			
125	12.03	7.0	TECUMSEH 6.6			0	48.0 B	5.26			
41	12.25	28.4	A.T.&S.F. Crossing TOPEKA YL 6.5			0	52.6 Y CRs	5.20			
49	12.33	40.9	PAULINE YL 5.4			49.5	57.3 C	5.02			
30	12.38	52.8	WAKARUSA 5.1			50.7	62.7 B	4.57			
44	12.43	52.8	CARBONDALE 3.8			44.2	67.8 B	4.51			
60	12.46	45.0	SCRANTON 5.3			52.8	71.6 B	4.47			
68	12.51	52.8	BURLINGAME 7.9			51.6	76.9 Y C	4.42			
		10.8	Mo. Pac. Crossing 0.3			0	84.8				
100	12.57	52.8	OSAGE CITY 5.3			42.1	85.1 C	4.32			
73	1.02	35.7	BARCLAY 6.1			51.1	90.4 B	4.27			
80	1.07	52.8	READING 8.2			39.0	96.5 B	4.21			
49	1.14	49.8	LANG 6.2			57.8	104.8 B	4.14			
	1.19	5.3	N.R. JCT. YL 1.1			15.8	111.0 Y	4.08			
	1.35 AM		EMPORIA YL				112.1 T CR	4.05 AM			
	Arrive Daily		(113.9)					Leave Daily			
	49.9		Average speed per hour					52.6			

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. For train movements to First District from Holliday, Rule 321(C) is suspended.

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.

Mile post signs 51 and 52 west of station Topeka designated as 51W and 52W.

FIRST DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Holliday to Emporia	90	60

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psg.	Fr.
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
RR Crossing M.P. 52.6 (Automatic Interlocking)	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
RR Crossing M.P. 84.8 (Automatic Interlocking)	90	60
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

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 using siding will not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch
 "S"—Spring Switch

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
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

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
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
Dupont Cellophane Plant (spur)	M.P. 46.0	100 Cars
Nationwide Warehouse (spur)	M.P. 54.5	10 Cars
Seymour Industrial (spur)	M.P. 55.6	25 Cars

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Wilder	First District

RULE 261 IN EFFECT:

Ottawa to MP 57.3. (Ottawa)

DY Jct. to East Switch Bartlesville MP 40.3.

All AT&SF trains must secure clearance card before leaving Bartlesville when operator on duty.

Between the following points Rule 93(A) in effect:

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

Bartlesville, east switch MP 40.3 and BE Jct.

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.

WEST- WARD ↓	Siding Capacity 50 ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 24 September 11, 1972	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
Feet Per Mile	STATIONS		Feet Per Mile				
66	17.5	1.3	OTTAWA YL	34.4	57.1	Y C R	
	37.0	8.8	Mo. Pac. Crossing	35.6	58.4		
	57	29.3	PRINCETON	24.1	67.2	B	
	68	42.2	RICHMOND	37.0	73.3	B	
	48	0	Mo. Pac. Crossing	29.9	82.7		
	71	37.0	GARNETT YL	37.0	82.8	C	
	97	37.0	WELDA	33.4	91.0	B	
	20.2	10.3	COLONY	37.0	99.1		
	92	0	Mo. Pac. Crossing	11.5	109.4		
	82	37.0	IOLA YL	37.0	109.7	C	
	37.0	8.3	HUMBOLDT YL	37.0	117.4	C	
	37.0	0.8	M.K.T. Crossing	0	125.7		
	31.1	1.1	CHANUTE YL	0	126.5	C R	
	77	33.3	AU JCT. YL	37.0	127.6	T Y	
	77	0	EARLTON	19.9	133.2	B	
	26.0	7.5	THAYER	47.5	140.0	B	
	29.0	3.0	MOREHEAD	37.0	147.6	B	
	79.8	0.2	SL-SF Crossing	0	155.6		
	0	9.7	CHERRYVALE YL	37.0	155.8	Y C	
	37.0	0.7	INDEPENDENCE YL	25.1	165.5	Y C	
52	37.0	6.9	Mo. Pac. Crossing	29.6	0.5		
	37.0	8.7	BOLTON	37.0	7.4		
	37.0	5.2	HAVANA	37.0	16.1		
	0	0.8	Mo. Pac. Crossing	0	21.3		
52	37.0	7.9	CANEY YL	26.4	22.1	Y C	
	74	17.3	COPAN	37.0	30.0		
	21.5	0.7	DEWEY YL	23.5	36.9	B	
	25.4	3.2	DY JCT.	22.5	37.6		
	52	37.0	BARTLESVILLE YL	0	40.8	Y C	
	62	28.8	BE JCT. YL	29.7	41.3		
	51	28.3	OCHELATA	37.0	52.5	B	
	35	22.7	RAMONA	37.0	58.6		
	30.0	6.2	VERA	37.0	64.8	B	
	23	35.3	COLLINSVILLE	37.0	71.6	C	
	37.0	7.5	OWASSO YL	36.4	79.2	Y B	
	0	6.6	MOHAWK YL	0	85.8		
	0	4.4	TULSA YARD YL	0	90.1	Y R	
	0	0.1	SL-SF, MKT., and MV Crossings	0	90.2		
	0	0.1	MV Crossing	0	90.4		
	0	0.1	TULSA YL	0	90.5	C R	
			(198.9)				

