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

DR. FREDERICK L. FORD, Chief Surgeon.....Topeka.

DR. SCOTT WYSONG, Asst. Chief Surgeon.....Topeka.

TOPEKA HOSPITAL.

DR. DONALD MACRAE.....Chief Medical Service.
DR. J. A. FARLEY.....Asst. Surgeon.
DR. C. L. RAMSEY.....Asst. Surgeon.
DR. E. LEE DYE.....Asst. Surgeon.
DR. W. O. MARTIN.....Asst. Surgeon.
DR. O. G. ZACHARIAS.....Asst. Surgeon.
DR. F. W. BUOOA.....Asst. Surgeon.
DR. R. L. DUNLAP.....E. E. N. & T. Spec.
THURMAN SAUNDERS.....Laboratory Technician.
DR. M. L. PERRY.....Neurologist.
DR. S. T. MILLARD.....Dermatologist.
DR. F. C. BOGGS.....Consultant, Eye, Ear, Nost and Throat.
DR. FINNEY.....Roentgenologist.
DR. G. M. HILL.....Consulting Dentist.
DR. J. C. DEPRIEST (Colored).....Consulting Dentist.
DR. J. L. LATTIMORE.....Laboratory Consultant.
DR. VERNON WIKSTEN.....Specialist in Allergies.
DR. B. M. MARSHALL.....Urologist.
DR. CLYDE TREES.....Orthopedic Consultant.
DR. HAROLD W. POWERS.....Ear, Nose and Throat Consultant.
DR. C. E. JOSS.....Surgical Consultant.
DR. BYRON J. ASHLEY.....Eye Consultant.

LOCAL SURGEONS.

DR. LEE HAYNES, 901 Westport Ave.....Kansas City, Mo.
DR. M. J. OWEN, Rialto Bldg.....Kansas City, Mo.
DR. DONALD FERGUSON (Colored).....Kansas City, Mo.
DR. E. S. MILLER.....Argentine.
DR. J. F. HASSIG.....Kansas City, Kans.
DR. HARVEY L. LLOYD.....Kansas City, Kans.
DR. W. H. DYER (Colored).....Argentine.
DR. K. C. HAAS.....Argentine.
DR. R. H. EDMISTON.....Lawrence.
DR. F. G. SCHENCK.....Burlingame.
DR. O. C. FRITTS.....Osage City.
DR. F. J. ECKDALL.....Emporia.
DR. A. W. CORBETT.....Emporia.
DR. J. M. MARKS.....Valley Falls.
DR. J. B. ANDERSON.....Valley Falls.
DR. ARTHUR WHITAKER.....Atchison.
DR. C. W. WALKER.....Eskridge.
DR. J. H. RYAN.....St. Joseph, Mo.
DR. G. R. COMBS.....Leavenworth.
DR. C. W. JONES.....Olathe.
DR. J. F. BARR.....Ottawa.
DR. G. B. KIERLUFF.....Melvern.
DR. T. W. REID.....Gardner.
DR. N. E. NAYLOR.....Wellsville.
DR. W. O. POSTON.....Quenemo.
DR. A. B. MCCONNELL.....Burlington.
DR. J. R. SMITHHEISLER.....Richmond.
DR. J. N. CARTER.....Garnett.
DR. R. O. CHRISTIAN.....Iola.
DR. R. A. LIGHT.....Chanute.
DR. A. M. GARTON.....Chanute.
DR. H. M. WEBB.....Humboldt.
DR. JAMES G. LEE.....Bonner Springs.
DR. KENNETH HUNTER.....Lebo, Kans.
DR. C. E. YATES.....Baldwin.

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

DR. JOHN H. SHERMAN.....Chanute.
DR. D. P. TRIMBLE.....Emporia.
DR. W. B. GRANGER.....Emporia.
DRS. EUBANK & BAER.....Kansas City, Mo.
DR. CECIL E. HASSIG.....Kansas City, Kans.
DR. C. J. BROWN—Dentist.....Kansas City, Kans.

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES
Eastern District

EASTERN DIVISION

TIME TABLE No.

76

IN EFFECT

Sunday, June 8, 1947

At 12:01 A. M.
Central Standard Time.

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

O. L. GRAY,
General Manager,
Topeka, Kansas.

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

L. M. OLSON,
Superintendent,
Emporia, Kansas.

J. B. NOE,
Superintendent,
Argentine, Kansas.

Hall 4 47 6500 5190

Timetable 77 eff 14 Dec 1947

Capacity of Sidings in 50 ft. Cars.	WESTWARD. First Class. 127 Passenger. Leave Daily.	27 The Antelope. Leave Daily.	11 The Kansas Cityan. Leave Daily.	3 California Limited. Leave Daily.	1 The Scout. Leave Daily.	5 The Ranger. Leave Daily.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947. STATIONS.	Ruling Grade Ascending.	Distance from Holliday and Atchison. Miles.	Communications	EASTWARD. First Class. 128 Passenger. Arrive Daily.	12 The Chicagoan. Arrive Daily.	4 California Limited. Arrive Daily.	2 The Scout. Arrive Daily.	6 The Ranger. Arrive Daily.
	PM 10.55	PM 10.20	PM 5.29	AM 11.05	AM 9.05	AM 8.19	W	6.4	**HOLLIDAY.**	0	0	C	s AM 8.48	PM 1.25	PM 7.33	PM 8.45	PM 9.55
									3.8								
43	f11.00	10.25	5.34	11.10	9.10	8.24	Y	0	WILDER.	0	3.8	C	s 8.43	1.21	7.27	8.38	9.48
									2.3								
41	11.03	10.27	5.36	11.12	9.13	8.26		0	FRISBIE.	8.9	6.1		8.38	1.19	7.22	8.35	9.46
									5.1								
34	s11.10	10.32	5.41	11.17	9.17	128 **8.31**		8.9	DE SOTO.	0	11.2	C	s 5 **8.31**	1.15	7.15	8.28	9.40
									5.8								
16	11.16	10.37	5.46	11.22	9.22	8.36		10.6	WEAVER.	10.6	17.0		8.19	1.10	7.04	8.18	9.33
									2.2								
49	f11.20	10.39	5.48	11.25	9.25	8.38		0	EUDORA.	0	19.2	C	s 8.17	1.08	7.02	8.16	9.31
									4.2								
50	11.25	10.43	5.51	11.30	9.29	8.42		9.2	NORIA.	0	23.4		8.09	1.04	6.55	8.10	9.26
									3.2								
28	s11.35	s10.50	s 5.56	s11.41	s 9.35	s 8.48	W Y	10.6	LAWRENCE.	10.6	26.6	C	s 8.02	s 1.00	s 6.50	s 8.05	s 9.22
									5.1								
50	11.42	10.57	6.02	11.50	9.42	8.55		0	LAKE VIEW.	0	31.7		f 7.52	12.52	6.39	7.56	9.15
									5.8								
50	f11.49	11.04	6.08	11.56	9.48	9.01		0	LECOMPTON.	0	37.5		s 7.45	12.47	6.29	7.49	9.09
									3.9								
65	f11.54	11.08	6.11	11.59 PM	9.52	9.05		5.5	GROVER.	9.0	41.4		f 7.40	12.44	6.21	7.45	9.05
									3.8								
50	f11.59 AM	11.11	4 **6.14**	12.06	9.56	9.09		10.6	SPENCER.	21.1	45.2		f 7.36	12.41	11 **6.14**	7.41	9.01
									3.2								
32	f12.03	11.14	6.17	12.11	9.59	9.12		7.0	TECUMSEH.	0	48.4		s 7.32	12.38	6.07	7.37	8.57
									4.3								
41	s12.10	s11.20	s 6.24	s12.20	s10.05	s 9.18	WFT		**TOPEKA.**		52.7	C	7.25	s 3 **12.33**	6.00	7.30	8.50
	12.20	11.25		12 **12.33**	10.10	9.25		26.4			50.6		s 7.15		s 5.50	s 7.20	s 8.45
									6.5	0							
52	f12.30	11.35	6.32	12.43	10.20	9.35		40.9	PAULINE.	49.5	57.8	C	s 7.05	12.24	5.40	7.10	8.37
									5.4								
31	f12.38	11.42	6.37	12.49	10.27	9.41		52.8	WAKARUSA.	50.7	62.7	C	s 6.56	12.19	5.33	7.02	8.30
									5.1								
46	f12.47	11.49	6.43	12.56	10.34	9.47		52.8	CARBONDALE.	44.2	67.8	C	s 6.48	12.14	5.26	6.55	8.23
									3.7								
60	f12.53	11.53	2 **6.47**	1.00	10.39	9.51		45.0	SCRANTON.	52.8	71.5	C	s 6.41	12.11	5.22	11 **6.47**	8.19
									5.3								
68	s 1.04	11.59	6.52	1.08	10.45	9.57	W Y	52.8	BURLINGAME.	51.6	76.8	C	s 6.31	12.06 PM	f 5.13	6.36	8.13
									7.9								
		AM							OC Mo. Pac. Crossing.		84.7	C					
								10.8	0.3	0							
52	s 1.15	12.10	7.00	1.20	f10.55	10.07	W	52.8	OSAGE CITY.	42.1	85.0		s 6.19	11.58	f 5.02	6.27	8.05
									5.4								
60	f 1.21	12.18	7.05	1.28	11.03	10.13		35.7	BARCLAY.	51.1	90.4		f 6.09	11.53	4.55	6.20	7.58
									6.2								
53	f 1.28	12.24	7.11	1.34	11.10	10.19		52.8	READING.	39.0	96.6	C	s 6.00	11.48	4.48	6.13	7.51
									8.1								
49	1.40	12.33	7.19	1.45	11.24	10.28		49.8	LANG.	57.8	104.7		5.45	11.41	4.39	6.04	7.42
									6.3								
	1.55	12.40	7.26	1.55	11.32	10.35	Y		M.K.T. Crossing. N.R. JCT.		111.0	C	5.35	11.35	4.30	5.55	7.35
								5.3	1.1	15.8							
	s 2.00 AM	s 12.45 AM	s 7.29 PM	s 2.00 PM	s 11.40 AM	s 10.40 AM	WFT		**EMPORIA.**		112.1	C	5.30 AM	11.29 AM	4.25 PM	5.50 PM	7.30 PM
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(114.2)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
	39.1	48.9	57.1	42.3	45.6	51.1			Average speed p.h.				36.4	59.0	38.4	41.5	48.8

