

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES
EASTERN DISTRICT



EASTERN DIVISION



EMPLOYEES' TIME TABLE No. 73

73

IN EFFECT

Sunday,

July 5, 1942

AT 12:01 O'CLOCK A. M.

Central Standard Time.

73

Superseding Time Table No. 72-A, Dated April 19, 1942, and Any Supplements Thereto.

This Time Table is for the Government and Information of Employees of this Company only.

H. B. LAUTZ,
General Manager,
Topeka, Kansas.

P. O'SULLIVAN,
Asst. General Manager,
Topeka, Kansas.

G. R. BUCHANAN,
Superintendent,
Emporia, Kansas.

J. F. CARDER,
Supt. Kansas City Division,
Argentine, Kansas.

214185 +25th ASIS

Timetable 74 eFF 29 Nov 1942

EASTERN DIVISION—SECOND DISTRICT.

WESTWARD.

First Class.

47	23	9	19	27	25	211	11	3	1	7	49	5	21	17	Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 73, July 5, 1942.	Rolling Grade Ascending.	Distance from Kansas City.		
Southern Kansas Passenger.	Grand Canyon Limited.	Centennial State.	The Chief.	The Antelope.	Motor.	The Tulsan.	The Kansas Cityan.	California Limited.	The Scout.	Fast Mail Express.	Motor.	The Ranger.	El Capitan.	The Super Chief.						
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Sunday and Wednesday.	Leave Sunday and Wednesday.					
PM 10.35	PM 10.30	PM 10.20	PM 10.10	PM 10.00	PM 6.30	PM 5.20	PM 5.15	PM 2.10	AM 9.15	AM 8.55	AM 8.45	AM 8.00	AM 12.57	AM 12.45				0		
10.40	10.35	10.24	10.14	10.05	6.35	5.23	5.18	2.15	9.20	9.00	8.50	8.05	1.01	12.49	Y			0		
10.45	10.40			10.09	6.41			2.19	9.24	9.03	8.56	8.09			F W T Y			1.4		
10.49	10.44	10.30	10.20	10.12	6.46	5.29	5.24	2.22	9.27	9.06	9.01	8.12	1.07	12.55				18.8		
10.52	10.47			10.16	6.51			2.26	9.30	9.09	9.05	8.15						4.2		
10.56 PM	10.51 PM	10.35 PM	10.25 PM	10.20 PM	6.58 PM	5.34 PM	5.29 PM	2.30 PM	9.34 AM	9.12 ⁴⁹ AM	9.12 ⁷ AM	8.19 AM	1.13 AM	1.01 AM	W			10.4		
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sunday and Wednesday.	Arrive Sunday and Wednesday.				6.3		
(37.4)	(37.4)	(52.4)	(52.4)	(39.3)	(28.0)	(56.1)	(56.1)	(39.3)	(41.3)	(46.2)	(29.1)	(41.3)	(49.1)	(49.1) Average speed per hour.			8.9		
																				13.1
																				(18.1)

Capacity of Tracks in 44 ft. Cars.		33	91	35	69	37	43	39	61	67	65	Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 73, July 5, 1942.	Rolling Grade Ascending.	Distance from Kansas City, Kans.
Other Tracks.	Stidings.	California Texas, Okla. Fast Freight.	Way Freight.	Kansas Mdeo.	Southern Kansas Fast Freight.	Oklahoma- Texas Freight.	Northern California Fast Freight.	Oklahoma- Texas Fast Freight.	Way Freight.	Mixed.	Way Freight.				
		Leave Daily.	Leave Daily Ex. Saturday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Monday Wed., Fri.				
Yard		PM 10.30	PM 10.15	PM 7.40	PM 7.30	PM 7.30	PM 12.01	AM 10.00	AM 9.00	AM 8.30	AM 6.30	F W T Y			0
Yard									9.15	8.50	7.00				2.6
Yard									9.30	9.00	7.10				4.2
78	B 40	10.50 PM	11.00 PM	8.00 PM	7.55 PM	7.50 PM	12.20 PM	10.20 AM	9.45 AM	9.25 AM	7.30 AM	W			5.7
		Arrive Daily.	Arrive Daily Ex. Saturday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Mon., Wed., Fri.				4.2
															8.9
															(8.9)

Except as otherwise provided, first class trains inferior by right or direction must clear the time of trains Nos. 11, 17, 21 and 211 not less than five minutes. Second class, extra trains and yard engines must clear the time of Nos. 11, 17, 21 and 211 not less than ten minutes.

NOS. 33, 35, 37, 39, 43, 61, 65, 67, 69 AND 91 HAVE NO TIME TABLE AUTHORITY.

Trains have no time table superiority on tracks Nos. 3 and 4, between Turner and Holliday, and will use these tracks only as authorized by train order.

Trains have no time table superiority between A. T. & S. F. Jct. and Kansas City Union Station and will be governed by Kansas City Terminal Railway Company's Time Table, Rules and Regulations.

At Turner, Morris and Holliday home signals Tracks Nos. 3 and 4. No distant signal.

EASTERN DIVISION—SECOND DISTRICT.

EASTWARD.

Ending Grade Ascending.	TIME TABLE No. 73, July 5, 1942.	Telegraph and Telephone Offices.	First Class.														
			20	18	48	28	10	24	26	212	12	4	8	2	50	6	22
			The Chief.	The Super Chief.	Motor.	The Antelope.	Centennial State.	Grand Canyon Limited.	Motor.	The Tulsan.	The Chicagoan.	California Limited.	Fast Mail Express.	The Scout.	Oil Flyer.	The Ranger.	El Capitan.
			Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Wednesday and Saturday.
47.8	KANSAS CITY. Union Station. 1.4	C	AM 3.55	AM 5.45	AM 6.30	AM 7.30	AM 7.40	AM 7.45	AM 9.40	PM 1.30	PM 1.45	PM 4.15	PM 6.50	PM 9.10	PM 9.50	PM 10.20	PM 11.15
	A. T. & S. F. Jct.		3.49	5.39	6.20	7.23	7.34	7.39	9.32	1.24	1.39	4.08	6.43	9.03	9.43	10.12	11.08
24.2	KANSAS CITY, KAN. (Argentine Station.) 2.6	C	3.45		6.14	7.19	7.30	7.35	9.26			4.04	6.40	8.56	9.38	10.09	
	TURNER.	C	3.43	5.32	6.08	7.15	7.26	7.31	9.20	1.18	1.32	4.00	6.37	8.52	9.36	10.06	11.02
9.7	MORRIS.	C	3.40		6.03	7.10	7.23	7.28	9.15			3.55	6.34	8.48	9.33	10.02	
7.8	HOLLIDAY.	C	3.37 AM	5.25 AM	6.58 AM	7.05 AM	7.20 AM	7.25 AM	9.10 AM	1.13 PM	1.25 PM	3.50 PM	6.30 PM	8.44 PM	9.30 PM	9.58 PM	10.56 PM
	(13.1)		Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Wednesday and Saturday.
Average speed per hour.....			(43.6)	(39.3)	(24.9)	(31.4)	(39.3)	(39.3)	(26.2)	(46.2)	(39.3)	(31.4)	(39.3)	(30.2)	(39.3)	(35.7)	(43.6)

Ending Grade Ascending.	TIME TABLE No. 73, July 5, 1942.	Telegraph and Telephone Offices.	86	92	42	40	36	66	68	38	62	32	34
			Southern Kansas Freight.	Way Freight.	Colorado-Chicago Fast Freight.	Texas-Chicago Fast Freight.	Fast Freight.	Way Freight.	Mixed.	Fast Freight.	Way Freight.	Chicago Fast Freight.	So. Calif.-Chicago Fast Freight.
			Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.
0	KANSAS CITY, KS. (Argentine Station.) 2.6	C	AM 1.55	AM 6.30	AM 6.45	AM 8.45	PM 1.00	PM 3.00	PM 4.15	PM 5.00	PM 5.50	PM 10.00	PM 10.30
	TURNER.	C					2.40	4.00		5.35			
9.7	MORRIS.	C					2.00	3.45		5.20			
7.8	HOLLIDAY.	C	1.25 AM	6.00 AM	6.15 AM	8.15 AM	12.30 PM	1.00 PM	3.30 PM	4.40 PM	5.00 PM	9.30 PM	10.00 PM
	(8.9)		Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.

Except as otherwise provided, first class trains inferior by right or direction must clear the time of trains Nos. 12, 18, 22 and 212 not less than five minutes. Second class, extra trains and yard engines must clear the time of Nos. 12, 18, 22 and 212 not less than ten minutes.

NOS. 32, 34, 36, 38, 40, 42, 62, 66, 68, 86 AND 92 HAVE NO TIME TABLE AUTHORITY.

Trains have no time table superiority on tracks Nos. 3 and 4 between Turner and Holliday, and will use these tracks only as authorized by train order.

Trains have no time table superiority between A. T. & S. F. Jct. and Kansas City Union Station and will be governed by Kansas City Terminal Railway Company's Time Table, Rules and Regulations.

At Turner, Morris and Holliday home signals Tracks Nos. 3 and 4. No distant signal.

EASTERN DIVISION—FIRST DISTRICT.

WESTWARD.

