L. W. POWELL, Trainmaster.....Emporia, Kansas
G. A. ALEXANDER, Trainmaster.....Emporia, Kansas
W. W. MAXWELL, Chief Dispatcher.....Emporia, Kansas
W. S. DICKENSHEETS, Asst. Chief Dispatcher. Emporia, Kansas
M. F. KENNEDY, Asst. Chief Dispatcher.....Emporia, Kansas

TRAIN DISPATCHERS—EMPORIA, KANSAS

J. W. WELLS	C. J. BARRACLOUGH
L. A. ORMSBY	W. K. GAGE
A. D. JONES	F. T. McCABE
C. F. BEHMER	M. E. SPARKS
F. B. HOSTETTER	D. E. BERGERHOUSE
W. D. JONES	R. L. BANION

E. R. ROBERTSON, Asst. Superintendent.....Argentine, Kans.
W. A. GOSSETT, Passenger Trainmaster.....Kansas City, Mo.
V. K. WOODSIDE, Asst. Passenger Trainmaster..Kansas City, Mo.
H. C. WHITTAKER, Trainmaster.....Argentine, Kans.
H. E. HODGINS, Trainmaster.....Argentine, Kans.
R. N. BRADY, Asst. Trainmaster.....Argentine, Kans.
H. E. PHILLIPS, Asst. Trainmaster.....Argentine, Kans.

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

LOCAL TIME INSPECTORS—EASTERN DIVISION

J. H. MACE COMPANY....Union Station..Kansas City, Mo.
K. E. KLEINMAN....1100 Grand Avenue..Kansas City, Mo.
L. J. WITMER.....721 Minnesota Avenue..Kansas City, Kans.
C. C. JONES.....726 Minnesota Avenue..Kansas City, Kans.
REYNOLDS JEWELRY CO.,
3010 Strong Ave...Argentine (K.C., Kans.)
ROSS LENTZ.....1500 So. 21st..Argentine (K.C., Kans.)
R. S. DEHART.....St. Joseph.
C. W. RUNYAN.....Atchison.
H. C. BURDICK.....Topeka.
H. E. CASSITY.....Topeka.
V. E. UNDERWOOD.....Osage City.
L. G. FORT.....Emporia.
HUGHES-TODD COMPANY.....Emporia.
A. G. MADTSON.....Ottawa.
E. V. CONKLIN.....Chanute.
V. A. WOODRING.....Chanute.
D. C. DODSON.....Moline.
A. J. BENELLI.....Pittsburg.

SURGEONS OF THE A.T.& S.F. HOSPITAL ASSOCIATION.
TOPEKA, HOSPITAL.

DR. R. G. SMITH.....Chief Surgeon.
DR. F. W. BUOOA.....Medical Service.
DR. O. G. ZACHARIAS.....Medical Service.
DR. WILLIAM J. EAST.....Medical Service.
DR. FRANK R. MOORE.....Medical Service.
DR. WARD A. MCCLANAHAN.....Medical Service.
DR. MICHAEL MARCHIGIANO.....Medical Service.
DR. R. L. BRAUNSDORF.....Medical Service.
DR. E. G. KETTNER.....Medical Service.
DR. VERNON FILLEY.....Surgical Service.
DR. ELDON FILLMAN.....Surgical Service.
DR. GEORGE S. HOPKINS.....Surgical Service.
DR. OSCAR PROCTOR.....Surgical Service.
DR. C. E. JOSS.....Surgical Consultant.
DR. JOHN CAVANAUGH.....Surgical Consultant.
DR. O. R. CLARK.....Surgical Consultant.
DR. J. K. CHOY.....Urological Consultant.
DR. B. M. MARSHALL.....Urological Consultant.
DR. CLYDE TREES.....Orthopedic Consultant.
DR. M. E. PUSITZ.....Orthopedic Consultant.
DR. D. B. FOSTER.....Neurologist.
DR. J. L. LATTIMORE.....Laboratory Consultant.
DR. G. FINNEY.....X-Ray Consultant.
DR. GILBERT M. HASSUR.....D.D.S.
DR. B. J. ASHLEY.....Eye Consultant
DR. H. W. POWERS.....Ear, Nose & Throat Consultant.
DR. H. L. KIRKPATRICK.....Ear, Nose & Throat Consultant.
DR. H. L. HARRIS.....Dermatologist.
DR. R. L. SUTTON (Kansas City).....Dermatologist.
DR. G. M. HILL.....Consulting Dentist.
DR. J. C. DEPRIEST (Colored).....Consulting Dentist.
DR. C. R. PRICE (Colored).....Consulting Dentist.
DR. FRANK DICKSON (Kansas City).....Orthopedic Consultant.
DR. C. L. FRANCISCO (Kansas City).....Orthopedic Consultant.
DRS. TEACHENOR AND COBURN (Kansas City).....Neuro Surgeons.