AUTOMATIC BLOCK SYSTEM

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Frt.
Ottawa to Chanute	79	60
Chanute to Tulsa Yard	75	50

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psg.	Frt.
RR Crossing M.P. 58.4 (Automatic Interlocking)	20	20
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	
RR Crossing M.P. 82.7 (Automatic Interlocking)	20	20
2 Curves, M.P. 87.2 to 88.6	70	
RR Crossing M.P. 109.4 (Automatic Interlocking)	20	20
RR Crossing M.P. 125.7 Electric locked gate normally across MKT track. If gate is normal and signal indicates proceed, observe maximum speed shown.	40	40
4 Curves, Main to 14th St., Chanute	30	20
RR Crossing M.P. 155.6 Gate normally across SL-SF track. Approach prepared to stop. If gate is normal observe maximum speed shown.	20*	20*
Curve, M.P. 156.1 to 156.3	25	25
(Independence-Tulsa)		
Curve, M.P. 0.0	20	20
RR Crossing M.P. 0.5 (Automatic Interlocking) (Westward— (Eastward—	20* 40*	20* 40*
RR Crossing Independence Yard (Automatic Interlocking)	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
RR Crossing M.P. 21.3 (Automatic Interlocking) (Westward— (Eastward—	40* 40*	40* 25*
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
RR Crossing M.P. 90.3 (Automatic Interlocking)	5	5

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

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 using siding will not exceed maximum turnout speed for that siding.

“I”—Interlocked Switch
“S”—Spring Switch

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Ottawa	I	Turnout Third Dist. to Second Dist.	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
Independence	S	East switch M.P. 165.3	15
Dewey	I	West end siding	20
DY Jct.	I	Junction switch to or from MKT	15
Bartlesville	I	East switch M.P. 40.3	30
BE Jct.	S	Junction switch to or from MKT	15

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Storage Track	M.P. 62.2	70 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
Port of Catoosa Spur*	M.P. 79.6	7.3 mi.
(Rule 105 Governs)		
Modification Center Tracks	M.P. 82.4	19 Cars

*Maximum authorized speed on Industry Track that leads from Main Track M.P. 79.6 to Port of Catoosa is 30 MPH, with following restrictions:

	MPH
Grade and 3 curves M.P. 0.0 to M.P. 1.0	10
Curve M.P. 1.6 to M.P. 1.8	20
2 Curves M.P. 4.2 to M.P. 4.5	10
All Tracks M.P. 7.0 to Port	10

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
A.U. Jct. (Girard Dist.)	Third District
A.U. Jct. (Fourth Dist.)	Third District
Cherryvale	Third District
B.E. Jct.	Third District