Capacity of Tracks in 44 ft. Cars.		First Class.					First Class.					Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 73, July 5, 1942.	Ruling Grade Ascending.	Distance from Holiday.	Distance from Atchison.
Other Tracks.	Sidings.	91	29	61	67	93	27	25	11	3	1					
		Way Freight.	Fast Freight.	Way Freight.	Mixed.	Way Freight.	The Antelope.	Motor.	The Kansas Cityan.	California Limited.	The Scout.	The Ranger.		STATIONS.	Miles.	Miles.
		Leave Daily Ex. Saturday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		HOLLIDAY.		
78	40	PM 11.00		AM 9.45	AM 9.25		PM 10.20	PM 6.58	PM 5.29	PM 2.30	AM 9.34	AM 8.19	W	3.8	6.4	0
31	45			10.00	9.85 AM		10.25	7.05	5.34	2.35	9.39	8.24	Y	WILDER.	0	3.8
15	48													FRISBIE.	0	6.1
6							10.31	7.16	5.40	2.41	9.45	8.30		CORLISS.	10.6	9.9
21	39			10.30			10.32	7.17	5.41	2.42	9.46	8.31		DE SOTO.	8.9	11.2
17	18													WEAVER.	10.6	17.0
38	55			10.45			10.40	7.29	5.48	2.49	9.53	8.38 ²⁶		EUDORA.	0	19.2
30	56						10.44	7.34		2.53	9.57	8.42		NORIA.	9.2	28.4
Yard	31			11.10			10.50	7.42	5.56	3.00	10.02	8.48	W Y	LAWRENCE.	10.6	28.6
18	56			11.25			10.57	7.52 ²	6.02	3.07 ⁴	10.09	8.55		LAKE VIEW.	0	31.7
27	58			11.40			11.03	8.00	6.08	3.14	10.15	9.01		LECOMPTON.	0	37.5
4	75						11.07	8.04						GROVER.	5.5	41.4
	59			11.55			11.11	8.09	6.14	3.22	10.21	9.09		SPENCER.	10.6	45.2
26	36			PM 12.05			11.14	8.14	6.17	3.25	10.24	9.12		TECUMSEH.	7.0	48.4
Yard	44	AM 2.30 AM	PM 10.00	12.15 PM		AM 8.00	11.20 11.30	8.22 8.27	6.24	3.35 3.45	10.30 10.35	9.18 9.25	W F T	TOPEKA.	26.4	50.6
134	60					8.20	11.40	8.40 ⁶	6.32	3.57	10.45	9.35		PAULINE.	40.9	57.8
36	37					8.40	11.46	8.50	6.37	4.03	10.51	9.41		WAKARUSA.	52.8	62.7
55	54					9.00	11.53	8.59	6.43	4.11	10.57	9.47		CARBONDALE.	52.8	67.8
47	67					9.15	11.57	9.06	6.47 ²	4.15	11.01	9.51		SCRANTON.	45.0	71.5
61	78					9.40	AM 12.03	9.15	6.52	4.21	11.06	9.57	W Y	BURLINGAME.	52.8	76.8
	22						12.08	9.23			11.11	10.03		PETERTON.	9.5	82.2
														Mo. Pac. Crossing. Tower O. C.	10.8	84.7
Yard	53					10.10	12.12	9.30	7.00	4.33	11.15	10.07	W	OSAGE CITY.	52.8	85.0
10	65					10.25	12.19	9.40	7.05	4.42	11.22	10.13		BARCLAY.	35.7	90.4
40	60					10.40	12.25	9.48	7.11	4.49	11.28	10.19		READING.	52.8	96.6
22	56					11.00	12.33	10.00	7.19	5.01	11.41 ¹²	10.28		LANG.	49.8	104.7
						11.20	12.40	10.10	7.26	5.10	11.59	10.35	Y	M. I. T. Crossing. Emporia Jct.	5.3	111.0
Yard			12.40 AM			11.35 AM	12.45 AM	10.15 PM	7.29 PM	5.15 PM	PM 12.05 PM	10.40 AM	W F T	EMPORIA		112.1
		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Monday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(114.2)		

(60.7) (35.6) (57.1) (44.2) (46.9) (51.1) Average speed per hour.

Except as otherwise provided, first class trains inferior by right or direction must clear the time of train No. 11 not less than five minutes. Second class, extra trains and yard engines must clear the time of No. 11 not less than ten minutes.

NOS. 29, 61, 67, 91, AND 93 HAVE NO TIME TABLE AUTHORITY.

Trains have no time table superiority between Emporia Jct. and stop and proceed signal 1122 located 1238 feet west of Emporia passenger station, and will move within such limits at restricted speed.

EASTERN DIVISION — FIRST DISTRICT.

EASTWARD.

Mileage Ascending.	TIME TABLE No. 73, July 5, 1942.	Telegraph and Telephone Office.	First Class.										
			28	26	12	4	2	6	92	94	62	68	30
			The Antelope.	Motor.	The Chicagoan.	California Limited.	The Scout.	The Ranger.	Way Freight.	Way Freight.	Way Freight.	Mixed.	St. Joseph Stock.
STATIONS.			Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.
0	HOLLIDAY.	C	AM 7.05	AM 9.10	PM 1.25	PM 3.50	PM 8.44	PM 9.58	AM 6.00		PM 5.00	PM 3.30	
3.8	WILDER.	C	7.00	9.03	1.21	3.45	8.38	9.53			4.20	3.10 PM	
8.9	FRISBIE.												
0	CORLISS.												
1.3	DE SOTO.	C	6.50	8.52	1.15	3.35	8.27	9.45			4.00		
5.8	WEAVER.		6.42	8.41	1.10	3.28	8.18	9.38					
10.6	EUDORA.	C	6.40	8.38 ⁵	1.08	3.25	8.15	9.36			3.30		
4.2	NORIA.		6.35	8.29	1.04	3.19	8.07	9.31					
3.2	LAWRENCE.	C	6.30	8.25	1.00	3.15	8.02	9.27			3.05		
10.6	LAKE VIEW.		6.20	8.18	12.52	3.07 ³	7.52 ²⁵	9.20			1.55		
5.8	LECOMPTON.	C	6.14	8.11	12.47	2.54	7.45	9.14			1.40		
3.9	GROVER.		6.10	8.06	12.44	2.49	7.41	9.10					
9.0	SPENCER.		6.06	8.01	12.41	2.44	7.37	9.06			1.20		
21.1	TECUMSEH.		6.02	7.57	12.38	2.39	7.33	9.02			1.10		
4.3	TOPEKA.	C	5.55 5.50	7.50 7.40	12.33	2.30 2.25	7.25 7.20	8.55 8.50	3.30 AM	AM 7.40	1.00 PM		AM 2.30
6.5	PAULINE.	C	5.40	7.30	12.24	2.15	7.10	8.40 ²⁵					
49.5	WAKARUSA.	C	5.33	7.20	12.19	2.09	7.01	8.34					
50.7	OSBONDALD.	C	5.27	7.13	12.14	2.03	6.55	8.28					
44.2	SCRANTON.	C	5.23	7.07	12.11	1.59	6.47 ¹¹	8.24					
52.8	BURLINGAME.	C	5.16	6.58	12.06	1.53	6.34	8.18					
51.6	PETERSON.		5.10	6.49	12.01 PM	1.47	6.28	8.12					
2.5	Mo. Pac. Crossing. Tower O. C.	C											
0.3	OSAGE CITY.		5.06	6.45	11.53	1.43	6.24	8.08					
42.1	BARCLAY.		4.59	6.36	11.53	1.36	6.18	8.02					
51.1	READING.	C	4.52	6.28	11.48	1.30	6.11	7.56					
39.0	LANG.		4.43	6.18	11.41 ¹	1.22	6.03	7.47					
57.8	M. E. T. Crossing. Emporia Jct.	C	4.35	6.09	11.35	1.15	5.55	7.40					
15.8	EMPORIA.	C	4.30 AM	6.05 AM	11.32 AM	1.10 PM	5.50 PM	7.35 PM		4.30 AM			11.00 PM
(114.2)			Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Saturday.
Average speed per hour.....			(45.6)	(36.2)	(60.6)	(44.2)	(40.5)	(49.6)					

Except as otherwise provided, first class trains inferior by right or direction must clear the time of train No. 12 not less than five minutes. Second class, extra trains and yard engines must clear the time of No. 12 not less than ten minutes.

NOS. 30, 62, 68, 92 AND 94 HAVE NO TIME TABLE AUTHORITY.

Trains have no time table superiority between stop and proceed signal 1122 located 1238 feet west of Emporia passenger station and Emporia Jct., and will move within such limits at restricted speed.

Via Leavenworth District.

Via Atchison District.

EASTERN DIVISION—SECOND DISTRICT.

WESTWARD.

Capacity of Tracks in 44 ft. Cars.		First Class.																Fuel, Water, and Lubricating Oils Tables and Wyes.	TIME TABLE No. 73, July 5, 1942.	Ruling Grade Ascending.	Distance from Kansas City. Miles.
Other Tracks.	Sidings.	33	35	69	37	43	39	65	47	23	9	19	211	49	7	21	17				
		California-Texas-Okla. Fast Freight.	Kansas Mds.	Southern Kansas Fast Freight.	Oklahoma-Texas Freight.	Northern California Fast Freight.	Oklahoma-Texas Fast Freight.	Way Freight.	Southern Kansas Passenger.	Grand Canyon Limited.	Centennial State.	The Chief.	The Tulsan.	Motor.	Fast Mail Express.	El Capitan.	The Super Chief.				
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Mon., Wed., Fri.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Sunday and Wednesday.	Leave Sunday and Wednesday.			
78	E 40	PM 10.50	PM 8.00	PM 7.55	PM 7.50	PM 12.20	AM 10.20	AM 7.30	PM 10.56	PM 10.51	PM 10.35	PM 10.25	PM 5.34	AM 9.12 ⁷	AM 9.12 ⁴⁹	AM 1.13	AM 1.01	W	HOLLIDAY.	13.1	
41								7.40						\$ 9.17					ZARAH.	22.3	
3																			2.8	15.9	
62																			2.9	18.8	
Yard	W 162 163							8.20	11.10	11.05	10.50	10.40	5.48	\$ 9.34	9.28	1.27	1.15		3.3	31.7	
28								8.30						\$ 9.42					3.5	22.1	
74								8.50	11.21					\$ 9.48	9.38			Y	3.5	31.7	
22	E 162 W 123							9.20	11.26	11.21	11.05	10.55	6.01	\$ 9.57	9.44	1.40	1.28	W	5.3	20.4	
54								9.56	11.32					\$ 10.06					5.8	39.5	
61	W 70							10.10	11.37	11.32	11.13	11.03	6.09	10.13	9.53	1.51	1.37		5.8	21.1	
Yard	181 184			9.45 PM				11.00	11.47 PM	11.42	11.19	11.09	6.15 PM	10.23 AM	10.00	1.58	1.43	W Y	7.4	49.5	
11																			2.7	12.0	
40								11.20		11.55	11.29	11.19			10.10	2.09	1.53		3.4	59.6	
117	W 166							11.45							10.14			W	4.2	63.0	
51	E 123 68							PM 12.10		AM 12.17	11.40	11.30			10.22	2.21	2.04		4.2	67.2	
	164							12.40											4.2	5.1	
55	E 101 W 114							1.10		12.34	11.53	11.43			10.38	2.35	2.18		4.2	67.2	
32	E 97							1.40		12.43	AM 12.01	11.51			10.46	2.43	2.26		4.2	5.1	
9	490																		4.2	67.2	
Yard		2.30 AM	11.30 PM		11.00 PM	4.15 PM	1.30 PM	2.15 PM		1.00 AM	12.15 AM	12.05 AM			11.00 AM	2.57 AM	2.40 AM	W F T	4.2	101.3	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Mon., Wed., Fri.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sunday and Wednesday.	Arrive Sunday and Wednesday.		1.1	5.4	
								2.00		12.55	12.10	AM 12.01			10.55	2.53	2.36	Y	1.1	111.0	
																			1.1	5.8	
																				1.1	112.1
																				(99.0)	

(61.5) (46.9) (59.4) (59.4) (64.0) (37.0) (55.9) (57.1) (60.0) Average speed per hour.