AUTOMATIC BLOCK SYSTEM

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

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WESTWARD. First Class.

Capacity of Sidings in 50 ft. Cars.	47	127	23	27	19	211	11	3	7	1	5	49	17	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Distance from Kansas City.	Fuel, Water, Turn Tables and Wyes.
	Oil Flyer.	Passenger.	The Grand Canyon.	The Antelope.	The Chief.	The Tulsan.	The Kansas Cityan.	California Limited.	Fast Mail Express.	The Scout.	The Ranger.	Motor.	Streamliner.				
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.		Miles.	
	PM 11.15	PM 10.30	PM 10.10	PM 10.00	PM 9.30	PM 5.20	PM 5.15	AM 10.45	AM 8.55	AM 8.45	AM 8.00	AM 6.00	AM 2.15	**KANSAS CITY.** Union Station.		0	
	11.20	10.35	10.14	10.05	9.34	5.23	5.18	10.50	9.00	8.50	8.05	6.06	2.18	1.4 A.T.& S.F. JCT.	0	1.4	Y
	s11.27	s10.40	10.17	10.09	9.37			10.54	9.03	8.54	8.09	s 6.12		2.8 **Kansas City, Ks.** (Argentine.)	18.8	4.2	FW TY
	11.31	f10.44	10.20	10.12	9.40	5.29	5.24	10.57	9.06	8.58	8.12	s 6.18	2.24	2.6 TURNER.	10.4	6.8	
	11.35	f10.49	10.23	10.16	9.43			11.01	9.09	9.01	8.15	f 6.24		3.1 MORRIS.	4.2	9.9	
	11.40	s10.55	10.26	10.20	9.46	5.34	5.29	11.05	9.12	9.05	8.19	s 6.30	2.29	3.2 HOLLIDAY.	4.2	13.1	W
		— PM —		— PM —			— PM —	— AM —		— AM —	— AM —	s 6.36		2.8 ZARAH.	22.3	15.9	
														2.9 CRAIG.	28.2	18.8	
														6.8	31.7		
136 W141	f11.59		10.41		10.01	5.48			9.28			s 6.55	2.43	OLATHE.		25.6	
	— AM —	Via First District.		Via First District.			Via First District.	Via First District.		Via First District.	Via First District.	f 7.04		5.1 CLARE.	21.1	30.7	
E60	f12.10								9.38			s 7.10		3.5 GARDNER.	21.1	34.2	Y
E136 W107	f12.17		10.56		10.16	6.01			9.44			s 7.18	2.56	5.3 EDGERTON.	20.4	39.5	W
	f12.24											s 7.28		5.6 WELLSVILLE.	21.1	45.1	
	12.29		11.05		10.25	6.09			9.53			f 7.35	3.03	4.4 LE LOUP.	0	49.5	
120 120	12.40		11.12		10.32	6.15			10.00			f 7.45	3.10	7.4 OTTAWA JCT. A.T.& S.F. Cross'g.	21.1	56.9	W Y
267	— AM —					— PM —						— AM —		2.7 HU. Mo. Pac. Crossing.	12.0	59.6	
														3.4 RICHTER.	21.1	63.0	
			11.22		10.42				10.10				3.19	4.2 POMONA.	5.1	67.2	
W138									10.14					4.2 QUENEMO.	5.1	71.4	W
E111 60	Via Third District.		11.33		10.53	Via Third District.			10.22			Via Third District.	3.29	7.8 MELVERN.	17.1	79.2	
140														8.1 RIDGETON.	21.1	87.3	
E101 W117			11.46		11.06				10.38				3.41	6.1 LEBO.	21.1	93.4	
E19			11.55		11.15				10.46				3.48	7.9 NEOSHO RAPIDS.	18.1	101.3	
440			— AM —											5.5 WIGGAM.	5.4	106.8	
			12.05		11.25				10.55				3.57	4.2 M.K.T. Crossing. N.R. JCT.	21.1	111.0	Y
			s 12.10 AM		s 11.30 PM				s 11.00 AM				4.00 AM	1.1 **EMPORIA.**	5.3	112.1	WF T
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(112.1)			
	40.1	31.4	56.0	46.4	56.0	62.1	56.1	39.3	53.8	39.3	41.4	32.5	64.0	Average speed per hr.			

KCT Ry. Double Track. 4 Tks. 3 Tks. 3 Auto. Block Sys. AUTOMATIC BLOCK SYSTEM. DOUBLE TRACK. 3 Tracks.

Trains must keep to the left between Olathe and N.R. Jct. unless otherwise provided.

Third main track between Turner and Holliday designated as Track No. 3. Fourth main track between Turner and Morris designated as Track No. 4. Trains have no time table superiority on these tracks and will use same only as authorized by train order. Manual Block Rules govern. Train order signal at Morris governs movement of trains on Track No. 3 and eastward movements of trains on Track No. 4 only. Home signals on Tracks Nos. 3 and 4 have no distant signals governing the approach thereto.

Third main track between N.R. Jct. and Emporia designated as Track No. 3. Westward trains will use this track as authorized by signal indication at N.R. Jct. Eastward trains as authorized by hand signal from switch tender at Constitution St., Emporia.

Trains between Kansas City Union Station and A.T.& S.F. Jct. will be governed by Kansas City Terminal Ry. Co. Rules and Regulations.

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

EASTWARD

First Class

Communications.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.		20	18	28	24	128	212	12	8	48	50	4	2	6
				The Chief.	Streamliner.	The Antelope.	The Grand Canyon.	Passenger.	The Tulsan.	The Chicagoan.	Fast Mail Express.	Motor.	Oil Flyer.	California Limited.	The Scout.	The Ranger.
		STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
C		**KANSAS CITY** Union Station.	KCT Ry.	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM
				s 3.20	s 6.00	s 7.00	s 7.05	s 9.15	s 1.30	s 1.45	s 7.00	s 7.40	s 7.55	s 8.00	s 9.15	s 10.15
	47.8	1.4														
		A.T.& S.F. JCT.		3.14	5.53	6.52	6.58	9.09	1.24	1.39	6.53	7.32	7.48	7.51	9.06	10.08
	24.2	2.8														
C		**Kansas City, Ks.** (Argentine.)	Double Track.	3.10		f 6.46	6.53	s 9.04			6.47	s 7.25	7.43	7.46	f 9.00	10.04
C	0	2.6														
C	9.7	TURNER.		3.08	5.47	6.42	6.50	f 8.59	1.18	1.32	6.44	f 7.20	7.39	7.42	8.54	10.01
C	7.8	3.1 MORRIS.	4 Tks.	3.05		6.39	6.46	f 8.54			6.41	s 7.15	7.35	7.38	8.50	9.58
C	0	3.2 HOLLIDAY.	3 Tks.	3.02	5.41	6.35	6.42	8.48 AM	1.13	1.25 PM	6.38	s 7.10	7.30	7.33 PM	8.45 PM	9.55 PM
		2.8 ZARAH.	Auto. Block Sys.									f 7.05				
B	0	2.9 CRAIG.														
C		6.8 OLATHE.		2.46	5.27	6.15	6.25		12.57		6.21	s 6.51	7.12			
	21.1	5.1 CLARE.						Via First District.		Via First District.				Via First District.	Via First District.	Via First District.
	18.7	3.5 GARDNER.														
C	21.1	5.3		2.36		6.00	6.14		12.47		6.11	s 6.34	7.00			
C	21.1	EDGERTON. 5.6		2.31	5.14	5.53	6.09		12.43		6.05	s 6.24	6.53			
C	21.1	WELLSVILLE. 4.4										s 6.15	6.47			
	21.1	LE LOUP. 7.4		2.21		5.43	5.58		12.32		5.54	f 6.07	6.42			
C	17.2	OTTAWA JCT. A.T.& S.F. Cross'g. 2.7		2.13	4.59	s 5.33	f 5.50		12.27 PM		5.46	5.57 PM	6.34 PM			
C	15.8	HU. Mo. Pac. Crossing. 3.4														
	3.6	RICHTER. 4.2														
C	0	POMONA. 4.2		2.03		5.17	5.40				5.34					
C	9.3	QUENEMO. 7.8		2.00		5.13	5.36				5.30					
C	11.1	MELVERN. 6.7		1.53	4.40	5.05	5.29		Via Third District		5.22	Via Third District.	Via Third District.			
	16.8	OLIVET. 1.4		1.47		4.57	5.23				5.14					
B	21.1	RIDGETON. 6.1														
C	21.1	LEBO. 7.9		1.41	4.29	4.49	5.16				5.07					
	15.3	NEOSHO RAPIDS. 5.5		1.34		4.41	5.09				4.59					
	0	WIGGAM. 4.2														
C	15.8	M.K.T. Crossing. N.R. JCT. 1.1	3 Tracks	1.25	4.13	4.30	5.00				4.49					
C		**EMPORIA.**		1.20 AM	4.10 AM	4.25 AM	4.55 AM				4.45 PM					
		(112.1)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
		Average speed per hr.		56.0	61.1	43.3	51.7	29.1	54.2	39.3	49.8	33.1	42.1	29.1	26.2	39.3