8 EASTERN DIVISION

FOURTH DISTRICT

WEST- WARD ↓	Siding Capacity 50 ft. Per Car	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			No. 24					
			September 11, 1972					
		Feet Per Mile	STATIONS		Feet Per Mile			
			A. U. JCT. YL		127.7	TY		
		42.2	7.1		40.9			
			VILAS		134.8			
32		42.2	4.2		42.2			
			REST		139.0			
		0	5.0		42.2			
			BENEDICT		144.0	B		
		0	0.2		25.2			
			Mo. Pac. Crossing		144.2			
		0	8.2		26.4			
			FREDONIA YL		152.4	CR		
71		42.2	S.L.-S.F. Crossing		24.1			
			7.6		160.0	B		
		42.2	BUXTON		42.2			
			5.3		165.3			
		42.2	UPOLA		42.2			
			5.7		171.0			
39			LONGTON		189.9	B		
		37.8	5.8		195.7	B		
74			ELK FALLS		12.0			
		40.1	6.7		202.4	YC		
			MOLINE YL		44.9			
		52.8	8.4		210.8			
42			GRENOLA		37.0			
		83.8	6.4		217.2			
50			GRAND SUMMIT		37.0			
		0	8.3		225.5	C		
39			CAMBRIDGE		37.0			
		76.9	5.3		230.8	C		
66			BURDEN		51.7			
		37.0	7.9		238.7			
46			NEW SALEM		37.0			
		0	8.4		247.1	R		
		0	WINFIELD YL		0			
			0.1		247.2			
		0	SL-SF Crossing		0			
			0.9		248.1	Y		
		52.8	WN JCT. YL		37.0			
			5.3		253.4			
		26.4	KELLOGG		37.0			
			3.5		256.9	C		
		37.0	OXFORD		37.0			
			5.7		262.6	B		
		52.8	DALTON		37.0			
			7.0					
			WELLINGTON YL		238.9	TY CR		

(123.0)

RULE 261 IN EFFECT:

Westward home signal M.P. 267.5 to M.P. 239.5 Wellington.

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

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
A.U. Jct.	Third District
Moline	Fourth District

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
AU Jct. to Fredonia	45
Fredonia to Longton	30
Longton to WN Jct.	45
WN Jct. to Wellington	35

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH
RR Crossing M.P. 144.2 (Automatic Interlocking)	20*
RR Crossing M.P. 152.4 Gate normally across AT&SF track. Stop, open and close gate.	30
Curve, M.P. 162.2 to 162.9	20
Curve, M.P. 192.3 to 192.7	35
2 Curves, M.P. 194.9 to 195.5	35
Curve, M.P. 200.2 to 200.5	35
2 Curves, M.P. 204.8 to 205.7	35
8 Curves, M.P. 213.1 to 215.9	35
6 Curves, M.P. 227.1 to 228.4	30
Curve, M.P. 238.1 to 238.2	35
Curve, M.P. 241.4 to 241.5	35
Curve, M.P. 242.6 to 243.0	40
Curve, M.P. 245.6 to 245.9	35
RR Crossing M.P. 247.2 Stop. Rules 98, 98(A), 98(B), and 98(D).	25

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

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein.

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

"I"—Interlocked Switch.

"S"—Spring Switch.

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

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Ash Grove Shale Pit (spur)	M.P. 130.1	48 Cars
Spur	M.P. 160.0	4 Cars
Crusher Storage	M.P. 200.0	27 Cars
Crusher Tracks	M.P. 200.1	177 Cars

GIRARD DISTRICT

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 24 September 11, 1972	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓	Feet Per Mile	STATIONS	Feet Per Mile			↑
	0	A. U. JCT. YL 1.9	31.4		T Y	
	0	M.K.T. Crossing 4.1	0	1.9		
	31.7	ROLLIN 4.0	0	6.0		
	0	SHAW 4.4	29.0	10.0		
	20.5	ERIE 0.5	0	14.4	C	
	44.4	M.K.T. Crossing 9.9	42.2	14.9		
	52.8	WALNUT M.K.T. Crossing 7.1	42.2	24.8		
	51.3	BRAZILTON 7.6	43.8	31.9		
	0	S.L.-S.F. Crossing 0.2	0	39.5		
	48.0	GIRARD 9.4	42.2	39.7	C	
	0	FRONTENAC YL 3.1	37.0	49.1		
	0	Mo. Pac. Crossing 0.5	31.7	52.2		
	0	S.L.-S.F. Crossing 0.2	0	52.7		
	0	S.L.-S.F. Crossing 0.1	0	52.9		
		PITTSBURG YL		53.0	C	
		(53.0)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
A.U. Jct. to Pittsburg	30

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS.