Except as otherwise provided, first class trains inferior by right or direction must clear the time of trains Nos. 17, 21 and 211 not less than five minutes. Second class, extra trains and yard engines must clear the time of Nos. 17, 21 and 211 not less than ten minutes.

NOS. 33, 35, 37, 39, 43, 65 AND 69 HAVE NO TIME TABLE AUTHORITY.

Unless otherwise directed No. 65 will back up from Ridgeton to Olivet using the siding in both directions between Ridgeton and Olivet.

Siding at Wiggam extends to Emporia Jct.

Trains have no time table superiority on track No. 3 between Ottawa Jct. and Tower HU and will use this track as authorized by signal indication.

Trains have no time table superiority between Emporia Jct. and stop and proceed signal 1122 located 1238 feet west of Emporia passenger station, and will move within such limits at restricted speed.

EASTERN DIVISION—SECOND DISTRICT.

EASTWARD.

Railing Grade Ascending.	TIME TABLE No. 73, July 5, 1942.	Telegraph and Telephone Offices.	First Class.																
			20	18	48	10	24	212	8	50	22	42	40	66	36	38	34	32	86
			The Chief.	The Super Chief.	Motor.	Centennial State.	Grand Canyon Limited.	The Tulsa.	Fast Mail Express.	Oil Flyer.	El Capitan.	Colorado Chicago Fast Freight.	Texas Chicago Fast Freight.	Way Freight.	Fast Freight.	Fast Freight.	So. California Chicago Fast Freight.	Chicago Fast Freight.	Southern Kansas Freight.
	STATIONS.		Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Wednesday and Saturday.	Arrive Daily.	Arrive Daily.	Arrive Tue., Thur., Sat.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
	HOLLIDAY.	C	AM 3.37	AM 5.25	AM 5.58	AM 7.20	AM 7.25	PM 1.13	PM 6.30	PM 9.30	PM 10.56	AM 6.15	AM 8.15	AM 11.50	PM 12.30	PM 4.40	PM 10.00	PM 9.30	AM 1.25
0	2.8				5.50														
0	ZARAH.																		
0	2.9																		
0	CRAIG.	B																	
0	3.3																		
0	SNOW.	B																	
0	3.5																		
21.1	OLATHE.	C	3.21	5.10	5.32	7.02	7.07	12.57	6.14	9.13	10.40			11.20					
	5.1																		
18.7	CLARE.													11.00					
	3.5																		
21.1	GARDNER.	C	3.11	5.01	5.20	6.50	6.55	12.47	6.05	8.59	10.30			10.50					
	5.3																		
21.1	EDGERTON.	C	3.06	4.56	5.10	6.44	6.49	12.43	5.59	8.50	10.25			10.40					
	5.6																		
21.1	WELLSVILLE.	C			5.00					8.44				10.25					
	4.4																		
21.1	LE LOUP.		2.56		4.52	6.34	6.39	12.32	5.48	8.39				10.15					
	7.4																		
21.1	OTTAWA JCT. A. T. & S. F. Crossing.	C	2.49	4.40	4.42 AM	6.25	6.30	12.27 PM	5.41	8.30 PM	10.09			9.55				7.20	9.30 PM
17.2	2.7																		
15.8	Tower HU. Mo. Pac. Crossing.	C																	
	3.4																		
3.6	RICHTER.																		
	4.2																		
0	POMONA.	C	2.39	4.29		6.10	6.18		5.30		9.59			9.20					
	4.2																		
9.3	QUENEMO.	C	2.35			6.04	6.13		5.25					9.00					
	7.8																		
11.1	MELVERN.	C	2.28	4.20	Via Third District.	5.53	6.03	Via Third District.	5.17	Via Third District.	9.48			8.30					
	6.7					5.43	5.54		5.10					8.00					
16.8	OLIVET.	C	2.22											7.50					
21.1	RIDGETON.	B												7.30					
21.1	LEBO.	C	2.15	4.08		5.33	5.45		5.03		9.35			7.00					
15.3	NEOSHO RAPIDS.	C	2.08	4.00		5.22	5.36		4.55		9.28								
	5.5																		
0	WIGGAM.																		
	4.2																		
15.8	M. K. T. Crossing. Emporia Jct.	C	1.59	3.50		5.10	5.25		4.45		9.19			6.40					
	1.1																		
	EMPORIA.	C	1.55 AM	3.46 AM		5.05 AM	5.20 AM		4.40 PM		9.15 PM	2.45 AM	5.00 AM	6.30 AM	8.45 AM	1.45 PM	4.30 PM	5.00 PM	
	(99.0)		Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Wednesday and Saturday.	Leave Daily.	Leave Daily.	Leave Tue., Thur., Sat.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.....			(58.2)	(60.0)	(32.8)	(44.0)	(47.5)	(57.1)	(54.0)	(43.6)	(58.2)								

Except as otherwise provided, first class trains inferior by right or direction must clear the time of trains Nos. 18, 22 and 212 not less than five minutes. Second class, extra trains and yard engines must clear the time of Nos. 18, 22 and 212 not less than ten minutes.

NOS. 32, 34, 36, 38, 40, 42, 66 AND 86 HAVE NO TIME TABLE AUTHORITY.

Trains have no time table superiority on track No. 3 between Ottawa Jct. and Tower HU and will use this track as authorized by signal indication.

Trains have no time table superiority between stop and proceed signal 1122 located 1238 feet west of Emporia passenger station, and Emporia Jct., and will move within such limits at restricted speed.

Capacity of house track, Olivet, is 26 cars.

Siding at Ridgerton extends to Olivet.

EASTERN DIVISION—WESTWARD.

THIRD DISTRICT.

EASTWARD.

Capacity of Tracks in 44 ft. Cars.		First Class				First Class			Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 73, July 5, 1942.	Ruling Grade Ascending.	Distance from Kansas City.	Telegraph and Telephone Offices.	First Class.					
Other Tracks.	Sidings.	69	73	75	79	47	211	49							48	212	50	76	74	80
		Southern Kansas Fast Freight.	Way Freight.	Way Freight.	Mixed.	Southern Kansas Passenger.	The Tulsan.	Motor.						Motor.	The Tulsan.	Oil Flyer.	Way Freight.	Way Freight.	Mixed.	Southern Kansas Freight.
		Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Monday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.			STATIONS.	Miles.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Monday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	
Yard		PM 9.45	PM 3.48			PM 11.47	PM 6.15	AM 10.23	W Y	0	OTTAWA JCT.	56.9	C	AM 4.42	PM 12.27	PM 8.30		AM 8.15		PM 9.30
Yard			3.55 PM	AM 8.30	AM 10.18	\$11.56	\$ 6.20	10.26 10.31	W F	17.5	OTTAWA.	57.8	C	4.37 4.27	\$12.24	\$ 8.27		AM 7.35	8.00 AM	PM 6.10
										37.0	Mo. Pac. Crossing.	58.0								
	79			8.45	10.25 AM	AM 12.02	6.25	10.39		37.0	BURLINGTON JCT.	61.8	B	4.19	12.16	8.14	7.20			5.50 PM
37	63			9.00		12.07	6.30	\$10.47		26.8	PRINCETON.	66.8	C	\$ 4.12	12.12	8.09	7.00			
47	76			9.20		12.13	6.36	\$10.57	W	0	RICHMOND.	73.0	C	\$ 4.02	12.07 PM	8.03	6.40			
										42.2	SCIPIO.	75.7								
										0	Mo. Pac. Crossing.	82.3								
93	55			9.50		\$12.27	6.47	\$11.15		0	GARNETT.	82.4	C	\$ 3.46	11.57	\$ 7.52	6.05			
12	78			10.15		12.37	6.56	\$11.27		37.0	WELDA.	90.7	C	\$ 3.32	11.48	7.41	5.00			
47	109			10.35		12.46	7.03	\$11.41 ²¹²		37.0	COLONY.	98.8	C	\$ 3.19	11.41 ⁴⁹	7.33	4.30			
66				10.50		12.51	7.08	\$11.50		0	CARLYLE.	104.2	B	\$ 3.07	11.35	7.26	3.45			
										20.2	Mo. Pac. Crossing.	109.1								
Yard	109			11.30		\$ 1.03	\$ 7.16 ⁵⁰	PM 12.01	W	0	IOLA.	109.4	C	\$ 2.59	\$11.29	\$ 7.16 ²¹¹	3.25			
106	90			PM 12.04		1.15	7.23	\$12.13		37.0	HUMBOLDT.	117.1	C	\$ 2.47	11.21	\$ 7.07	3.00			
	57			12.12		1.20	7.27	12.20		37.0	ENA.	121.2	B	2.39	11.16	7.01	2.40			
							7.32			0	M. E. T. Crossing.	125.4		2.33		6.56	2.10			
Yard		12.45 AM		12.40 PM		1.30 AM	7.35 PM	12.30 PM	WFT	37.0	CHANUTE.	126.2	C	2.30 AM	11.10 AM	6.55 PM	2.00 AM			6.40 PM
		Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Monday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(69.3)			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Monday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.

(40.3) (51.9) (34.0)Average speed per hour..... (34.0) (54.0) (48.7)

Except as otherwise provided, first class trains inferior by right or direction must clear the time of trains Nos. 211 and 212 not less than five minutes. Second class, extra trains and yard engines must clear the time of trains Nos. 211 and 212 not less than ten minutes. NOS. 69, 73, 74, 75, 76, 79, 80 AND 86 HAVE NO TIME TABLE AUTHORITY.

EASTERN DIVISION—BURLINGTON DISTRICT.