AUTOMATIC BLOCK SYSTEM — DOUBLE TRACK

Trains must keep to the left between N.R. Jct. and Olathe, unless otherwise provided.

Third main track between Holliday and Turner designated as Track No. 3. Fourth main track between Morris and Turner designated as Track No. 4. Trains have no time table superiority on these tracks and will use same only as authorized by train order. Manual Block Rules govern. Train order signal at Morris governs movement of trains on Track No. 3 and eastward movements of trains on Track No. 4 only. Home signals on Tracks Nos. 3 and 4 have no distant signals governing the approach thereto.

Third main track between Emporia and N.R. Jct. designated as Track No. 3. Westward trains will use this track as authorized by signal indication at N.R. Jct. Eastward trains as authorized by hand signal from switch tender at Constitution St., Emporia.

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

Trains between A.T.& S.F. Jct. and Kansas City Union Station will be governed by Kansas City Terminal Ry. Co. Rules and Regulations.

Capacity of Sidings in 50 ft. Cars.	WESTWARD. First Class. 211 The Tulsan. Leave Daily.	49 Motor. Leave Daily.	47 Oil Flyer. Leave Daily.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 76. June 8, 1947. STATIONS.	Ruling Grade Ascending.	Distance from Kansas City.	Communications	EASTWARD. First Class. 212 The Tulsan. Arrive Daily.	48 Motor. Arrive Daily.	50 Oil Flyer. Arrive Daily.
	PM 6.15	AM 7.45	AM 12.40	W Y	0	OTTAWA JCT. — 0.9 — (DOUBLE TRACK)	34.4	56.9	C	PM 12.27	PM 5.57	PM 6.34
	s 6.20 (50)	s 7.55	s 1.00	W F	17.5	**OTTAWA.** — 0.2 — (DOUBLE TRACK)	0	57.8	C	s12.24	s 5.52	s 6.20 (211)
					37.0	Mo. Pac. Crossing. — 3.8 —	35.6	58.0				
70	6.25	8.03	1.07		26.8	B.N. JCT. — 5.0 —	16.6	61.8	B	12.16	5.39	6.14
57	6.30	s 8.11	1.13		29.3	PRINCETON. — 6.2 —	24.1	66.8	C	12.12	s 5.32	6.10
68	6.37	s 8.21	f 1.23		42.2	RICHMOND. — 9.3 —	37.0	73.0	C	12.07 PM	s 5.22	6.05
					0	Mo. Pac. Crossing. — 0.1 —	29.9	82.3				
48	6.49	s 8.38	s 1.44	W	37.0	GARNETT. — 8.3 —	37.0	82.4	C	11.57	s 5.06	s 5.53
71	6.57	s 8.50	1.54		37.0	WELDA. — 8.1 —	33.4	90.7	C	11.48	s 4.52	5.43
97	7.04	s 9.02	f 2.04		0	COLONY. — 5.4 —	37.0	98.8	C	11.41	s 4.39	5.36
	7.09	s 9.09	2.10		20.2	CARLYLE. — 4.9 —	37.0	104.2	B	11.35	s 4.28	5.30
					0	Mo. Pac. Crossing. — 0.3 —	11.5	109.1				
92	s 7.17	s 9.19	s 2.30	W	37.0	IOLA. — 7.7 —	37.0	109.4	C	s11.29	s 4.19	s 5.24
82	7.24	s 9.30	s 2.38		37.0	HUMBOLDT. — 4.1 —	27.5	117.1	C	11.21	s 4.02	s 5.14
50	7.28	9.36	2.50		0	ENA. — 4.2 —	37.0	121.2	B	11.16	3.54	5.09
					37.0	M.K.T. Crossing. — 0.8 —	0	125.4				
	s 7.35 PM	s 9.50 AM	s 3.00 AM	WF TY		**CHANUTE.**		126.2	C	11.10 AM	3.45 PM	5.03 PM
	Arrive Daily.	Arrive Daily.	Arrive Daily.			(69.3)				Leave Daily.	Leave Daily.	Leave Daily.
	52.0	33.2	29.7			Average speed per hour.				54.0	31.5	51.3

AUTOMATIC BLOCK SYSTEM

Train 49 will head into the passenger track at Chanute and has no Time Table superiority from the East Switch of this track to the passenger station.

Capacity of Sidings in 50 ft. Cars.	WESTWARD. First Class. 57 Motor.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.		Ruling Grade Ascending.	Distance from Chicago and Atchison.	Communications.	EASTWARD. First Class. 58 Motor.
	Leave Daily.			STATIONS.			Miles.		Arrive Daily.
	AM 7.45	Y	0	**ST. JOSEPH U. S.**	St. Joseph Term. Co.	0	484.2	C	s PM 6.00
		WFT	0	0.3 **TERMINAL YARD.** 0.5		0	484.5	C	
	7.53		0	M.K. JCT. 0.1		0	485.0		5.50
			12.4	TERMINAL JCT. 19.5	C.R.I.& P.Ry.	17.4	485.1		
			17.8	WINTHROP. 0.2		0	504.6		
			0	STATE LINE. 0.2 C.B.& Q. Crossing.	A and E Bdge.Co.	0	504.8		
	s 8.35		34.3	**ATCHISON U. S.** Mo. Pac. Crossing. 0.6		0	505.0	C	s 5.15
	s 8.40	WFT	25.6	ATCHISON F. S. 0.6		0	0.6	C	s 5.07
			58.6	Mo. Pac. Crossing. 5.3		0	1.2		
	f 8.50		0	PARNELL. 2.3		50.9	6.5		f 4.56
17	f 8.53	Y	24.8	HAWTHORNE. 2.0		0	8.8		f 4.52
	s 8.58		68.9	CUMMINGS. 6.0		0	10.8		s 4.48
15	s 9.10		0	NORTONVILLE. 9.2		64.3	16.8	C	s 4.39
34	s 9.25	W	69.9	VALLEY FALLS. 8.9		64.0	26.0	C	s 4.22
	s 9.40		62.4	ROCK CREEK. 4.5		63.4	34.9	C	s 4.09
	s 9.47		63.4	MERIDEN. 10.1		59.3	39.4	C	s 4.01
4	f 10.00	Y	33.4	NORTH TOPEKA. U.P. Crossing. 1.1		0	49.5		f 3.45
	10.05 AM	WFT		**TOPEKA.**			50.6	C	3.40 PM
	Arrive Daily.			(71.4)					Leave Daily.
	30.6			Average speed per hour.					30.6

Trains have no time table superiority and will move at restricted speed between St. Joseph U.S. and M.K. Jct., and will be governed by St. Joseph Union Depot Co. Time Table, Rules and Regulations between St. Joseph U.S. and Monterey Street.

Normal position of switch at M.K. Jct. is for Missouri Division main track.

Be governed by C.R.I.& P. Ry. Co. Time Table, Rules and Regulations between Terminal Jct. and Winthrop.

Trains have no time table superiority and will move at restricted speed between Winthrop and Mo. Pac. crossing 0.6 mile west of Atchison F.S.

Be governed by Bulletin Instructions covering movement over Atchison & Eastern Bridge between Winthrop and Atchison U. S.

Trains using Missouri Pacific main track to Atchison Union Depot Co. Track No. 5, will be governed, eastward by Signal 3308-R, and westward by Signal 3305-R. Switch indicators are located at west crossover switch of A.T.&S.F. main track, and at west end of Depot Track No. 5. When indicators show "clear," they authorize opening of crossover switches. When indicators are in "Stop" position, be governed by Time Table Rule 9, Automatic Interlocking Plant. Missouri Pacific Ry. Crossing between Signal 3305-R and Missouri Pacific main track is not connected with Signal System; be governed by Rules 98, A, B, C and D.