RR Crossing M.P. 1.9 Gate normally across MKT track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	15
RR Crossing M.P. 14.9 (Automatic Interlocking.)	20*
RR Crossing M.P. 24.8 (Automatic Interlocking.)	20*
RR Crossing M.P. 39.5 (Automatic Interlocking.)	20
Curve, M.P. 49.3 to M.P. 49.6	15
RR Crossing M.P. 52.2 Stop. Rules 98, 98(A), 98(B) and 98(D).	15
RR Crossing M.P. 52.7 Stop. Rules 98, 98(A), 98(B) and 98(D).	15
RR Crossing M.P. 52.9 Stop. Rules 98, 98(A), 98(B) and 98(D).	15

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

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
A.U. Jct.	Third District

Rule 99(D) in effect A. U. Jct. to Frontenac.

No switch lights on Girard District.

AT&SF trains and engines will use KCS tracks between M.P. 50.3 (KCS M.P. 127.1) and M.P. 52.7 (KCS M.P. 129.4). Before entering KCS main track at either location, permission must be obtained from Agent-Yardmaster or Asst. Trainmaster phone number AD 1-4980. Bell phone located in box near M.P. 50.3 and in Santa Fe depot at Pittsburg.

Trains or engines must proceed at restricted speed on KCS main tracks; speed limit 10 MPH on all other KCS tracks and through all turnouts including turnouts at M.P. 50.3 (KCS M.P. 127.1) and M.P. 52.7 (KCS M.P. 129.4).

Normal position junction switches at M.P. 50.3 and M.P. 52.7 is for KCS.

WEST- WARD ↓	Siding Capacity 60 Ft. Per Car	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			No. 24 September 11, 1972					
	Feet Per Mile	STATIONS		Feet Per Mile				
		TERMINAL YARD YL						
	0	0.5		0	498.4		T Y C	
	0	M.K. JCT. 0.1		0	498.9			
	17.8	TERMINAL JCT. YL		17.4	499.0			
		19.9						
		BN Crossing						
	34.3	Mo. Pac. Crossing		0	518.9			
		0.6						
	25.6	ATCHISON YL		0	0.5		C	
		0.6						
	58.6	Mo. Pac. Crossing		0	1.1			
		5.3						
	24.8	PARNELL		50.9	6.4			
		4.3						
	68.9	CUMMINGS		0	10.7			
		6.1						
15	0	NORTONVILLE		64.3	16.8		C	
		9.9						
34	69.9	VALLEY FALLS		64.0	26.7		C	
		8.2						
	62.4	ROCK CREEK		63.4	34.9			
		4.5						
	63.4	MERIDEN		59.3	39.4			
		10.1						
	33.4	U.P. Crossing		0	49.5			
		1.1						
		TOPEKA YL			50.6		Y C R	
		(71.2)						

Rule 99(D) in effect Atchison to Topeka.

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

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

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 M.P. 0 Atchison 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, Atchison.

Between the following points Rule 93(A) in effect:

Terminal Yard and Terminal Jct.

1000 ft east of Missouri River Bridge and Mo. Pac. Crossing 0.6 mile west of Atchison.

Trains or engines using Mo. Pac. main track to old 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 old 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.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Atchison to Topeka	30
SPEED RESTRICTION - CURVES AND RR CROSSINGS	
RR Crossing M.P. 518.9 Gate normally across BN track. When gate is normal observe maximum speed shown.	10
RR Crossing M.P. 518.9 Stop. Rules 98, 98(A), 98(B), 98(C) and 98(D).	10
RR Crossing M.P. 1.1 Stop. Rules 98, 98(A), 98(B) and 98(D).	10
RR Crossing M.P. 49.5 Interlocking — If governing signal indicates stop, communicate with Union Pacific Control Station.	15
Curve, M.P. 49.5 to 49.6	15

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
M.K. Jct.	Illinois Division
Terminal Jct.	CRI&P Ry.
1000 ft east Mo. Riv. Br. (Atchison)	CRI&P Ry.
Atchison	Mo. Pac. Ry.