Capacity of Tracks in 44 ft. Cars.		WESTWARD.		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Distance from Burlington Jct.	Telegraph and Telephone Offices.	EASTWARD.	
		Second Class.				No. 73, July 5, 1942.						Second Class.	
		79										80	
Other Tracks.	Sidings.	Mixed.		Leave Daily Ex. Sunday.	STATIONS.			Miles.	Arrive Daily Ex. Sunday.				
	79	AM			BURLINGTON JCT.	0	B	PM					
		\$10.25			7.0	39.6		\$ 5.50					
11		\$10.45			HOMWOOD.	7.0	C	\$ 5.30					
		f			2.7	0							
22		f			RANSOMVILLE.	9.7	f						
		\$11.05			2.9	54.4							
24		f			WILLIAMSBURG.	12.6	C	\$ 5.15					
		f			2.8	146.9							
11		f			SILKVILLE.	15.4	f						
		\$11.20			3.4	99.8							
11		f			AGRICOLA.	18.3		\$ 4.55					
		\$11.35			4.2	102.1							
29		f			WAVERLY.	23.0	C	\$ 4.40					
		\$11.50			5.2	45.8							
15		f			HALL'S SUMMIT.	28.2		\$ 4.20					
		\$12.05			5.1	83.0							
24		f			SHARPE.	33.3		\$ 4.00					
		\$12.50		W	8.3	5.0							
49		f			BURLINGTON.	41.6	C	\$ 3.35					
		f			0.2	0							
		f			M. E. T. Crossing.	41.3							
		f			5.1	61.0							
15		f			VIVA.	46.9	f						
		f			5.1	56.7							
59	21	1.20		Y	GRIDLEY.	52.0	C	3.00					
		PM			(52.0)			PM					
		Arrive Daily Ex. Sunday.						Leave Daily Ex. Sunday.					

(17.8) Average speed per hour (18.3)

No. 79 is superior to No. 80.

LAWRENCE DISTRICT.

Capacity of tracks in 44 ft. cars.		WESTWARD.		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Distance from Lawrence.	Telegraph and Telephone Offices.	EASTWARD.	
		73				No. 73, July 5, 1942.						74	
		Way Freight.										Way Freight.	
Yard	Sidings.	Leave Daily Ex. Sunday.		Leave Daily Ex. Sunday.	STATIONS.			Miles.	Arrive Daily Ex. Sunday.				
Yard		PM		W Y	LAWRENCE.	0	C	AM					
		2.30			2.1	0		10.00					
15		f			INDIA.	2.1							
		f			4.4	57.9							
25		2.50			SIBLEYVILLE.	6.5		9.28					
		f			3.2	0							
28		3.00			VINLAND.	9.7		9.15					
		f			5.7	50.4							
37		3.25			BALDWIN.	15.4	C	8.55					
		f			5.4	64.7							
14		3.38			NORWOOD.	20.3		8.35					
		f			5.4	41.6							
Yard		3.48		W Y	A. T. & S. F. Crossing.	26.2	C	8.15					
		PM			OTTAWA JCT.			AM					
		Arrive Daily Ex. Sunday.			(26.2)			Leave Daily Ex. Sunday.					

..... Average speed per hour

NOS. 73 AND 74 HAVE NO TIME TABLE AUTHORITY.

9 EAST.

LEAVENWORTH DISTRICT.

Capacity of Tracks in 44 ft. Cars.		WESTWARD.		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Distance from Wilder.	Telegraph and Telephone Offices.	EASTWARD.	
		Second Class.				No. 73, July 5, 1942.						Second Class.	
		83										67	
Other Tracks.	Sidings.	Mixed.		Leave Daily Ex. Sunday.	STATIONS.			Miles.	Arrive Daily Ex. Sunday.				
49		AM		Y	WILDER.	0	0	C	PM				
		\$ 9.40			1.5	0		\$ 3.10					
44		f			U. P. Crossing.	1.5							
		\$ 9.55			K. C. E. V. & W. Crossing.	1.5	C	\$ 3.00					
13		f			BONNER SPRINGS.	6.0							
		f			6.0	30.1							
11		f			STONE.	7.5		f 2.20					
		f			4.3	52.8							
11		f			EAST FAIRMOUNT.	11.3		f 2.05					
		f			4.9	55.4							
40		f			LANSING.	16.7	C	\$ 1.50					
		f			1.8	10.6							
5		f			WADSWORTH.	18.5	C	\$ 1.20					
		f			2.2	52.8							
Yard		PM		W T	C. B. & Q. Crossing.	20.7		f 1.10					
		12.01			SOUTH LEAVENWORTH.	22.0	C	AM					
		11.10			1.3	66.0		1.00					
		AM			LEAVENWORTH.	22.0		PM					
4		f			5.0	66.0							
		f			MIOCENE.	27.0		f 10.10					
14		f			6.0	0							
		f			LOWEMONT.	33.0		f 9.50					
27		f			6.4	66.0							
		f			POTTER.	39.4		\$ 9.30					
5		f			3.7	63.4							
		f			CURLEW.	43.1							
		f			2.2	0							
		f			HAWTHORNE.	45.3		9.10					
		f			(45.3)			AM					
		Arrive Daily Ex. Sunday.						Leave Daily Ex. Sunday.					

(17.9) (12.0) Average speed per hour (17.4) (10.1)

No. 67 is superior to No. 68.

EACH STATION LISTED BELOW IS NOT A REGISTER STATION FOR TRAINS DESIGNATED. SEE RULE 83 (A).

Station	Designated Trains
Topeka	First District First Class trains.
Emporia.....	First Class trains not originating or terminating.
	Freight trains.
Chanute.....	Freight trains.

(Freight trains must register at Emporia and Eastern Junction YARD OFFICES and Second Street Tower, Topeka.)
NOTE:—Following trains will register by Form 903:
 Holliday.....First District trains.
 Emporia.....First Class trains not originating or terminating.
 Topeka, Second Street Tower..First Class trains to and from Atchison District.
 Ottawa.....Trains 211 and 212.
 Terminal Yard.....First Class trains.
 Conductors of freight trains will make telegraph train report, form 903, and leave at each office of communication where train is changed, except register stations. Operators will transmit promptly to train dispatcher.

TRAINS MUST GET CLEARANCE CARDS AS FOLLOWS:
 Kansas City Union Station, originating.
 Argentine Yard Office, originating.
 Holliday, First District, westward.
 Lawrence, Lawrence District.
 Topeka (2nd Street Tower), Eastward Atchison District trains.
 Emporia Jct., first class trains and passenger trains operated as extras.
 Emporia Yard Office, originating.
 Ottawa Jct., to and from Third District.
 Ottawa, westward trains, during assigned hours of operator.
 Chanute, Passenger Station, first class trains and passenger trains operated as extras.
 Chanute, Yard Office, originating.
 Gridley, originating.
 Leavenworth.
 Atchison, Union Station, originating.
 Atchison, Freight Station, westward trains during assigned hours of operator.
 Alma, originating.
 Burlingame, Alma District trains.

DOUBLE TRACK BETWEEN:
Second District.

A. T. & S. F. Jct. to Emporia.
 All trains between Olathe and Emporia Jct. shall keep to the left.
Third District.
 Ottawa Jct. and M.P. 58.2, 107 ft. east of Bridge 58-A.

CURRENT OF TRAFFIC.

On double track trains will run as prescribed by Rule D-152.
 The movement of trains will be supervised by the train dispatcher, who will issue instructions to signalmen when required.
 When necessary to run trains against the current of traffic, movement must be controlled by train orders.
 Except as affected by these rules, all block signal and train rules remain in force.

TRAFFIC REVERSAL.

The movement of trains between interlocking Olathe and interlocking at Holliday will be governed by block signals whose indication will supersede the superiority of trains for both opposing and following movements on either track.
 Operators will not display proceed signal for movement against current of traffic without train order authorizing.
 If a train or engine is stopped by a stop signal (Rule 701) which fails to display proceed indication, it must not proceed without permission given by operator at Holliday. If authorized to proceed by operator, be governed by Rule 830(b). If unable to communicate with operator, be governed by Rule 830(a). (Additional instructions pertaining to general operation in this territory is covered by bulletin.)

ADDITIONAL MAIN TRACKS.

Movements on tracks 1 and 2 against the current of traffic between Turner and A. T. & S. F. Jct., must not be made except on message authority signed by the Superintendent.

Third main track between Turner and Holliday, designated as Track No. 3.
 Fourth or north main track between Turner and Morris, designated as Track No. 4.
 Third main track between Ottawa Jct. and Tower HU, designated as Track No. 3.
 Third main track between Emporia Jct. and Emporia, designated as Track No. 3.

DESIGNATION OF OTHER TRACKS.

Trains to and from Southern Kansas Division and Eastern Division freight trains will use track No. 3 between Emporia Jct. and Emporia unless otherwise instructed.

AUTOMATIC BLOCK BETWEEN:

First District.
 Holliday and Emporia Jct.
Second District.
 A. T. & S. F. Jct. and Emporia.
Third District.
 Ottawa Jct. and Chanute.

On single track, trains or engines in clear on sidings or other tracks not equipped with switch indicators will not foul main track until indications of signals in both directions have been observed and respected, and when movement is made to main track, will foul the circuit in order that main track signals will display their most restrictive indications, before lining main track switch.

MANUAL BLOCK BETWEEN:

Turner and Holliday on Track No. 3.
 Turner and Morris on Track No. 4.
 Tower HU and Ottawa Jct. on Track No. 3.

TRAIN ORDER SIGNALS.

At interlocking stations on Second District where there is no train order signal, the home interlocking signal is used as train order signal. Be governed by Rule 788(A).
 Morris—Governs movement of trains on track No. 3.
 Tower HU—Governs movement of eastward trains on track No. 3.

FIXED SIGNALS.

Restricted speed signals on the Second District governing westward trains between Turner and Holliday are located on both field sides of all main tracks and between Olathe and Emporia are located to the left of the track, except between Edgerton and Gardner, Melvern and Ridgerton, LeLoup and M.P. 46.0 and east of M.P. 53.5, where the two tracks are separated a sufficient distance to permit of the signals being placed between the tracks. Attention is also directed to other fixed signals located to the left of the track they govern.

DOUBLE ARM HOME SIGNALS.

Where two or more arms on a home signal govern movements over an interlocked switch, top arm is assigned to the main track and lower arm the inferior route.

SWITCH LIGHTS.

No switch lights on the following Districts:
 Lawrence, Alma, Atchison, Burlington, Leavenworth.

JOINT TRACK FACILITIES.

Kansas City—A. T. & S. F. trains will use tracks of Kansas City Terminal Ry. Co. between A. T. & S. F. Jct. and Union Station, and will be governed by Kansas City Terminal Ry. Co. Rules and Regulations.
Atchison District—A. T. & S. F. trains will enter and leave Terminal Yard, St. Joseph, at first connecting switch with C. R. I. & P. west of Terminal Jct. and will use C. R. I. & P. tracks between Terminal Jct. and Winthrop.
Atchison—A. T. & S. F. trains will use bridge of Atchison & Eastern Bridge Co. between Atchison U. S. and Winthrop and will be governed by Atchison & Eastern Bridge Co. Rules and Regulations.

Atchison—A. T. & S. F. trains will use tracks of Atchison Union Depot Co. and will be governed by Atchison Union Depot Co. Time Table, Rules and Regulations.