Trains have no time table superiority and will move at restricted speed between M. P. 49 and Topeka.

No switch lights on Atchison District.

Burlington District.

WEST-WARD. Second Class. 79 Mixed.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Distance from B.N. Jct.	Communications	EAST-WARD. Second Class. 80 Mixed.
Leave Daily Ex. Sun.			STATIONS.		Miles.		Arrive Daily Ex. Sun.
AM 9.50			B.N. JCT.		0	B	PM s 4.50
		87.1	7.0	39.6			
s10.10			HOMEWOOD.		7.0		s 4.30
		91.2	2.7	0			
f			RANSOMVILLE.		9.7		f
		83.3	2.9	54.4			
s10.30			WILLIAMSBURG.		12.6	C	s 4.15
		126.0	2.8	146.9			
f			SILKVILLE.		15.4		f
		80.9	3.4	99.8			
s10.45			AGRICOLA.		18.8		s 3.55
		83.4	4.2	102.1			
s11.01			WAVERLY.		23.0	C	s 3.40
		105.3	5.2	45.8			
s11.15			HALL'S SUMMIT.		28.2		s 3.20
		42.8	5.1	83.0			
s11.30			SHARPE.		33.3		s 3.00
PM		92.2	8.3	5.0			
s12.15	W		BURLINGTON.		41.6	C	s 2.35
		0	0.2	0			
			M.K.T. Crossing.		41.8		
		54.4	5.1	61.0			
f			VIVA.		46.9		f
		57.1	5.1	56.7			
12.45 PM	Y		GRIDLEY.		52.0	C	2.00 PM
Arrive Daily Ex. Sun.			(52.0)				Leave Daily Ex. Sun.
17.8			Average speed per hour.				18.3

No. 79 is superior to No. 80.
No switch lights on Burlington District.

Leavenworth District.

WEST-WARD. Second Class. 63 Mixed.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Distance from Wilder.	Communications	EAST-WARD. Second Class. 64 Mixed.
Leave Daily Ex. Sun.			STATIONS.		Miles.		Arrive Daily Ex. Sun.
AM 9.40	Y		WILDER.		0	C	PM s 3.10
		21.1	1.5	0			
s 9.55			U.P. Crossing. K.C.K.V.& W. Crossing.		1.5	C	s 3.00
		30.1	BONNER SPRINGS. 6.0	0			
f10.10			STONE.		7.5		f 2.20
		33.2	4.3	52.8			
f10.25			EAST FAIRMOUNT.		11.8		f 2.05
		0	4.9	55.4			
s10.40			LANSING.		16.7	C	s 1.50
		31.7	1.8	10.6			
s10.50			WADSWORTH.		18.5	C	s 1.20
		52.8	2.2	52.8			
			C.B.& Q. Crossing.		20.7		
		0	1.3	66.0			
11.10 AM	W T		LEAVENWORTH.		22.0	C	1.00 PM
		66.0	11.0	66.0			
			LOWEMONT.		33.0		
		10.9	6.4	66.0			
			POTTER.		39.4		
		66.0	5.9	63.4			
	Y		HAWTHORNE.		45.3		
Arrive Daily Ex. Sun			(45.3)				Leave Daily Ex. Sun.
14.6			Average speed per hour.				10.1

No. 63 is superior to No. 64.
No switch lights on Leavenworth District.

Alma District.

WEST-WARD. Second Class. 95 Mixed.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Distance from Burlingame.	Communications	EAST-WARD. Second Class. 96 Mixed.
Leave Daily Ex. Sun.			STATIONS.		Miles.		Arrive Daily Ex. Sun.
AM 11.15	W Y		BURLINGAME.		0	C	PM 4.35
		58.1	8.5	52.8			
s11.35	W		HARVEYVILLE.		8.5	C	s 4.15
		52.8	4.9	0			
f			BRADFORD.		13.4		f
PM		58.1	4.7	0			
s12.15			ESKRIDGE.		18.1	C	s 3.45
		58.1	7.4	70.0			
s12.45			HESSDALE.		25.5		s 3.20
		52.8	6.7	70.2			
f			ALLENDORPH.		32.2		f
		50.7	1.6	40.6			
1.25 PM	W Y		ALMA.		33.8	C	3.00 PM
Arrive Daily Ex. Sun.			(33.8)				Leave Daily Ex. Sun.
15.6			Average speed per hour.				21.3

No. 95 is superior to No. 96.
No switch lights on Alma District.

Lawrence District.

WEST-WARD. 73 Mixed.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Distance from Lawrence.	Communications	EAST-WARD. 74 Mixed.
Leave Tues., Thurs., Sat.			STATIONS.		Miles.		Arrive Mon., Wed., Fri.
PM 4.00	W Y		LAWRENCE.		0	C	AM 11.00
		42.9	6.5	57.9			
4.20			SIBLEYVILLE.		6.5		10.40
		39.6	3.2	0			
4.30			VINLAND.		9.7		10.30
		85.5	5.7	50.4			
4.55			BALDWIN.		15.4	C	10.15
		65.0	10.8	64.7			
5.20 PM	W Y		A.T.& S.F. Crossing. OTTAWA JCT.		26.2	C	9.50 AM
Arrive Tues., Thurs., Sat.			(26.2)				Leave Mon. Wed., Fri.
			Average speed per hour.				

Nos. 73 and 74 have no Time Table Authority.

No switch lights on Lawrence District.

WESTWARD.

Freight Train Terminals, and Junctions.	61	63	73	79	85	91	93	29	33	35	37	39	41	43	69	99
	Way Freight.	Way Freight.	Mixed.	Mixed.	Way Freight.	Way Freight.	Way Freight.	Fast Freight.	Cal. Tex. Okla. Fast Frt.	Kansas Mdse.	Okla.-Texas Freight.	Okla.-Texas Fast Frt.	Colo. Kans. Okla. Fast Frt.	No. Cal. Fast Freight.	So. Kans. Fast Freight.	KC Clovis Freight.
STATIONS.	Leave Daily.	Leave Daily Ex. Sun.	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
KANS. CITY, KANS. (Argentine.)	AM 9.00	AM 8.30			AM 7.00	PM 10.15			PM 11.00	PM 7.40	PM 7.30	AM 10.00	AM 8.15	PM 12.01	PM 7.30	AM 11.59
HOLLIDAY.	9.45	9.25	— PM —			11.00									7.55	
LAWRENCE.	11.10		4.00													
OTTAWA JCT.			5.20												9.45	
OTTAWA.			5.25	— AM — 9.35	10.30											
B.N. JCT.			— PM —	9.50												
CHANUTE.				— AM —	— PM —										— AM —	
ST. JOSEPH.					4.40 PM			— PM — 5.45							12.45 — AM —	
ATCHISON F. S.								7.00								
LEAVENWORTH.		11.10					— AM —									
TOPEKA.	— PM — 4.00 PM	— AM —				2.30 AM	8.00	9.15 10.00	— AM —	— AM —		— PM —				
EMPORIA.							11.35 AM	12.40 AM	3.00 AM	11.30 PM	11.00 PM	1.00 PM	11.45 AM	4.30 PM		4.45 PM
	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.

EASTWARD.

Freight Train Terminals, and Junctions.	62	64	70	74	80	92	94	30	32	34	36	38	40	42	86
	Way Freight.	Way Freight.	Fast Freight.	Mixed.	Mixed.	Way Freight.	Way Freight.	St. Joseph Stock.	Chicago Fast Frt.	So. Calif. Chicago Fast Frt.	Fast Freight.	Fast Freight.	Texas-Chicago Fast Frt.	Colo.-Chicago Fast Frt.	Southern Kansas Freight.
STATIONS.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
KANS. CITY, KANS. (Argentine.)	PM 9.00	PM 4.15	AM 10.30			AM 8.00			PM 10.00	PM 5.00	PM 1.00 — PM —	PM 10.00	AM 6.30	AM 6.45	AM 4.45
HOLLIDAY.	5.00	3.30		— AM —		7.30									4.15
LAWRENCE.	3.05			11.00											
OTTAWA JCT.				9.50	— PM —										12.25 — AM —
OTTAWA.			7.00	9.45 — AM —	5.10										
B.N. JCT.					4.50 — PM —										
CHANUTE.			4.00 — AM —					— AM —							9.30 — PM —
ST. JOSEPH.								7.30							
ATCHISON F. S.								6.15							
LEAVENWORTH.		1.00 — PM —					— AM —								
TOPEKA.	1.00 — PM —					3.30 — AM —	7.30	2.30 — AM —							
EMPORIA.							4.30 AM	11.00 PM	5.00 PM	11.00 AM	8.45 AM	6.15 PM	2.15 AM	2.45 AM	
	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Mon., Wed., Fri.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

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

Rules Nos. 5, 10(A), 10(f), 15, 86, 95, 97, 103(A), 104(A), 204, 210, 221, 360, 384, 632, 701, 705, 706, 711 and 872 of the Rules and Regulations, Operating Department, Revised 1927, are amended, or superseded, by the following:

Rule No. 5. First paragraph is amended to read: Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving times. The time applies at the first siding switch where an opposing train clears; where there is no such switch, it applies at the station.