BALDWIN DISTRICT

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		No. 24 September 11, 1972					
	Feet Per Mile	STATIONS		Feet Per Mile			
	65.0	BALDWIN YL		64.7	15.4		
		10.7			26.2		Y C R
		OTTAWA YL					
		(10.7)					

No switch lights on Baldwin District. Movements on Baldwin District will be made in accordance with Rule 93.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Baldwin to Ottawa	15
Except, Curve M.P. 25.9 to 26.0	10

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Ottawa	Second District (Siding)

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 24 September 11, 1972	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS				Feet Per Mile
	21.1	WILDER 1.5	0			
	30.1	U.P. Crossing BONNER SPRINGS 6.0	0	1.5	C	
	33.2	STONE 9.3	55.4	7.5		
	31.7	LANSING 1.7	10.6	16.8		
	52.8	WADSWORTH 3.5	68.0	18.5		
		LEAVENWORTH YL (22.0)		22.0	C	

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Wilder to Leavenworth	30

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

RR Crossing M.P. 1.5 Interlocking	10
Curves, except where further restricted	20
Stone, over hard surfaced highway	15
Between viaduct east and hard surfaced highway west of Wadsworth	15
Curves between M.P. 20.7 and west end Leavenworth Yards	15

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Wilder	First District

No switch lights on Leavenworth District.

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 24 September 11, 1972		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓		Feet Per Mile	STATIONS				Feet Per Mile
	50.7	CHERRYVALE YL 8.3	50.3			Y C	
	21.1	LIBERTY 5.2	19.8		8.1	B	
	21.1	AVIAN 2.5	19.8		13.3		
	0	MKT Crossing 0.6	12.1		15.8		
	12.4	COFFEYVILLE YL 0.5 Mo. Pac. Crossing	0		16.4 16.9	Y C	
		(17.1)					

Rule 99 (D) in effect.

No switch lights on Coffeyville District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Cherryvale to Coffeyville	30

SPEED RESTRICTION - RR CROSSINGS

RR Crossing M.P. 15.8 Gate normally across A.T.&S.F. track. Stop, open and close gate.	20
RR Crossing M.P. 16.9 Stop. Rules 98, 98(A), 98(B) and 98(D).	10

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Cherryvale	Third District

HOWARD DISTRICT

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 24 September 11, 1972		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			Y	
	47.2	OLPE 9.3	44.6		10.1		
	41.0	MADISON 12.7	35.5		19.4		
	44.7	HAMILTON 11.6	47.2		32.1		
	34.3	Mo. Pac. Crossing 2.9	42.0		43.7		
	40.7	EUREKA 3.5	41.7		46.6	C	
	40.7	SMALL 5.7	41.7		50.1		
	46.9	CLIMAX 7.1	44.8		55.8		
	32.3	SEVERY S.L.-S.F. Crossing 5.7	41.2		62.9		
	39.8	FIAT 6.9	43.2		68.6		
	41.7	HOWARD 8.1	41.4		75.5	C	
		MOLINE YL			83.6	Y C	
		(83.6)					

Rule 99 (D) in effect.

No switch lights on Howard District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
N.R. Jct. to Moline	30

EXCEPT, CURVES AND RR CROSSINGS

Curve, M.P. 0.3 to N.R. Jct. Switch	15
Curve, M.P. 2.8 to 3.0	25
RR Crossing M.P. 43.7 Gate normally across AT&SF track. Stop, open and close gate.	30
RR Crossing M.P. 62.9 Gate normally across AT&SF track. Stop, open and close gate.	30
3 Curves, M.P. 75.2 to 76.3	25

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein.

"T"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
N.R. Jct.	I	Turnout Howard District	15
Moline		Wye switch	10

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Moline	Fourth District

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

2. REGISTER STATIONS (Rule 83(A))

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.
Tulsa	Extras and Work Extras.
Winfield	Extras and Work Extras.