Atchison—A. T. & S. F. trains using Missouri Pacific main track to and from Atchison Union Depot Track 5, will use crossover between Mo. Pac.-A. T. & S. F. main tracks located at 4th Street.

Indicators at west crossover switch on A. T. & S. F. main track and on Depot Track 5, 66 feet east of crossover switch. When indicators show "Clear," they authorize opening of switches of crossover and Track 5.

After switches have been lined, movements will be governed by Signal Indication—

Eastward from A. T. & S. F. main track by Signal 3308-R;
 Westward to A. T. & S. F. main track by Signal 3305-R.
Atchison—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, Rules and Regulations.

INTERLOCKED SWITCHES.

Switches are interlocked by remote control and handled by operator at following locations:
 Olathe—East switch of westward siding and both ends of siding east of Olathe.
 Edgerton—East switch of westward siding and west switch of eastward siding.
 Ottawa Jct.—East switches of sidings.
 Quenemo—East switch of westward siding.
 Melvern—East switch of eastward siding.
 Wiggam—East switch of siding and crossover switches.
 Emporia Jct.—Switch connecting Second District, Southern Kansas Division and track No. 3.
 Chanute—Connecting switch with lead to freight yard, 0.8 mile east of passenger station, handled by operator Eastern Jct.
 Telephone connected with office of communication is located at each of these switches.

OVERHEAD OBSTRUCTIONS.

It is dangerous to sit on side of cars or hang on side ladders or for enginemen or firemen to have head out engine cab windows passing the mill tracks at Lawrence.
 Many of the overhead structures on the Kansas City Terminal Railway, and the depot train sheds, will not clear a man standing on the top of a car. Tell tales are not used in all cases.
 It is dangerous to stand erect upon cars, and especially those of extraordinary height, while passing over, through or under the following named bridges or viaducts (See Rule 310):

Mile Post	Bridge Number	Name
First District.		
51.7	51-B	Foot viaduct, Topeka.
52.3	52-B	Second Street foot viaduct, Topeka.
94.9	94-C	Truss bridge.
107.9	107-F	Truss bridge.
Second District.		
34.6	34-B	Wagon viaduct.
45.4	45-A	Wagon viaduct.
79.7	79-B	Wagon viaduct.
79.8	79-C	Wagon viaduct.
92.5	92-A	Wagon viaduct.
Atchison District.		
0.2	0-B	Sixth Street viaduct, Atchison.
25.7	25-C	Delaware River bridge.
48.9	48-A	Soldier Creek bridge.
50.4	50-A	Second Street viaduct, Topeka.
Leavenworth District.		
18.3	18-A	Wagon viaduct.
20.7	20-B	Wagon viaduct.
.....	Viaduct boiler house track, Wadsworth.
41.4	41-C	Stranger Creek.
Alma District.		
33.5	33-C	Mill Creek.
Burlington District.		
41.1	41-A	Neosho River.

RAILROAD CROSSINGS AT GRADE.

Topeka—A. T. & S. F. Second Street, Standard Interlocking Plant. No distant signal from Atchison District.

Osage City—Mo. Pac. 0.3 mile east of station. Standard Interlocking Plant.

Ottawa Jct.—A. T. & S. F. Standard Interlocking Plant. No distant signal Lawrence District. Maximum speed Second District passenger trains sixty (60) miles per hour.

Tower HU—Mo. Pac. Standard Interlocking Plant.

Emporia Jct.—M. K. T. Standard Interlocking Plant.

Ottawa—Mo. Pac. 0.2 mile west of station. Automatic Interlocking Plant. Maximum speed twenty (20) miles per hour.

Garnett—Mo. Pac. 0.1 mile east of station. Stop. See Rules 98, A, B, C and D.

Iola—Mo. Pac. 0.3 mile east of station, Automatic Interlocking Plant. Maximum speed twenty (20) miles per hour.

Chanute—M. K. T. 0.8 mile east of station is protected by gate set normally across M. K. T. track. Approach at restricted speed. When gate is normal, may proceed at speed not to exceed fifteen (15) miles per hour.

Atchison U. S.—Mo. Pac. Stop. See Rules 98, A, B, C and D.

Atchison F. S.—Mo. Pac. 0.6 mile west of station is protected by gate set normally across Mo. Pac. track. Approach at restricted speed. When gate is normal, may proceed at speed not to exceed ten (10) miles per hour.

North Topeka—U. P. Standard Interlocking Plant. No eastward distant signal.

Bonner Springs—U. P. and K. C. K. V. & W. Standard Interlocking Plant. No eastward distant signal.

South Leavenworth—L. & T. Stop. See Rules 98, A, B, C and D.

Burlington—M. K. T. 0.2 mile west of station. Stop. See Rules 98, A, B, C and D.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS.

Name	Location	Capacity
First District.		
Siding.....	M.P. 13.3	17 cars
Kansas Electric Power Company spur.....	M.P. 30.3	15 cars
Kansas Power and Light Co. spur.....	M.P. 46.8	29 cars
Chappel Mine Company spur.....	M.P. 74.7	25 cars
Second District.		
Stewart Sand Company spur.....	M.P. 7.9	76 cars
American Sand Company.....	M.P. 8.0	47 cars
Storage cleaning tracks.....	M.P. 10.4	348 cars
Gravel pit spur.....	M.P. 14.5	34 cars
Third District.		
Crusher.....	M.P. 79.4	56 cars
Leavenworth District.		
Harvey spur.....	M.P. 10.0	6 cars

SPEED REGULATIONS.

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineer in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops, so that train will move smoothly, without jar, and train conductors must observe that this is done.

First class trains moving against the current of traffic must move within yard limits at restricted speed.

Speed Restrictions

Location	Passenger		Freight	
	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.
First District.....	90	40	60	1
Second District.....	90	40	60	1
Third District.....	90	40	60	1
Atchison District.....	45	1 20	35	1 43
Lawrence District.....	45	1 20	30	2
Leavenworth District.....	30	2	30	2
Alma District.....	30	2	30	2
Burlington District.....	25	2 24	25	2 24
First District				
Curve, M.P. 0.0 to 0.2.....	15	4	15	4
Curve, M.P. 1.9 to 2.1.....	65	55	50	1 12
Curves, M.P. 2.8 to 3.3.....	65	55	55	1 05
Curve, M.P. 3.7 to 3.9.....	65	55	50	1 12
Curve, M.P. 6.3 to 6.4.....	75	48	60	1
Curve, M.P. 7.1 to 7.2.....	85	42	50	1 12
Curves, M.P. 7.3 to 7.6.....	60	1	60	1
Curve, M.P. 7.7 to 7.8.....	85	42	50	1 12
Curve, M.P. 8.0 to 8.1.....	85	42	60	1
Curve, M.P. 8.8 to 9.2.....	75	48	60	1
Curve, M.P. 9.9 to 10.1.....	85	42	50	1 12
Curve, M.P. 11.0 to 11.1 (De Soto).....	85	42	60	1
Curve, M.P. 15.1 to 15.2.....	85	42	60	1
Curves, M.P. 15.4 to 16.7.....	80	45	60	1
Curves, M.P. 18.3 to 19.0.....	70	51	55	1 05
Curve, M.P. 19.2 to 19.3.....	70	51	60	1
Curve, M.P. 23.5 to 23.7.....	65	55	55	1 05
Curve, M.P. 24.6 to 24.8.....	75	48	60	1
Curve, M.P. 25.2 to 25.4.....	65	55	50	1 12
Curve, M.P. 25.7 to 25.9.....	60	1	50	1 12
Curves, M.P. 26.2 to 26.3.....	30	2	30	2
M.P. 26.5 to 27.1 (Lawrence).....	30	2	30	2
Curves, M.P. 27.1 to 27.3.....	35	1 43	25	2 24
Curve, M.P. 28.7 to 29.8.....	80	45	55	1 05
Curve, M.P. 30.0 to 30.1.....	80	45	60	1
Curves, M.P. 34.4 to 34.6.....	65	55	60	1
Curves, M.P. 34.8 to 35.1.....	55	1 05	55	1 05
Curves, M.P. 36.9 to 37.3.....	60	1	60	1
Curves, M.P. 37.4 to 37.8 (Lecompton).....	65	55	60	1
Curve, M.P. 39.0 to 39.1.....	85	42	50	1 12
Curve, M.P. 48.8 to 48.9.....	75	48	60	1
Curve, M.P. 49.8 to 49.9.....	70	51	55	1 05
Curve, M.P. 51.2 to 51.3.....	85	42	60	1
Viaduct, 52-A, to Tenth Street (Topeka).....	20	3	20	3
Curve, M.P. 52.4 to 52.5.....	85	42	55	1 05
Curve, M.P. 55.5 to 55.9.....	60	1	40	1 30
Curve, M.P. 57.0 to 57.1.....	85	42	60	1
Curve, M.P. 58.9 to 59.1.....	80	45	60	1
Curve, M.P. 59.8 to 59.9.....	70	51	50	1 12
Curve, M.P. 60.3 to 60.5.....	85	42	60	1
Curves, M.P. 61.0 to 62.8 (Wakarusa).....	50	1 13	50	1 12
Curves, M.P. 63.1 to 63.6.....	55	1 05	55	1 05
Curves, M.P. 63.7 to 64.2.....	45	1 20	45	1 20
Curve, M.P. 64.5 to 64.7.....	70	51	55	1 05
Curve, M.P. 65.0 to 65.3.....	75	48	60	1
Curves, M.P. 66.5 to 67.2.....	45	1 20	45	1 20
Curve, M.P. 67.5 to 67.6.....	60	1	45	1 20
Curve, M.P. 67.7 to 67.8.....	65	55	55	1 05
Curves, M.P. 68.3 to 68.7.....	75	48	60	1
Curve, M.P. 69.0 to 69.4.....	65	55	55	1 05
Curves, M.P. 69.9 to 70.8.....	75	48	60	1
Curve, M.P. 71.4 to 71.6.....	70	51	55	1 05
Curve, M.P. 72.5 to 72.6.....	80	45	50	1 12
Curve, M.P. 74.3 to 74.4.....	80	45	50	1 12
Curve, M.P. 75.1 to 75.3.....	75	48	60	1
Curve, M.P. 76.1 to 76.4.....	65	55	55	1 05
Curve, M.P. 76.7 to 77.1 (Burlingame).....	60	1	50	1 12
Curves, M.P. 77.8 to 78.9.....	80	45	50	1 12
Curve, M.P. 84.0 to 84.4.....	65	55	50	1 12
Mo. Pac. Crossing to west siding switch (Osage City).....	30	2	30	2
Curve, M.P. 88.6 to 88.9.....	65	55	55	1 05
Curve, M.P. 89.6 to 90.1.....	80	45	60	1
Curve, M.P. 91.7 to 91.8.....	75	48	60	1
Curve, M.P. 92.2 to 92.3.....	80	45	60	1
Curve, M.P. 93.7 to 94.0.....	80	45	60	1
Curve, M.P. 96.2 to 96.4.....	75	48	60	1
Curves, M.P. 97.8 to 98.3.....	55	1 05	50	1 12
Curve, M.P. 99.6 to 99.7.....	75	48	60	1
Curve, M.P. 100.5 to 100.6.....	85	42	55	1 05

Speed Restrictions—(Cont'd).