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES
Western District

EASTERN DIVISION

TIME TABLE NO.

83

IN EFFECT

Sunday, January 28, 1951

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

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

W. L. MORE,
General Manager,
Topeka, Kansas.

C. S. CRAVENS,
Asst. General Manager,
Topeka, Kansas.

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

J. F. FENIMORE,
Superintendent,
Emporia, Kansas.

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

Hall 12 50 7000 2233

Timetable 82 eff 2 April 1950
84 3 June 1951

Capacity of Sidings in 50 ft. Cars.	WESTWARD. First Class. 123 The Grand Canyon. Leave Daily.	27 The Antelope. Leave Daily.	11 The Kansas Cityan. Leave Daily.	3 California Limited. Leave Daily.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 83, January 28, 1951. STATIONS.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class. 124 The Grand Canyon. Arrive Daily.	28 The Antelope. Arrive Daily.	12 The Chicagoan. Arrive Daily.	4 California Limited. Arrive Daily.	6 Passenger. Arrive Daily.
	PM 9.52	PM 9.38	PM 5.30	AM 8.19	W	6.4	HOLLIDAY.	0		C	AM 6.05	s 9.42	PM 1.39	PM 9.30	PM 9.50
							3.8								
43	9.58	6 **9.44**	5.35	8.24	Y	0	WILDER.	0	3.7	C	5.55	f 9.32	1.33	9.21	27 **9.44**
							2.3								
41	10.00	9.48	5.37	8.26		0	FRISBIE.	8.9	6.0		5.50	9.28	1.31	9.17	9.42
							5.1								
107	10.05	9.53	5.41	8.31		8.9	DE SOTO.	0	11.1	C	5.42	s 9.20	1.27	9.10	9.36
							5.8								
16	10.10	9.58	5.46	8.36		10.6	WEAVER.	10.6	16.9		5.33	9.07	1.22	9.03	9.30
							2.2								
49	10.12	10.00	5.48	8.38		0	EUDORA.	0	19.1	C	5.30	s 9.03	1.20	9.00	9.28
							4.1								
50	10.15	10.03	5.51	8.41		9.2	NORIA.	0	23.2		5.24	8.57	1.16	8.55	9.24
							3.3								
28	s10.20	s10.15	s5.56	s 28 **8.51**	W Y	10.6	LAWRENCE. YL	10.6	26.5	C	s 5.19	s 3 **8.51**	s 1.12	s 8.50	s9.20
							5.1								
50	10.27	10.22	6.02	8.58		0	LAKE VIEW.	0	31.6		5.09	f 8.37	1.05	8.40	9.11
							5.8								
50	10.34	f10.29	6.08	9.04		0	LECOMPTON.	0	37.4		5.03	s 8.29	1.00	8.34	9.05
							3.8								
65	10.38	10.33	6.11	9.08		5.5	GROVER.	9.0	41.2		4.58	f 8.21	12.57	8.28	9.01
							3.9								
50	10.42	10.37	6.14	9.12		10.6	SPENCER.	21.1	45.1		4.53	f 8.14	12.54	8.23	8.57
							3.1								
32	10.45	10.40	6.17	9.15		7.0	TECUMSEH.	0	48.2		4.48	s 8.08	12.51	8.18	8.53
							4.3								
41	s 27 **10.55**	s 123 **10.50** **11.00**	s6.25	s 9.25 9.30	FWT	26.4	TOPEKA. YL	0	52.6 50.6	C	4.40 s 4.35	8.00 s 7.50	s12.45	8.10 s 8.00	8.45 s8.40
							6.7								
52	11.05	11.11	6.33	9.40		40.9	PAULINE.	49.5	57.3	C	4.27	f 7.37	12.36	7.54	8.32
							5.4								
31	11.11	11.19	6.38	9.46		52.8	WAKARUSA.	50.7	62.7	C	4.20	s 7.27	12.30	7.48	8.26
							5.1								
44	11.17	11.28	6.44	9.52		52.8	CARBONDALE.	44.2	67.8	C	4.13	s 7.17	12.23	7.42	8.20
							3.8								
60	11.21	11.36	6.47	9.56		45.0	SCRANTON.	52.8	71.6	C	4.08	s 7.10	12.20	7.38	8.16
							5.3								
68	11.27	f11.45	6.52	10.03	W Y	52.8	BURLINGAME.	51.6	76.9	C	4.02	s 7.00	12.15	s 7.32	8.10
							7.9								
						10.8	OC Mo. Pac. Crossing.	0	84.8	C					
							0.3								
52	11.36	f11.56 AM	7.00	f10.14	W	52.8	OSAGE CITY.	42.1	85.1		3.53	s 6.46	12.07	s 7.24	8.02
							5.3								
60	11.43	f12.05	7.05	10.22		35.7	BARCLAY.	51.1	90.4		3.47	f 6.34	12.02 PM	7.16	7.55
							6.1								
53	11.49	f12.14	4 **7.10**	10.30		52.8	READING.	39.0	96.5	C	3.41	s 6.25	11.57	11 **7.10**	7.49
							8.3								
49	11.57 AM	12.24	7.19	10.40		49.8	LANG.	57.8	104.8		3.33	6.14	11.50	6.57	7.42
							6.2								
	12.04	12.32	7.26	10.48	Y	5.8	M.K.T. Crossing. N.R. JCT. YL 1.1 (Two Tracks)	15.8	111.0	C	3.25	6.05	11.44	6.50	7.35
	s12.10 AM	s12.40 AM	s7.30 PM	s10.55 AM	FWT		EMPORIA. YL		112.1	C	3.20 AM	6.00 AM	11.40 AM	6.45 PM	7.30 PM
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(113.9)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
	49.5	39.8	56.9	45.3			Average speed per hour.				42.7	32.3	57.5	44.1	50.6