5. JOINT TRACK FACILITIES.

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

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 A.T.& S.F. 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 Mo. Pac. track between west end of bridge and 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 at Atchison 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.

FRONTENAC—PITTSBURG—A.T.& S.F. trains and engines will use KCS tracks between M.P. 50.3 (KCS M.P. 127.1) and M.P. 52.7 (KCS M.P. 129.4).

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. HIGH WATER DETECTORS:

High water detectors have been placed at certain locations where high water might occur. These detectors when actuated by high water set adjacent block signals in stop position. Under such conditions trains must not cross bridges or pass through other areas so protected until a thorough examination has been made to determine track is safe for passage of trains and, in addition, must observe the requirements of Rule 320 or 321. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

High water detectors located at:

First District:
M.P. 3
M.P. 62.9

HOT BOX AND DRAGGING EQUIPMENT DETECTORS:

Second District:

M.P. 41.3 between Edgerton and Wellsville. Locators for westward trains at M.P. 43.5 and for eastward trains at M.P. 39.0 and X39.2.
M.P. 70.5 between Pomona and Quenemo. Locators for westward trains at M.P. 73.4 and for eastward trains at M.P. 67.4.

When overheated journal or dragging equipment is detected horizontal rotating white lights will be activated at both detector and locator locations. When rotating white light is observed, train must be stopped immediately and inspection made in accordance with instructions in Operating Bulletin Book.

SLIDE DETECTOR FENCES:

Slide detector fences placed in certain areas which will cause adjacent signals to be in stop position if fence circuit is broken. Slide detector fences located at:

First District:
Between M.P. 7.8 and M.P. 8.0
Between M.P. 8.1 and M.P. 8.4
Between M.P. 8.5 and M.P. 8.7
Between M.P. 36.9 and M.P. 37.2
Second District:
Between M.P. 20.4 and M.P. 20.6

14. MAXIMUM SPEED OF ENGINES.

Diesels	Forward or Dead In Train MPH	Backing or When not Controlled From Leading Unit MPH
300LABC-314LABC, 315AB-321AB	90	45
5920-5948	79	45
16C-47A, 200-289, 325-344, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5614, 5615-5624, 5625-5661, 5,000-5919, 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8714, 9800-9849	70	45
500-564, 652-653, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450	45	45

15. MOVEMENTS OVER SUBMERGED TRACKS

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:

	Maximum Depth Above Top of Rail (Inches)	Maximum Speed (MPH)
6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8714, 9800-9849	3	5
652-653	4	5
16C-47A, 200-289, 300-321, 325-344, 500-564, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5661, 5900-5939, 5940-5948	5	5
Passenger Cars:		
Roller Bearings	8	5
Friction Bearings	12	5

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	File Drivers AT-199454 AT-199455 AT-199457 AT-199458 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, Fourth and Howard	24	24	24

Derricks AT 199720 and AT 199775, and pile drivers must be handled in trains next to engine.

Santa Fe scale test car AT 199915, and all foreign line scale test cars must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

19. YARD LIMITS

Atchison	Frontenac	Ottawa (Baldwin and Third Dists. only)
A.U. Jct.	Garnett	
Baldwin Dist.	Humboldt	
Bartlesville (Extends M.P. 40.3 to M.P. 43.1)	Independence	Pauline
Caney	Iola	Pittsburg
Chanute	Lawrence (Includes Noria M.P. 22.5 to M.P. 28.9)	Terminal Yard
Cherryvale	Leavenworth	Topeka
Coffeyville	Moline	Tulsa (includes Tulsa to Owasso)
Dewey	N.R. Jct. (First and Howard Dists. only)	Wellington (Eastern Division only)
Emporia		Winfield
Fredonia		

20. BULLETIN BOOKS

Kansas City	Telegraph Office, Union Station
Argentine	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 and Roundhouse Offices
Topeka	Yard Office
Lawrence	Ticket Office
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

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
52.2	Topeka, Branner Street Viaduct
52.4	Pedestrian Viaduct, Second Street, Topeka
94.9	Marais des Cygnes River
107.9	Neosho 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.