Rule No. 10(A). Superseded by the following: A yellow flag, yellow disc lettered "Slow," or a yellow light will be placed at least one mile in advance of where reduced speed applies on temporary reduced speed locations, at the end of which a green flag, green disc or green light will be placed, which rear of train will pass before speed shall be increased. Reduced speed limit shall be 15 miles per hour unless otherwise specified by train order or bulletin.

A yellow board, with black numerals on the track side to indicate the speed limit for passenger trains and on the field side to indicate the speed limit for freight trains, will be placed at least 2500 feet in advance of where reduced speed applies on permanent reduced speed locations, at the end of which a green board will be placed, which rear of train will pass before speed shall be increased. There may be more than one yellow board in advance of green board, in which case the reduced speed limits shown on each yellow board shall be observed in succession until a green board is passed.

Where permanent intertrack slow speed and resume speed boards are placed for lefthand running, the upper numerals on the yellow boards between tracks will indicate the speed limit for passenger trains and the lower numerals the speed limit for freight trains.

Rule No. 10(f). Red is substituted for purple as stop indication for dwarf signal.

Rule No. 15. Amended by adding: Restricted speed must be observed for a distance of one mile from point of explosion.

Rule No. 86. Amended by adding: Where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior trains sufficiently to give clear signal indication in the rear.

Rule No. 95. Amended by adding: On double track, the dispatcher may authorize sections of a schedule at initial stations by Clearance Card, Form 902.

Rule No. 97. Amended by adding: On double track the dispatcher may authorize the running of extra trains, except work extras, by Clearance Card, Form 902.

Rule No. 103(A). The second paragraph is cancelled.

Rule No. 104(A). First paragraph is amended to read: At meeting or passing points the employe attending the switch must not unlock derail or main track switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed. When complying with Rule S-89(A), after lining and locking switch, he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

Rule No. 204. Amended by adding: Additional copy of all train orders and clearance cards shall be furnished for delivery to rear brakeman.

Rule No. 210. Second paragraph is amended to read: Enginemen must show train orders and clearance cards to firemen, and when practicable, to head brakeman; conductors, when practicable, must show them to the brakemen. Brakemen and firemen are required to read orders, see that the information shown on the clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

Rule No. 221. The second paragraph is cancelled.

Rule No. 360. Amended by adding: Station announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

Rule No. 384. First paragraph is amended to read: They must not take loaded cars without the waybills or take waybills without the freight or cars, unless authorized to do so by trainmaster. A conductor's waybill (Form 1854) must be made for car loads and less car loads in accordance with instructions printed on the form or issued by the auditor.

Rule No. 632. Superseded by the following: In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used, the pressure should be momentarily released every fifteen minutes.

Rule No. 701. Red is substituted for purple as stop indication for dwarf signal.

Rules Nos. 705 and 706. Amended by adding: Where switch indicators are used, employes will be governed by indicators before fouling circuit or changing main track switch. Indication displayed by switch indicators does not relieve trainmen or enginemen from protecting their train as provided for by the rules.

Rule No. 711. Superseded by the following: Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules, and do not dispense with the use or the observance of other signals, whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

Rule No. 872. Last two paragraphs are amended to read: When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

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1. SPECIAL RULES AND FACILITIES.

1(A) SWITCHES—AUTOMATIC BLOCK TERRITORY.

On single track in automatic block territory where main track switches are not equipped with switch indicators, trains or engines in clear on sidings or other tracks will not foul main track until the indications of main track signals in both directions have been observed.

If signals governing moves in either or both directions display a Stop or Proceed at Restricted Speed indication, and there is no evidence of an approaching train, switch must be reversed and after waiting five minutes, train or engine may proceed, being governed by Rule 830-A.

When heading out through a spring switch, the same practice must be observed, except that after the lead wheels have fouled the circuit, spring switch must be returned to normal position.

This does not apply to signals governing movements in the opposite direction if an opposing train has been met and is still occupying the circuit.

Dwarf head out signals located at end of siding on double track at certain non-interlocked stations are track-controlled. At certain non-continuous offices signals are changed to track-controlled during period offices are closed. Under either such circumstances, if the indication of such signal is stop when a train is ready to leave siding and there is no apparent reason for that indication, main track switch should be opened and after waiting five minutes train may proceed, protecting as provided by Rule 99. When heading out through a spring switch the same practice will govern except that after lead wheels have fouled circuit, spring switch must be restored to normal.

1(B). RAILROAD CROSSINGS AT GRADE.

TOPEKA—A.T.& S.F. Second Street. Interlocking plant.

OSAGE CITY—Mo. Pac. 0.3 mile east of station. Interlocking plant.

OTTAWA JCT.—A.T.& S.F. Interlocking plant. Maximum speed Second Dist. passenger trains sixty miles per hour, Lawrence Dist. trains twenty miles per hour.

HU—Mo. Pac. Interlocking plant.

N.R. JCT.—M.K.T. Interlocking plant.

OTTAWA—Mo. Pac. 0.2 mile west of station. Automatic interlocking plant. Maximum speed twenty 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 miles per hour.

CHANUTE—M.K.T. 0.8 mile east of station is protected by electric locked gate set normally across M.K.T. track. When gate is normal and signal indicates proceed, may proceed at speed not to exceed forty miles per hour.

ATCHISON U.S.—C.B.& Q. is protected by gate set normally across C.B.& Q. track. When gate is normal, may proceed at speed not to exceed ten 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 miles per hour.

NORTH TOPEKA—U.P. Interlocking plant. Maximum speed twenty miles per hour.

BONNER SPRINGS—U.P. and K.C.K.V.& W. 0.1 mile east of station Interlocking plant. Maximum speed ten miles per hour.

LEAVENWORTH—C.B.& Q. 1.3 mile east of station. 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.

1(C). JOINT TRACK FACILITIES.

KANSAS CITY—A.T.& S.F. Jct. A.T.& S.F. trains will use Kansas City Terminal Ry. Co. tracks between Union Station and A.T.& S.F. Jct.

1(C). JOINT TRACK FACILITIES—(Cont'd).

ST. JOSEPH—A.T.& S.F. trains will use St. Joseph Union Depot Company tracks between St. Joseph U.S. and Monterey Street, 0.2 mile west of Union Station, and St. Joseph Terminal Ry. Co. tracks between Monterey Street and M.K. Jct.

TERMINAL JCT.—WINTHROP. A.T.& S.F. trains will use C.R.I.& P. Ry. Co. tracks between Terminal Jct. and Winthrop.

ATCHISON—A.T.& S.F. trains will use tracks of Atchison and Eastern Bridge Co. between Winthrop and west end of bridge. Will use tracks of Atchison Union Depot Co. between west end of bridge and Mo. Pac. crossing at Atchison U.S., and Mo. Pac. main track between Mo. Pac. crossing and crossover to A.T.& S.F. main track 384 feet west of Mo. Pac. crossing. C.R.I.& P. trains will use A.T.& S.F. main and yard tracks between Atchison U.S. and Atchison yards and will be governed by A.T.& S.F. Time Table, Rules and Regulations.

1(D). STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED. SEE RULE 83(A).

STATION	DESIGNATED TRAINS
Topeka	Other than First District First Class.
Emporia—Emporia Yard	Originating or terminating either place.
Argentine	Originating or terminating.
Chanute—Chanute Yard	Originating or terminating either place.

Following trains will register by Form 903:

Holliday	First Dist.
Emporia	All trains except originating or terminating.
Ottawa	Nos. 211 and 212.
Terminal Yard	First class.
Chanute	Nos. 47, 50, 211 and 212.

Conductors of freight trains will make Form 903 and leave at each office of communication where train is changed, except register stations. Operators will transmit promptly to train dispatcher.

1(E). TRAINS MUST SECURE CLEARANCE CARDS BEFORE LEAVING ORIGINATING STATIONS, EXCEPT:

Holliday..... Eastward first class from First Dist.

Westward trains must secure clearance cards at Ottawa, Atchison F.S. and all trains at Leavenworth during assigned hours of operator.

1(F). CURRENT OF TRAFFIC.

On double track trains will run as prescribed by Rule D-152.

Movement of trains will be supervised by 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.

1(G). .....

1(H). TRAFFIC REVERSAL.

Movement of trains between Interlocking Olathe and Interlocking 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.)

1(I). .....

1(J). FIXED SIGNALS.

Permanent reduced speed signals and yard limit boards governing trains between Turner and Olathe 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 Ridgeton, LeLoup and Mile Post 46, and east of Mile Post 53.5, where signals are placed between tracks.