Location	Passenger		Freight	
	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.
Curve, M.P. 103.4 to 103.6.....	75	48	55	1 05
Curve, M.P. 106.2 to 106.3.....	85	42	60	1
Curves, M.P. 107.3 to 108.2.....	65	55	55	1 05
Curve, M.P. 110.0 to 110.3.....	65	55	50	1 12
Curve, M.P. 110.8 to 111.0.....	15	4	15	4
Emporia Jct. to M.P. 112.1.....	20	3	20	3
Second District				
Curve, M.P. 1.6.....	15	4	15	4
Curves, M.P. 2.0 to 3.5.....	60	1		
Curve, M.P. 3.5 to 3.7.....	55	1 05		
Turner and Morris, Track No. 4.....	45	1 20	30	2
Curves, M.P. 6.7 to 7.7.....	70	51	45	1 20
Curve, M.P. 8.6 to 8.8.....	75	48	60	1
Curve, M.P. 11.5 to 11.7.....	75	48	60	1
Curve, M.P. 13.6 to 13.7 (Holliday).....	55	1 05	35	1 43
Curves, M.P. 14.1 to 16.0.....	60	1	50	1 12
Curves, M.P. 16.5 to 17.2.....	45	1 20	45	1 20
Curves, M.P. 17.5 to 18.0.....	40	1 30	40	1 30
Curve, M.P. 18.8 to 19.1.....	55	1 05	45	1 20
Curves, M.P. 20.4 to 21.6.....	50	1 12	40	1 30
Curves, M.P. 21.8 to 25.3.....	40	1 30	40	1 30
M.P. 25.3 to 26.5 (Olathe).....	25	2 24	25	2 24
Curve, M.P. 26.7 to 27.2.....	65	55	50	1 12
Curve, M.P. 28.1 to 28.8.....	75	48	60	1
Curve, M.P. 29.6 to 29.8.....	80	45	60	1
Curve, M.P. 30.4 to 30.7.....	65	55	55	1 05
Curve, M.P. 31.1 to 31.3.....	70	51	60	1
Curve, M.P. 31.9 to 32.5.....	85	42	60	1
Curve, M.P. 39.8 to 39.5, Track No. 1.....	75	48	60	1
Curves, M.P. 34.5 to 35.1, Track No. 2 (Gardner).....	50	1 12	50	1 12
Curve, M.P. 37.3 to 37.8, Track No. 2.....	85	42	60	1
Curve, M.P. 38.5 to 39.0, Track No. 2.....	70	51	55	1 05
Curve, M.P. 39.6 to 40.0, Track No. 2.....	65	55	50	1 12
Curve, M.P. 43.5 to 43.9.....	85	42	60	1
Curve, M.P. 49.4 to 49.6.....	80	45	60	1
Ottawa Jct. to Tower H.U. Track No. 3.....	25	2 24	25	2 24
Curve, M.P. 57.2 to 57.5.....	60	1	40	1 30
Curve, M.P. 60.1 to 60.3.....	85	42	55	1 05
Curves, M.P. 70.9 to 71.6.....	85	42	60	1
Curve, M.P. 73.2 to 73.5.....	85	42	60	1
Curve, M.P. 74.2 to 75.0.....	80	45	60	1
Curve, M.P. 76.9 to 77.1.....	75	48	60	1
Curve, M.P. 77.5 to 77.8.....	85	42	60	1
Curve, M.P. 79.9 to 79.6, Track No. 1 (Melvern).....	55	1 05	45	1 20
Curve, M.P. 83.6 to 83.4, Track No. 1.....	55	1 05	45	1 20
Curve, M.P. 84.6 to 84.4, Track No. 1.....	75	48	60	1
Curve, M.P. 86.0 to 85.8, Track No. 1.....	65	55	55	1 05
Curve, M.P. 79.6 to 79.8, Track No. 2.....	75	48	60	1
Curve, M.P. 84.3 to 86.0, Track No. 2.....	75	48	60	1
Curve, M.P. 92.3 to 92.4.....	85	42	55	1 05
Curve, M.P. 93.0 to 93.3.....	85	42	60	1
Curve, M.P. 98.1 to 98.2.....	65	55	55	1 05
Curve, M.P. 99.3 to 99.5.....	65	55	55	1 05
Curves, M.P. 99.9 to 101.3.....	65	55	50	1 12
Curve, M.P. 105.0 to 105.1.....	55	1 05	50	1 12
Siding between Wiggam and Emporia Jct.....	20	3	20	3
Emporia Jct. to M.P. 112.1.....	20	3	20	3
Third District				
Ottawa Jct. to M.P. 58.8.....	20	3	20	3
Curve, M.P. 68.4 to 68.5.....	80	45	55	1 05
Curves, M.P. 72.4 to 74.1.....	85	42	55	1 05
Curves, M.P. 75.6 to 76.3.....	75	48	60	1
Curve, M.P. 76.6 to 76.8.....	75	48	50	1 12
Curves, M.P. 76.9 to 78.0.....	65	55	55	1 05
Curve, M.P. 78.7 to 79.1.....	80	45	60	1
Curves, M.P. 79.3 to 79.8 (Rock Crusher).....	40	1 30	40	1 30
Curve, M.P. 80.2 to 80.4.....	75	48	60	1
Curve, M.P. 80.7 to 81.0.....	80	45	60	1
Garnett, over Mo. Pac. Crossing.....	15	4	15	4
Curve, M.P. 85.0 to 85.6.....	85	42	60	1
Curves, M.P. 87.3 to 87.5.....	80	45	60	1
Curve, M.P. 88.4 to 88.6.....	70	51	55	1 05
Curve, M.P. 93.5 to 93.8.....	70	51	50	1 12
Curve, M.P. 99.9 to 100.0.....	70	51	50	1 12
Curve, M.P. 105.5 to 105.7.....	70	51	55	1 05
Curve, M.P. 107.2 to 107.3.....	80	45	60	1

Speed Restrictions—(Cont'd).

Location	Passenger		Freight	
	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.
Third District—Continued				
Iola, over Street Crossings.....	15	4	15	4
Curve, M.P. 111.4 to 111.5.....	80	45	50	1 12
Curve, M.P. 117.8 to 118.0.....	65	55	50	1 12
Curve, M.P. 122.7 to 122.8.....	80	45	60	1
Curve, M.P. 123.2 to 123.5.....	80	45	50	1 12
Chanute, over Street Crossings.....	25	2 24	25	2 24
Atchison District				
Curves except where further restricted.....	40	1 30	30	2
Atchison, crossing Missouri River Bridge.....	15	4	15	4
Between Atchison U.S. and West Yard Limit Board.....	15	4	15	4
Hawthorne, over switches.....	15	4	15	4
Between North Topeka and Topeka.....	15	4	15	4
Lawrence District				
Lawrence, over street crossings.....	30	2	30	2
M.P. 3 to M.P. 4.....	20	3	20	3
Curves, M.P. 6.1 to 6.7.....	30	2	30	2
Curves between Sibleyville and west end of Baldwin Yards, except where further restricted.....	40	1 30	30	2
Curve, M.P. 14.6 to 15.0.....	35	1 43	30	2
Leavenworth District				
Curves except where further restricted..	20	3	20	3
M.P. 3.9 to 4.6.....	10	6	10	6
Stone, over hard surfaced highway.....	15	4	15	4
Between viaduct east and hard surfaced highway west of Wadsworth.....	15	4	15	4
Curves between South Leavenworth and west end Leavenworth Yards.....	15	4	15	4
Between Leavenworth and Hawthorne, except where further restricted.....	20	3	20	3
Curves between Leavenworth and Hawthorne.....	15	4	15	4
Alma District				
Curves except where further restricted..	20	3	20	3
M.P. 32.5 to 33.9 (Alma).....	15	4	15	4
Burlington District				
Over bridge 41-A.....	15	4	15	4
Curves M.P. 41.0 to Gridley.....	20	3	20	3

Motor Trains.

Maximum speed of motor trains sixty (60) miles per hour or one (1) mile in one (1) minute, except passenger speed restrictions, where less, will govern. The maximum speed of sixty (60) miles per hour does not apply to trains handled by Diesel engines.

TURNOUTS.

In heading in or out over the following turnouts or crossovers, trains or engines must not exceed the speed as indicated:

Location	Passenger		Freight	
	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.
Turner, crossovers.....	30	2	20	3
Morris, crossovers and west end track No. 4.....	30	2	20	3
Holliday, crossovers Second District and west end track No. 3.....	40	1 30	35	1 43
Crossover between main tracks at Tower..	30	2	20	3
Craig, crossovers.....	40	1 30	35	1 43
Olathe, crossovers west of station, and turnouts at each end of siding east of Olathe.....	30	2	20	3
Clare, crossover.....	40	1 30	35	1 43
Edgerton, east end westward siding.....	25	2 24	20	3
West end eastward siding.....	30	2	20	3
LeLoup, crossover and east end westward siding.....	30	2	20	3
Ottawa Jct., east end each siding and crossovers west of crossing.....	30	2	20	3
Tower HU, turnout and crossover.....	30	2	20	3
Quenemo, east crossover and east end westward siding.....	30	2	20	3

TURNOUTS—(Cont'd).

Location	Passenger		Freight	
	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.
Wiggam, crossover and turnout.....	30	2	20	3
Emporia Jct., west end siding and crossovers.....	30	2	20	3
Merrick, crossovers.....	30	2	20	3
Chanute, turnout 0.8 mile east of depot...	30	2	20	3
Other main track turnouts and crossovers.	15	4	15	4
Yard or back track turnouts and crossovers except as otherwise noted.....	10	6	10	6

SPRING SWITCHES.

When movement is made over a spring switch, movement must be continuous until switch is cleared. If necessary to make a back-up movement against the points of switch before clearing same, the switch must first be lined by hand.