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
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

HOWARD DISTRICT	
51.5	Fall River

SURGEONS OF THE A.T.&S.F. EMPLOYEES' BENEFIT ASSOCIATION

DR. R. M. BROOKER, CHIEF SURGEON Topeka

LOCAL SURGEONS

LOCATION	DOCTORS
Atchison	R. O. BROWN
"	L. E. HART
Bartlesville	C. L. JOHNSON, Jr.
"	R. G. ALLEN
"	M. D. FOX
"	V. L. VINYARD
"	E. M. AMEN
"	M. D. FOX (Urology only)
Bethel	ALAN HANCOCK
"	R. P. MCCARTHY
Bonner Springs	E. W. MITTS
Burlington	A. B. MCCONNELL
Caney	R. J. MOORE
Chanute	D. R. ABBUEHL
"	G. L. ASHLEY
"	GLEN ASHLEY
"	J. D. GOUGH
"	A. A. KIHM
"	E. B. GEHRT
"	N. C. McCLUGGAGE
Coffeyville	A. E. MARTIN
"	A. E. MARTIN, JR.
"	J. F. COYLE
Collinsville	O. E. LAYTON
Colony	T. O. OSBORN (Osteopath)
Desoto	M. V. ROBBINS
Emporia	EDWARD CAMPBELL
"	C. R. HOPPER
"	R. L. PETERSON
"	D. A. GINAVAN
Erie	E. C. BRYAN
Eskridge	WM. H. WALKER
Eureka	J. H. BASHAM
Fredonia	L. E. BEAL
"	HUGH G. BAYLES
Gardner	A. D. REECE
Garnett	C. B. HARRIS
Girard	ROBT. FRIGGERI
Humboldt	E. E. LONG
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
Mission	W. L. GOOD
Nortonville	W. A. MADISON
Olathe	W. E. MCCANN
Osage City	H. J. WILLIAMS
"	PAUL D. ADAMS
Ottawa	R. A. GOLLIER
"	R. A. GOLLIER II
"	D. C. HADLEY
"	DAVID G. LAURY
Overland Park	SIDNEY W. WANG
Pittsburg	D. B. MCKEE
"	P. B. LEFFLER
St. Joseph	R. W. KIEBER
"	S. E. SENOR
"	J. H. RYAN
Tulsa	C. S. SUMMERS
"	C. E. WOODARD
"	C. BATE
"	K. B. CRAIG
Valley Falls	CALVIN A. PYLE
Walnut	E. C. BRYAN
Wellington	W. M. COLE
"	J. L. MCGOVERN
"	J. L. DIACON
Wellsville	J. L. DUCEY
Winfield	R. B. WHITE
"	M. W. WELLS
"	L. R. KAUFMAN
"	B. W. WELLS

EYE, EAR, NOSE AND THROAT SPECIALISTS	
LOCATION	DOCTORS
Bartlesville	C. D. PITTMAN
Chanute	J. W. KENSSETT, O.D.
Coffeyville	R. W. DIVER
Emporia	D. P. TRIMBLE
"	E. L. GANN
Kansas City, Kans.	F. N. BOSILEVAC (Eye Only)
"	C. H. STEELE (ENT)
"	FRANK J. PISCHKE (Otolaryngologist)
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)
Lawrence	G. D. GWINNER (Eye Only)
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	D. THOMAS (Eye Only)



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.)

CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS WESTWARD

		308	316	195	305 315	317	309	318	314	307	304	198	325	324	119 329 368	118 328 368
Argentine	Lv.	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Emporia	Lv.	600	600	830	1000	1159	200	300	400	430	530	540	630	900	1100	1159
		900	1100	1100	105	300	420	530	700	730	825	725	1000	1215	110	215
		AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

EASTWARD

		803	513 523	403	473	801	901	591	843	593	943	703 713	723	891	813 863	741 743	841
Emporia	Lv.	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
Argentine	Ar.	1225	215	245	500	555	655	845	1000	1045	1100	1201	230	430	510	950	1010
		230	630	645	800	800	900	1100	100	100	200	400	1200	615	730	100	100
		AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	AM	AM

Note: The above schedules are shown for information only and confer no time table authority.