Temporary reduced speed signals are placed as above, except where more than two tracks parallel, at which locations they are placed to the right of the track they govern.

2. MAXIMUM SPEED FOR TRAINS.

LOCATION	MILES PER HOUR			
	Light Engines Forward	All Engines Backward	Passenger	Freight and Mixed
First District	40	25	90	60
Second District	40	25	90	60
Third District	40	25	90	60
Atchison District	35	20	45	35
Lawrence District	30	20	35	30
Leavenworth District	30	20	30	30
Alma District	25	15	30	25
Burlington District	25	15	25	25
FIRST DISTRICT.				
Curve, M.P. 0.0 to 0.2			15	15
Curve, M.P. 0.7 to 0.9			75	.....
2 Curves, M.P. 2.8 to 3.3			65	55
Curve, M.P. 3.7 to 3.9			75	.....
Curve, M.P. 6.3 to 6.5			80	.....
Curve, M.P. 8.8 to 9.3			70	.....
Curve, M.P. 15.1 to 15.2			85	.....
4 Curves, M.P. 15.3 to 16.8			80	.....
3 Curves, M.P. 18.3 to 19.0			70	55
Curve, M.P. 19.3 to 19.5			70	.....
Curve, M.P. 23.4 to 23.6			65	55
Curve, M.P. 24.6 to 24.8			75	.....
Curve, M.P. 25.2 to 25.4			65	50
Curve, M.P. 25.7 to 25.9			60	50
2 Curves, M.P. 26.2 to 26.3			30	30
M.P. 26.5 to 27.1 (Lawrence)			30	30
2 Curves, M.P. 27.1 to 27.4			35	25
2 Curves, M.P. 28.7 to 30.3			80	.....
2 Curves, M.P. 34.3 to 34.7			65	.....
2 Curves, M.P. 34.8 to 35.2			55	55
2 Curves, M.P. 36.9 to 37.3			60	.....
2 Curves, M.P. 37.4 to 37.8 (Lecompton)			65	.....
Curve, M.P. 48.8 to 48.9			75	.....
Curve, M.P. 49.7 to 49.9			70	55
Curve, M.P. 51.1 to 51.2			85	.....
Viaduct, 52-A, to Tenth Street (Topeka)			20	20
Curve, M.P. 58.9 to 59.1			80	.....
Curve, M.P. 59.8 to 60.0			75	.....
Curve, M.P. 60.3 to 60.6			85	.....
7 Curves, M.P. 61.0 to 62.8 (Wakarusa)			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			70	55
Curve, M.P. 65.0 to 65.3			75	.....
2 Curves, M.P. 66.5 to 67.2			45	45
Curve, M.P. 67.5 to 67.6			60	45
Curve, M.P. 67.7 to 67.8 (Carbondale)			65	55
Curve, M.P. 68.2 to 68.8			85	.....
Curve, M.P. 69.0 to 69.4			65	55
2 Curves, M.P. 69.8 to 70.9			80	.....
Curve, M.P. 75.1 to 75.3			80	.....
2 Curves, M.P. 76.0 to 77.1 (Burlingame)			65	55
Curve, M.P. 84.0 to 84.4			65	50
Mo. Pac. Crossing to west siding switch (Osage City)			40	40
Curve, M.P. 88.5 to 88.9			65	55
Curve, M.P. 89.5 to 90.2			80	.....
Curve, M.P. 93.7 to 94.0			80	.....
Curve, M.P. 96.1 to 96.4			75	.....
2 Curves, M.P. 97.8 to 98.3			55	50
3 Curves, M.P. 107.3 to 110.3			65	55
Curve, M.P. 110.8 to 111.0			15	15
N.R. Jct. to M.P. 112.3			20	20
SECOND DISTRICT.				
Curve, M.P. 1.6			15	15
4 Curves, M.P. 2.0 to 3.5			60	.....
Curve, M.P. 3.5 to 3.7			55	.....
Holliday and Turner, Track No. 3			45	45
Turner and Morris, Track No. 4			45	30
3 Curves, M.P. 6.7 to 7.7			65	45
Curve, M.P. 8.0 to 8.1			70	45
Curve, M.P. 8.6 to 8.7			80	.....
Curve, M.P. 13.6 to 13.7 (Holliday)			55	35
4 Curves, M.P. 14.0 to 16.0			60	50
3 Curves, M.P. 16.5 to 17.2			45	45
3 Curves, M.P. 17.5 to 18.0			40	40
Curve, M.P. 18.8 to 19.2			55	45
2 Curves, M.P. 20.4 to 21.6			50	40
10 Curves, M.P. 21.8 to 25.3			40	40
M.P. 25.3 to 26.5 (Olathe)			25	25
Curve, M.P. 26.7 to 27.2			65	50
Curve, M.P. 28.1 to 28.9			75	.....
Curve, M.P. 29.4 to 29.6			80	.....
Curve, M.P. 30.4 to 30.8			65	55
Curve, M.P. 31.0 to 31.4 (Clare)			70	.....

2. MAXIMUM SPEED FOR TRAINS—(Cont'd).

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
SECOND DISTRICT—(Cont'd).		
2 Curves, M.P. 34.5 to 35.1, Track No. 2 (Gardner)	50	50
Curve, M.P. 38.5 to 39.1, Track No. 2	70	55
Curve, M.P. 39.8 to 39.5, Track No. 1	75	.....
Curve, M.P. 39.6 to 40.0, Track No. 2 (Edgerton)	65	50
Curve, M.P. 43.4 to 43.9	85	.....
Curve, M.P. 49.3 to 49.6	75	.....
Siding between Ottawa Jct. & HU	25	25
Curve, M.P. 57.2 to 57.5	60	40
2 Curves, M.P. 70.8 to 71.6	85	.....
Curve, M.P. 73.2 to 73.5	85	.....
2 Curves, M.P. 74.2 to 75.1	80	.....
Curve, M.P. 77.5 to 77.9	85	.....
Curve, M.P. 79.9 to 79.6, Track No. 1 (Melvern) Track No. 2	55 75	45 .....
Curve, M.P. 83.6 to 83.4, Track No. 1	55	45
Curve, M.P. 84.6 to 84.4, Track No. 1	75	.....
Curve, M.P. 86.0 to 85.8, Track No. 1	65	55
2 Curves, M.P. 84.3 to 86.0, Track No. 2	75	.....
Curve, M.P. 92.9 to 93.3	85	.....
4 Curves, M.P. 98.0 to 101.4	65	55
Curve, M.P. 105.0 to 105.1	55	50
Siding between Wiggam and N.R. Jct.	30	30
N.R. Jct. to M.P. 112.3	20	20
THIRD DISTRICT.		
Ottawa Jct. to M.P. 58.8	20	20
Curve, M.P. 68.4 to 68.5	80	55
2 Curves, M.P. 75.6 to 76.3	75	.....
Curve, M.P. 76.6 to 76.8	75	50
2 Curves, M.P. 76.9 to 78.0	65	55
Curve, M.P. 78.7 to 79.1	80	.....
2 Curves, M.P. 79.3 to 79.8 (Rock Crusher)	40	40
Curve, M.P. 80.2 to 80.4	75	.....
Curve, M.P. 80.7 to 80.9	80	.....
Garnett, over Mo. Pac. Crossing	15	15
Curve, M.P. 85.0 to 85.6	85	.....
Curve, M.P. 87.2 to 87.5	80	.....
Curve, M.P. 88.3 to 88.7	70	55
Curve, M.P. 105.5 to 105.6	70	55
Curve, M.P. 107.1 to 107.2	80	.....
Iola, over Street Crossings	15	15
Curve, M.P. 122.7 to 123.1	80	.....
Curve, M.P. 123.2 to 123.5	80	50
Chanute, over Street Crossings	25	25
ATCHISON DISTRICT.		
Curves except where further restricted	40	30
Atchison, crossing Missouri River Bridge	15	15
Between Atchison U.S. and West Yard Limit Board	15	15
Hawthorne, over switches	15	15
Between North Topeka and Topeka	15	15
LAWRENCE DISTRICT.		
Lawrence, over street crossings	30	.....
M.P. 3.0 to M.P. 4.0	20	20
Curves, M.P. 6.1 to 6.7	30	25
Curves between Sibleyville and Baldwin	.....	25
LEAVENWORTH DISTRICT.		
Curves except where further restricted	20	20
Stone, over hard surfaced highway	15	15
Between viaduct east and hard surfaced highway west of Wadsworth	15	15
Curves between C. B. & Q. crossing and west end Leavenworth Yards	15	15
Between Leavenworth and Hawthorne, except where further restricted	20	20
Curves between Leavenworth and Hawthorne	15	15
ALMA DISTRICT.		
Curves, except where further restricted	20	20
M.P. 32.5 to 33.9 (Alma)	15	15
BURLINGTON DISTRICT.		
Curves M.P. 41.0 to Gridley	20	20

2(A). SPEED REGULATIONS, PASSENGER TRAINS.

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 engineman 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.

2(B). MAXIMUM SPEED OF ENGINES.