Trains or engines springing points when trailing through spring switches must not exceed speed of twenty-five (25) miles per hour or one (1) mile in two (2) minutes and twenty-four (24) seconds.

Trains or engines moving against the following spring switch points must not exceed speed of twenty-five (25) miles per hour or one (1) mile in two (2) minutes and twenty-four (24) seconds:

Olathe—West end of westward siding.

Quenemo—West end of westward siding.

Location of Spring Switches.

Olathe—West end westward siding.

Quenemo—West end westward siding.

Burlingame—East end siding.

Ottawa—Switch at end of double track M.P. 58.2, 107 feet east of bridge 58-A.

Emporia—East end crossover between track Nos. 11 and 12 normal position for No. 12 track. West end track Nos. 15 and 16 Westward Yard normal position for No. 15 track.

MAXIMUM SPEED OF ENGINES.

Maximum speed covering following classes of engines where not otherwise restricted. Where slow boards permit train speed in excess of the maximum engine speed prescribed in this table, maximum engine speed prescribed in table must be observed.

CLASS OR ENGINE NUMBER	Diameter of Drivers	Miles Per Hr.	Time Per Mile Min. Sec.
Diesel Engines 1-15 inclusive.....	36 inches	100	0 36
Diesel Engines 50.....	41 inches	100	0 36
Diesel Engines 100-101.....	40 inches	80	0 45
Atlantic type with.....	73 inches	80	0 45
Atlantic type with.....	79 inches	90	0 40
1309-1337 class.....	73 inches	80	0 45
3400 class with.....	74 inches	80	0 45
3400 class with.....	79 inches	90	0 40
3450 class.....	79 inches	90	0 40
3460 class.....	84 inches	100	0 36
3500 class.....	73 inches	80	0 45
3700 class.....	69 inches	65	0 55
3751 class.....	73 inches	70	0 51
3751 class.....	80 inches	90	0 40
900-1600 class.....	57 inches	40	1 30
1014-1050 class.....	69 inches	55	1 05
1800 class.....	69 inches	55	1 05
2507 class.....	63 inches	45	1 20
2535 class.....	55 inches	35	1 43
3100 class.....	57 inches	40	1 30
3160-4000 class.....	63 inches	55	1 05
3800 class.....	63 inches	45	1 20
4101 class.....	63 inches	50	1 12

A tolerance of ten (10) per cent is allowed on the above, excepting Diesel engines, 3751 class engines with 80 inch drivers and 3460 class engines.

SPEED OF LIGHT ENGINES.

Location	Forward				Backward			
	Day		Night		Day		Night	
	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.
First Dist.....	40	1 30	40	1 30	25	2 24	20	3
Second Dist.....	40	1 30	40	1 30	25	2 24	20	3
Third Dist.....	40	1 30	40	1 30	25	2 24	20	3
Atchison Dist..	35	1 43	30	2	20	3	20	3
Lawrence Dist.....	30	2	30	2	20	3	20	3
Leavenworth Dist.....	30	2	30	2	20	3	20	3
Alma Dist.....	25	2 24	25	2 24	15	4	15	4
Burlington Dist.....	25	2 24	25	2 24	15	4	15	4

ADDITIONAL SPEED RESTRICTIONS.

3160-4000-4101 class engines handling passenger trains must not exceed speed of thirty-five (35) miles an hour or one (1) mile in one (1) minute and forty-three (43) seconds on Atchison and Lawrence Districts.

Engines running backward handling train must not exceed speed permitted for light engines running backward.

Engines breaking in must be run at a speed specified by master mechanic, road foreman of engines or roundhouse foreman.

3100, 3160 and 4000 class engines must not be used on Burlington and Alma Districts, and on Leavenworth District between Leavenworth and Hawthorne.

Trains handling wrecking outfits, derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders and similar machinery moving on their own running gear must not exceed speed of twenty-four (24) miles per hour or one (1) mile in two (2) minutes and thirty (30) seconds on First, Second, Third, Atchison, Lawrence and Leavenworth Districts. On all other districts twenty (20) miles per hour or one (1) mile in three (3) minutes. Such equipment must not be moved in any train except on authority of trainmaster.

When moving between stations, engines without engine trucks must not exceed speed of twenty (20) miles per hour or one (1) mile in three (3) minutes, yard engines with engine trucks must not exceed speed of thirty (30) miles per hour or one (1) mile in two (2) minutes.

Dead engines must not be handled with side rods down or any driver suspended without special instructions in each case.

Trains handling Diesel road engines dead in train must not exceed speed of ninety (90) miles per hour or one (1) mile in forty (40) seconds. Trains handling Diesel yard engines dead in train must not exceed speed of thirty (30) miles per hour or one (1) mile in two (2) minutes. Trains handling other dead engines must not exceed speed of twenty (20) miles per hour or one (1) mile in three (3) minutes.

Trains handling gas-electric rail motor cars dead in train must not exceed speed of sixty (60) miles per hour or one (1) mile in one (1) minute.

STATUTORY REGULATIONS.

In Kansas, it is lawful for the Conductor to eject from the train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay fare to his destination, and he may be expelled at any point on the line of the road at which there is a station where the person ejected may at least get lodging.

The Kansas statutes prohibit gambling and the practice of any confidence games.

Drunken or disorderly persons may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

A. L. HATFIELD,
Trainmaster,
EMPORIA, KANSAS.

L. W. POWELL,
Trainmaster,
EMPORIA, KANSAS.

C. R. FETTER,
Trainmaster,
Kansas City Division,
ARGENTINE, KANSAS.

H. C. WHITTAKER,
Night Trainmaster,
Kansas City Division,
ARGENTINE, KANSAS.

J. A. SEELEY,
Passenger Trainmaster,
Kansas City Division,
KANSAS CITY, MO.

R. M. BRADY,
Asst. Trainmaster,
Kansas City Division,
ARGENTINE, KANSAS.

H. E. HODGINS,
Night Asst. Trainmaster,
Kansas City Division,
ARGENTINE, KANSAS.

W. W. MAXWELL,
Chief Dispatcher,
EMPORIA, KANSAS.

W. A. MARTIN,
Night Chief Dispatcher,
EMPORIA, KANSAS.

Train Dispatchers:
EMPORIA, KANSAS.
S. Patterson,
C. V. Davis,
C. C. Koontz,
A. D. Estep,
M. F. Kennedy,

R. F. Davidson,
J. W. Wells,
L. A. Ormsby,
A. D. Jones.

**SURGEONS OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY
AND
THE A. T. & S. F. HOSPITAL ASSOCIATION**

Dr. M. L. BISHOFF, Chief Surgeon, Topeka.
Dr. H. W. GOOTEE, Assistant Chief Surgeon, Topeka.

EASTERN DIVISION.

LOCAL SURGEONS.

TOPEKA HOSPITAL.

Dr. J. F. CASTO, Surgeon in Charge.
Dr. W. J. WALKER, Assistant Surgeon.
Dr. J. A. FARLEY, Assistant Surgeon.
Dr. G. R. BLACKBURN, Assistant Surgeon.
Dr. R. HEILPERN, Assistant Surgeon.
Dr. F. L. FORD, Assistant Surgeon.
Dr. J. F. ZAGARIA, Assistant Surgeon.
Dr. C. E. MAGOUN, Eye, Ear, Nose &
Throat Specialist.
THURMAN SAUNDERS, Laboratory Technician.
Dr. M. L. PERRY, Neurologist.
Dr. A. D. GRAY, Urologist.
Dr. ERNEST H. DECKER, Dermatologist.
Dr. R. L. SUTTON, Dermatologist Consultant
(Kansas City).
Dr. L. ROSENWALD, Urologist (Kansas City).
Dr. C. B. FRANCISCO, Orthopedic (Kansas City).
Dr. F. C. BOGGS, Consultant, Eye, Ear, Nose and
Throat.
Drs. OWEN & FINNEY, Roentgenologists.
Dr. F. B. WILCOX, Consulting Dentist.
Dr. J. L. LATTIMORE, Laboratory Consultant.
Dr. A. J. BRIER, Specialist in Allergies.
Dr. B. M. MARSHALL, Cardiologist.

Dr. LEE HAYNES, 901 Westport Ave.,
Kansas City, Mo.
Dr. M. J. OWEN, Rialto Bldg., Kans. City, Mo.
Dr. J. E. PERRY (Colored), New Centre Bldg.,
Kansas City, Mo.
Dr. E. S. MILLER, Argentine.
Dr. W. H. DYER (Colored), Argentine.
Dr. K. C. HAAS, Argentine.
Dr. H. T. JONES, Lawrence.
Dr. F. G. SCHENCK, Burlingame.
Dr. T. O. BROWN, Osage City.
Dr. F. A. ECKDALL, Emporia.
Dr. A. W. CORBETT, Emporia.
Dr. J. M. MARKS, Valley Falls.
Dr. ARTHUR WHITAKER, Atchison.
Dr. J. H. RYAN, St. Joseph.
Dr. G. R. COMBS, Leavenworth.
Dr. C. W. JONES, Olathe.
Dr. J. F. BARR, Ottawa.

Dr. JOHN B. DAVIS, Ottawa.
Dr. G. B. KIERULFF, Melvern.
Dr. W. O. POSTON, Quenemo.
Dr. A. B. MCCONNELL, Burlington.
Dr. J. N. CARTER, Garnett.
Dr. R. O. CHRISTIAN, Iola.
Dr. R. A. LIGHT, Chanute.
Dr. A. M. GARTON, Chanute.
Dr. C. W. WALKER, Eskridge.
Dr. J. D. REID, Wellsville.

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

Dr. JOHN N. SHERMAN, Chanute.
Drs. TRIMBLE & GRANGER, Emporia.
Dr. J. W. BEIL, Bryant Bldg., Kansas City, Mo.

**A. J. STROBEL, General Watch Inspector, Topeka.
LOCAL WATCH INSPECTORS, EASTERN DIVISION.**

L. J. WITMER, 726 Minnesota Ave., Kansas City, Ks.
REYNOLDS JEWELRY COMPANY, Argentine.
H. C. BURDICK, Topeka.
HUGHES-TODD COMPANY, Emporia.
LEONARD G. FORT, Emporia.

A. G. MADTSON, Ottawa.
R. A. TREMBLY, Chanute.
ERNEST C. MAXWELL, St. Joseph.
VIRGIL E. UNDERWOOD, Osage City.

C. W. RUNYAN, Atchison.
K. E. KLEINMAN, 1100 Grand Avenue,
Kansas City, Mo.
J. H. MACE, COMPANY, Union Station, Ks. City, Mo.