Maximum speed covering following classes of engines where not otherwise restricted. Where other restrictions 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 Inches	Miles Per Hour	MILES PER HOUR	
			Light Engines Forward	All Engines Backward
Diesel Engines 1-21, Incl., 50-56 Incl.	.....	100	40	40
Diesel Engines 100 to 157 and 169 to 182, Inclusive	40	65	40	40
Diesel Engines 158 to 168, Inclusive and 90	40	95	40	40
Motors M-105 to M-189, Inclusive	.....	60	60	25
Motor M-190	.....	80	60	25
542-1400-1452-1480-1550 Classes	73	90	40	25
1226-1270 Classes	73	90	40	25
1400-1452 Classes	79	100	40	25
1309-1337 Classes	73	90	40	25
3400 Class	74	90	40	25
3400-3450 Classes	79	100	40	25
3460 Class	84	100	40	25
3500 Class	73	90	40	25
3700 Class	69	70	40	25
2900-3776 Classes	80	90	40	25
3751-3765 Classes	80	90	40	25
900-1600 Classes	57	35	35	20
1014-1050 Classes	69	50	40	25
1800 Class	69	60	40	25
2507 Class	63	60	40	25
2535 Class, except 2535	55	40	35	20
3100 Class	57	45	35	20
3160-4000 Classes	63	60	40	25
3800-3900 Classes	63	50	40	25
Engines 4101, 4103, 4111, 4112 and 4114	63	50	40	25
Other 4101 Class	63	60	40	25
Engines 4193-4199, Inclusive	63	50	40	25
5000	69	60	40	25
5001 Class	74	60	40	25
5011 Class	74	60	40	25
Diesels 400-450 Classes	.....	30	30	30
Other Diesel Yard Engines	.....	35	35	35
All other engines	.....	20	20	20

2(C). MAXIMUM SPEED OVER SUBMERGED TRACK.

Diesel-electric engines and gasoline-electric cars shall not be operated, either by towing or using traction motors for power, through water having depth over rail greater than shown below:

Type of Engine or Car.	Depth of Water	
	New Wheels	Worn Wheels
Passenger Diesels	4 in.	3 in.
Freight Diesels, including those geared for passenger service.	6 in.	5 in.
44-ton Yard Diesels	3 in.	2 in.
Other Yard Diesels	6 in.	5 in.
Gasoline-Electric Cars	4 in.	3 in.

Maximum speed of Diesel engine or gasoline-electric motor car towed or operated through water, three miles per hour.

Steam engines and passenger cars equipped with roller bearings will not be run through water nine inches or more over rail; lightweight air conditioned passenger cars, eight inches or more over rail; and heavyweight air conditioned passenger cars not equipped with roller bearings, one foot or more over rail. When so operated, speed shall not exceed five miles per hour. This does not modify Rule 317-A, Operating Department.

2(D). ENGINES BREAKING IN.

Must be run at a speed specified by Master Mechanic, Road Foreman of Engines or Roundhouse Foreman.

2(E). DEAD ENGINES.

Dead engines must not be moved with side rods down or any driver suspended without special instructions.

Trains handling Diesel road engines dead in train must not exceed ninety miles per hour; Diesel yard engines, thirty miles per hour; gas-electric and Diesel motor cars, sixty miles per hour; other dead engines, twenty miles per hour.

2(F). STEAM WRECKING CRANES, ETC.

Trains handling wrecking outfits, derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear must not exceed twenty four miles per hour on First, Second, Third, Atchison, Lawrence and Leavenworth Districts, on other Districts twenty miles per hour. Such equipment must not be moved in any train except on authority of Trainmaster. Argentine Wrecker restricted to fifteen miles per hour on curves.

2(G). SPRING SWITCHES, TURNOUTS AND CROSSOVERS.

In heading in or out over the following spring switches, turnouts and crossovers, trains or engines must not exceed indicated speeds. On other main track turnouts and crossovers not listed herein, trains or engines must not exceed fifteen miles per hour. On all other turnouts or crossovers trains or engines must not exceed ten miles per hour. Trailing movements through spring switches must not be reversed until switch has been properly lined.

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

STATION	TYPE	LOCATION	MILES PER HOUR Passenger	MILES PER HOUR Freight and Mixed
DeSoto	S	East end of yard track	25	20
Lawrence	S	West end siding	15	15
Topeka	S	West end of yards	15	15
	S	West end siding	15	15
Pauline	S	West end siding	15	15
Carbondale	S	West end siding	15	15
Burlingame	S	East end siding	15	15
Osage City	S	West end siding	15	15
Reading	S	West end siding	15	15
Turner	I	Crossovers	30	20
Morris	I	Turnout west end track No. 4 and crossovers	30	20
Holliday	I	Crossover between main tracks at tower	30	20
		Turnout track No. 3 and crossovers west of tower	40	30
Craig	I	Crossovers	40	30
Olathe	I	Interlocked switches west of station	40	30
	I	Both ends of siding east of station	30	20
	S	West end westward siding	25	20
Edgerton	I	East end westward and west end eastward sidings	30	20
Ottawa Jct.	I	Crossovers west of station	30	20
	I	East end sidings	30	20
HU.	I	Turnout and crossover	30	20
Quenemo	I	East end westward siding	30	20
	S	West end westward siding	25	20
Melvern	S	East end eastward siding	25	20
	S	West end Middle Siding to Westward Main Track		
Ridgeton	S	East end siding	25	20
	I	West end siding	30	20
Lebo	I	East end westward and west end eastward sidings	30	20
	S	East end eastward and west end westward sidings	25	20
Wiggam	I	Turnout and crossover	30	20
N.R. Jct.	I	West end siding and crossovers	30	20
Merrick	I	Crossovers	30	20
Ottawa	S	End of double track M.P. 57.9	25	20
Chanute	I	Freight lead 0.8 mile east of station	30	20

Trains or engines moving against the points of spring switches at Olathe, Quenemo, Melvern, Ridgeton and Lebo must not exceed twenty-five miles per hour.

3. YARD LIMITS.

Lawrence.
Topeka (includes North Topeka.)
Burlingame (Alma District only).
Argentine (includes Turner).
Morris Track 4 only.
Holliday.
Olathe.
Ottawa Jct. (Includes Ottawa)
Emporia (includes N.R. Jct. and Merrick.)
Garnett.
Iola.
Humboldt.
Chanute.
Atchison.
St. Joseph (Includes Terminal Yard.)
Wilder (Leavenworth Dist. only—Includes Bonner Springs).
Leavenworth.
Gridley.

3(A). MOVEMENTS AGAINST CURRENT OF TRAFFIC.

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

4. BULLETIN BOOKS.

Kansas City	Trainmaster's Office, Union Station.
Argentine	Yard and Roundhouse Offices.
Chanute, Emporia	Yard, Roundhouse and Telegraph Offices.
Topeka	Yard and Roundhouse Offices.
Ottawa	Passenger Station and Roundhouse Office.
Atchison	Freight Station.
Burlingame	Passenger Station.

5. STANDARD CLOCKS.

Topeka, Argentine	Yard and Roundhouse Offices.
Kansas City, St. Joseph	Union Station Telegraph Offices.
Emporia	Telegraph, Yard and Roundhouse Offices.
Ottawa	Telegraph Office.
Chanute	Telegraph and Yard Offices.
Terminal Yard	Yard Office.
Atchison	Freight Station.

6. STANDARD THERMOMETERS.

Topeka.
Argentine.
Holliday.
Ottawa Jct.
HU.
Emporia.
Ottawa.
Gridley.
Atchison.
Alma.

7. OVERHEAD OBSTRUCTIONS.

It is dangerous to stand erect upon cars, and especially those of extraordinary height, while passing over, through or under the following named structures (See Rule 310):

Mile Post	Bridge Number	Name
		FIRST DISTRICT.
.....	.....	De Soto, Highway Viaduct, Ordnance Plant Track.
51.7	51-B	Topeka, Pedestrian Viaduct.
94.9	94-C	Marais des Cygnes River.
		SECOND DISTRICT.
34.6	34-B	Highway Viaduct.
45.4	45-A	Highway Viaduct.
79.7	79-B	Highway Viaduct.
79.8	79-C	Highway Viaduct.
92.5	92-A	Highway Viaduct.
		ATCHISON DISTRICT.
0.2	0-B	Atchison, Highway Viaduct.
25.7	25-C	Delaware River.
48.9	48-A	Soldier Creek.
50.4	50-A	Topeka, Highway Viaduct.
		LEAVENWORTH DISTRICT.
1.2	.....	Bonner Springs—KCKV&W Trolley Wire.
20.7	20-B	Highway Viaduct.
.....	.....	Wadsworth, Highway Viaduct, Boiler House Track.
41.4	41-C	Stranger Creek.
		ALMA DISTRICT.
33.5	33-C	Mill Creek.
		BURLINGTON DISTRICT.
41.1	41-A	Neosho River.

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

Many of the overhead structures on the Kansas City Terminal Railway, and the train sheds, will not clear a man standing on the top of a car. Tell tales are not used in all cases.

8. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
FIRST DISTRICT.		
Potato track	M.P. 13.3	22 cars
Kansas Electric Power Company (spur)	M.P. 30.3	36 cars
Kansas Power and Light Co. (spur)	M.P. 46.8	29 cars
SECOND DISTRICT.		
American Sand Company (spur)	M.P. 7.3	4 cars
Stewart Sand Company (spur)	M.P. 7.9	73 cars
American Sand Company	M.P. 8.0	39 cars
Reno Construction Company (spur)	M.P. 8.7	34 cars
Gravel pit (spur)	M.P. 14.5	34 cars
Spur	M.P. 22.1	30 cars
THIRD DISTRICT.		
Industrial Spur	M.P. 60.0	3 cars
Union Gas Spur	M.P. 61.0	4 cars
Crusher	M.P. 79.4	77 cars
LEAVENWORTH DISTRICT.		
Harvey (spur)	M.P. 10.0	6 cars
Spur	M.P. 43.1	4 cars

9. FLAGGING INTERLOCKING PLANTS.

When an interlocking plant is out of order and the signals cannot be operated and the operator or towerman desires a train or engine to move through the plant, permission may be given verbally or by proceed signal with yellow flag or yellow light, but in such cases some member of crew must precede train or engine and flag over each interlocked switch, derail and railroad crossing protected by such signals.

At automatic interlocking plants when trains or engines find home signal governing movement over railroad crossings displaying stop indication, they must stop short of signal on clearing section and if no evidence of train or engine movement on opposing route a member of crew will proceed to crossing and if at expiration of five minutes from time stopped there is still no evidence of train or engine movements on opposing route he will hand signal his train or engine over the crossing.

Hand release must be operated on plants so equipped before a train or engine is hand signalled over crossing.

10. EMPLOYES RIDING FOOTBOARDS OF ENGINES.

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

11. SPEED TABLE.

Table of train 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

12. 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.

W. S. DICKENSHEETS, Trainmaster.....Emporia, Kans.
L. W. POWELL, Trainmaster.....Emporia, Kans.
W. W. MAXWELL, Chief Dispatcher.....Emporia, Kans.
M. F. KENNEDY, Asst. Chief Dispatcher.....Emporia, Kans.
C. V. DAVIS, Asst. Chief Dispatcher.....Emporia, Kans.

TRAIN DISPATCHERS—EMPORIA, KANSAS.

S. PATTERSON.
A. D. ESTEP.
J. W. WELLS.
L. A. ORMSBY.
A. D. JONES.
F. B. HOSTETTER.
W. D. JONES.
C. J. BARRACLOUGH.
W. K. GAGE.
F. T. McCABE.
J. D. DICKSON.

W. A. GOSSETT, Passenger Trainmaster.....Kansas City, Mo.
H. C. WHITTAKER, Trainmaster.....Argentine, Kans.
H. E. HODGINS, Trainmaster.....Argentine, Kans.
R. M. BRADY, Assistant Trainmaster.....Argentine, Kans.
H. E. PHILLIPS, Assistant Trainmaster.....Argentine, Kans.

A. J. STROBEL, General Watch Inspector.....Topeka, Kansas.

LOCAL WATCH INSPECTORS—EASTERN DIVISION.

J. H. MACE COMPANY.....Union Station.....Kansas City, Mo.
K. E. KLEINMAN.....1100 Grand Avenue.....Kansas City, Mo.
C. C. JONES.....726 Minnesota, Avenue..Kansas City, Kans.
REYNOLDS JEWELRY CO.....Argentine (K.C., Kans.)
E. C. MAXWELL.....St. Joseph.
C. W. RUNYAN.....Atchison.
H. C. BURDICK.....Topeka.
I. N. CASSITY.....Topeka.
S. M. HUNT.....Burlingame.
V. E. UNDERWOOD.....Osage City.
L. G. FORT.....Emporia.
HUGHES-TODD COMPANY.....Emporia.
A. G. MADTSON.....Ottawa.
E. V. CONKLIN.....Chanute.
R. H. SMITH.....Chanute.

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS.

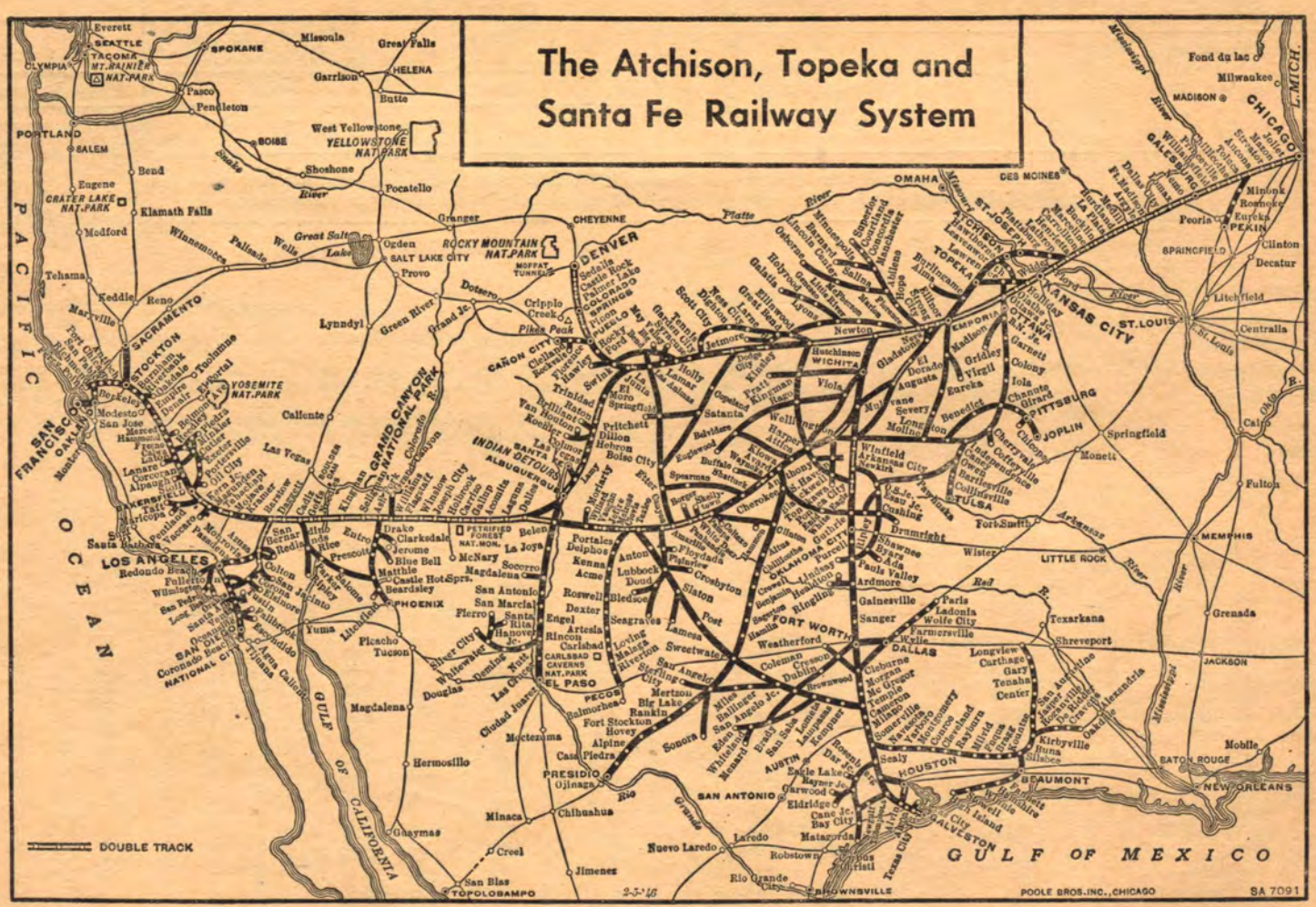
The term "beyond" refers to regular, flag or conditional stops authorized herein.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
2	Wichita to Kansas City		Wichita and beyond
	East of Kansas City		Beyond Kansas City
	Dallas City Stronghurst Williamsfield Toluca Ransom Kinsman Verona Mazon	Beyond Chicago	
5	In Illinois	Kansas City and beyond	Beyond Chicago
17-Super-Chief	Galesburg	Scheduled stops in California	
17-El Capitan	Joliet Streator Chillicothe Galesburg	Scheduled stops in California	
18-Super-Chief	Galesburg		Scheduled stops in California
18-El Capitan	Galesburg Chillicothe Streator Joliet		Scheduled stops in California
19	Joliet Streator Chillicothe Galesburg La Plata Marceline	New Mexico Arizona California	
20	Carrollton Marceline La Plata Galesburg Chillicothe Streator Joliet		California Arizona
23	Chicago to Wellington	Belen and beyond	
24	Wellington to Chicago		Arizona California
28	Edmond	Ponca City and beyond	
50	Olathe		Beyond Chanute

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

E. L.

SANTA FE SAFETY FIRST

Every employe 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.)