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49, and 50.
 EASTERN DIVISION—Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 75, and 76.
 MIDDLE DIVISION—Trains 59, 63, 69, 70, 75, 76, 87, 88, and 98.
 OKLAHOMA DIVISION—Trains 67, 68, 79, 80, 81, 82, 83, 84, 87 and 88.
 SOUTHERN KANSAS DIVISION—Trains 85, 86, 87, 88, 91, 92, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield.
 WESTERN DIVISION—Trains 81 and 82.

COLORADO DIVISION—Trains 87 and 88.
 NEW MEXICO DIVISION—Trains 71 and 72.
 PANHANDLE DIVISION—Trains 57, 58, 59, 60, 61, 62, 69, 70, 71, 72, 83, 84, 119 and 120.
 PECOS DIVISION—Trains 45 and 46 between Carlsbad and Pecos.
 PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.
 SLATON DIVISION.

When more than one section, only the last section will carry passengers. In Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line. Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

The following conditional stops apply only to revenue passengers from or destined to points where train is authorized by time table to make conditional, regular or flag stops. Where train is authorized to pick up passengers, agents may flag train accordingly.

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| <p>No. 1. (a) At any station Chicago to Belen, to receive passengers for Arizona or California.
 (b) At any station Wellington to Belen, to discharge passengers from Wichita or beyond.
 (c) At any station Kiowa to Belen, to discharge passengers from Burlington or beyond.</p> <p>No. 2. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Belen to Kiowa, to receive passengers for Burlington or beyond.
 (c) At any station Belen to Wellington, to receive passengers for Wichita or beyond.
 (d) At any station Wichita to Kansas City, to discharge passengers from Wellington or beyond.
 (e) At Florence, to discharge passengers from south of Newton, or to receive passengers for Kansas City or beyond.
 (f) At Strong City, to discharge passengers from Wichita or beyond; or to receive passengers for Topeka or beyond.
 (g) At Burlingame, to receive passengers for Kansas City or beyond.
 (h) At any station east of Kansas City, to discharge passengers from beyond Kansas City.
 (i) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona, or Mazon, to receive passengers for Chicago or beyond.</p> <p>No. 3. (a) At any station Chicago to Lamy, to receive passengers for Albuquerque or beyond.
 (b) At any station Chicago to Las Animas, to receive passengers for La Junta or beyond.
 (c) At any station Kansas City to Newton, to discharge passengers from beyond Kansas City.
 (d) At any station Kansas City to Emporia, to receive passengers for south or west of Newton.
 (e) At Burlingame, to discharge passengers from Kansas City or beyond.
 (f) At Florence, to discharge passengers from Topeka or beyond, or to receive passengers for Hutchinson or beyond.
 (g) At Peabody, to discharge passengers from Topeka or beyond, or to receive passengers for beyond Newton.
 (h) At any station west of Newton, to discharge passengers from Kansas City or beyond.
 (i) At Stafford, St. John or Kinsley, to discharge passengers from Hutchinson or beyond; or to receive passengers for Dodge City or beyond.
 (j) At any station Trinidad to Albuquerque, to discharge passengers from beyond La Junta.</p> <p>No. 4. (a) At any station Lamy to Chicago, to discharge passengers from Albuquerque or beyond.
 (b) At any station Albuquerque to Trinidad, to receive passengers for beyond La Junta.
 (c) At any station Las Animas to Chicago, to discharge passengers from La Junta or beyond.
 (d) At St. John or Stafford, to discharge passengers from Dodge City or beyond; or to receive passengers for Hutchinson or beyond.
 (e) At any station Florence to Kansas City, to discharge passengers from El Dorado or McPherson Districts.
 (f) At Osage City, to receive passengers for Kansas City or beyond.
 (g) At any station Kansas City to Ft. Madison, to receive passengers for Chicago.
 (h) At Hardin, to discharge passengers from Kansas City or beyond.</p> <p>No. 5. (From Chicago) (a) At any station in Illinois, to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Fort Madison, to receive passengers for Kansas City or beyond.
 (c) At any station Chicago to Henrietta, to receive passengers for St. Joseph District.
 (d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago.
 (e) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.
 (f) At any station Fort Madison to Marceline, to discharge passengers from Chillicothe or beyond.
 (g) At any station Marceline to Kansas City, to discharge passengers from Galesburg or beyond.
 (h) At Florence, to discharge passengers from Kansas City or beyond, for El Dorado or McPherson Districts; and to receive passengers from No. 53 destined Wichita or beyond.
 (i) At Newkirk, to discharge passengers from Wichita or beyond; or to receive passengers for Oklahoma City or beyond.
 (j) At Edmond, to discharge passengers from Wichita or beyond; or to receive passengers for Fort Worth or beyond.</p> <p>No. 6. (From Galveston) (a) At Edmond, to receive passengers for Wichita or beyond; or to discharge passengers from Fort Worth or beyond.
 (b) At Newkirk, to discharge passengers from Oklahoma City or beyond; and to receive passengers for Wichita or beyond.
 (c) At Florence, to receive passengers for Topeka or beyond.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.
 (b) At Las Animas, to discharge passengers from beyond La Junta.
 (c) At Ottawa Jct., to discharge passengers from Emporia or beyond.
 (d) At Olathe, to discharge passengers from Newton or beyond.</p> <p>Nos. 9-90. (a) At any station Kansas City to Dodge City, to receive passengers for Las Animas or beyond.
 (b) At Las Animas, to receive passengers for Pueblo or beyond; or to discharge passengers from Dodge City or beyond.
 (c) At any station La Junta to Pueblo, to discharge passengers from beyond Las Animas.
 (d) At any station Pueblo to Denver, to discharge passengers from Las Animas or beyond.</p> <p>Nos. 101-10. (a) At any station Denver to Pueblo, to receive passengers for Las Animas or beyond.
 (b) At any station Pueblo to La Junta, to receive passengers for beyond Las Animas.
 (c) At Littleton, to receive passengers for Colorado Springs; or to receive passengers for Pueblo or beyond.
 (d) At Las Animas, to discharge passengers from Pueblo or beyond; or to receive passengers from Dodge City or beyond.
 (e) At any station Dodge City to Kansas City, to discharge passengers from Las Animas or beyond.
 (f) At Wellsville, to discharge passengers from Ottawa Junction or beyond, or to receive passengers for Kansas City or beyond.
 (g) At any station LeLoup to Kansas City, to discharge passengers from west of Ottawa Junction.</p> | <p>Nos. 13-130. At any station La Junta to Denver, to discharge passengers from La Junta or beyond.
 (From La Junta)</p> <p>Nos. 141-14. At any station Denver to La Junta, to receive passengers for La Junta or beyond.
 (From Denver)</p> <p>No. 15. At Sedgwick, to discharge passengers from Newton or beyond, or to receive passengers for Wichita or beyond.</p> <p>No. 17. At Galesburg, to receive passengers for Barstow, San Bernardino, Pasadena, and Los Angeles.</p> <p>No. 18. At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino, or Barstow.</p> <p>No. 19. (a) At Joliet, Streator, or Chillicothe, to discharge passengers from Chicago or beyond; and to receive passengers for Kansas City or beyond.
 (b) At Galesburg, La Plata, Bucklin, or Carrollton, to receive passengers for Colorado, New Mexico, Arizona, or California.
 (c) At Valmora, to discharge passengers from Kansas City or beyond; or to receive passengers for Barstow or beyond.</p> <p>No. 20. (a) At Carrollton, Bucklin, La Plata, Galesburg, Streator, or Joliet, to discharge passengers from California or Arizona.
 (b) At Valmora, to discharge passengers from Barstow or beyond; or to receive passengers for Kansas City or beyond.</p> <p>No. 21. (a) At Streator, Chillicothe and Galesburg, to receive passengers for California points.
 (b) At Hutchinson, to discharge passengers from Kansas City or beyond; or to receive passengers for La Junta or beyond.
 (c) At Glorieta or Lamy, to discharge passengers from Trinidad or beyond; or to receive passengers for Gallup or beyond.</p> <p>No. 22. (a) At Lamy, to discharge passengers from Gallup or beyond; or to receive passengers for Trinidad or beyond.
 (b) At Trinidad, to discharge passengers; or to receive passengers for Kansas City or beyond.
 (c) At Hutchinson, to discharge passengers from La Junta or beyond; or to receive passengers for Kansas City or beyond.
 (d) At Galesburg, Chillicothe and Streator, to discharge passengers from scheduled stops in California.</p> <p>No. 23. (a) At any station Chicago to Belen, to receive passengers for Arizona or California.
 (b) At any station Chicago to Kansas City, to receive passengers for Newton or beyond; at Stronghurst or Dallas City, to receive passengers for Kansas City or beyond or to discharge passengers from Chicago or beyond.
 (c) At Medill or Baring, to receive passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.
 (d) Any stations Kansas City to Emporia to receive passengers for Newton or beyond.</p> <p>No. 24. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Emporia to Kansas City, to discharge passengers from beyond Emporia.
 (c) At any station Kansas City to Chicago, to discharge passengers from beyond Kansas City.
 (d) At any station Fort Madison to Chicago, to discharge passengers from Kansas City.
 (e) At East Fort Madison, Williamsfield, or Princeville, to receive passengers for Chicago or beyond.
 (f) At Ransom, Kinsman, Verona, or Mazon, to discharge passengers from west of Fort Madison; or to receive passengers for Chicago or beyond.</p> <p>No. 27. At Osage City, to discharge passengers from Topeka or beyond; or to receive passengers for Emporia or beyond.</p> <p>No. 27. (C & S) (a) At Littleton, Castle Rock, Larkspur, or Fountain, to receive passengers for east or south of Pueblo.
 (b) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond.
 (b) At Strong City, to discharge passengers from south of Wichita for Strong City District.
 (c) At any station between Emporia and Kansas City, to discharge passengers from beyond Newton.</p> <p>No. 28. (C & S) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 47. (a) At Gardner, Edgerton, Wellsville, Richmond, Colony, and Owen, to discharge passengers from Kansas City, Mo., or beyond.
 (b) At Gardner, to receive passengers for Chanute or beyond.
 (c) At Humboldt, to discharge passengers from Kansas City, Mo., or beyond; and to receive passengers for beyond Chanute.</p> <p>No. 50. At any station Tulsa to Chanute, to receive passengers for Kansas City, Mo., or beyond.</p> <p>No. 127. At any station Newton to La Junta, to receive or discharge passengers.</p> <p>No. 128. At any station La Junta to Newton, to receive or discharge passengers.</p> |
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The following signs indicate:

s—Regular Stop; f—Stop on signal; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

SANTA FE FIRST

SAFETY

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

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