SIGNAL SYSTEM ONE IN EFFECT:
Holliday to Emporia, except Holliday and N.R. Jct. Interlockings.
SIGNAL SYSTEM TWO IN EFFECT:
Holliday and N.R. Jct. Interlockings.
RULE 251 IN EFFECT: N.R. Jct. to Emporia.
RULE 261 IN EFFECT: Eastward trains from Leavenworth District, Wilder to Holliday, as an extra train.
Trains must secure numbered clearance cards before leaving originating stations, except from Leavenworth District at Wilder.

First track south of Eastward main track between crossover at Merchant Street Emporia and N.R. Jct. may be used as follows:
Westward trains on signal indication at N.R. Jct.
Eastward trains on hand signal from switch tender, except movements from track No. 12 may be made when white train departure light located at Congress Street is displayed or authority received from switch tender, or operator at N.R. Jct. Rule 105 applies.

[redacted]

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WESTWARD.

First Class.

19	23	123	27	11	211	7	5	3	17	47	15	21
The Chief.	The Grand Canyon.	The Grand Canyon.	The Antelope.	The Kansas Cityan.	The Tulsan.	Fast Mail Express.	Passenger.	California Limited.	Super Chief.	Oil Flyer.	Texas Chief.	El Capitan.
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.
PM 10.15	PM 9.50	PM 9.30	PM 9.15	PM 5.15	PM 5.10	AM 9.00	AM 8.50	AM 8.00	AM 2.45	AM 2.00	AM 1.50	AM 1.20
10.20	9.55	9.35	9.20	5.19	5.14	9.05	8.55	8.05	2.50	2.05	1.55	1.25
			s9.27							2.09		
10.26	10.01	9.44	9.31	5.24	5.19	9.11	9.01	8.12	2.55	2.12	2.01	1.30
10.32	10.09	9.52 PM	f9.38 PM	5.30 PM	5.25	9.17	9.09	8.19 AM	3.01	2.18	2.07	1.36
										f2.21		
10.47	10.25				5.40	9.33	9.25		3.16	s2.45	2.22	1.51
		Via First District.	Via First District.	Via First District.				Via First District.		2.50		
										f2.55		
11.02	10.39				5.53	9.49	9.39		3.29	f3.00	2.35	2.04
										s3.08		
11.12	10.47				6.02	9.58	9.47		3.37	f3.13	2.43	2.12
11.19	s10.55				6.10 PM	10.05	9.55		3.44	3.22 AM	2.50	2.19
11.28	11.06					10.16	10.06		3.53		2.59	2.28
11.39	11.17				Via Third District.	10.29	10.17		4.03	Via Third District.	3.10	2.38
11.52	11.31					10.45	10.31		4.14		3.21	2.49
11.59 AM	11.39					10.53	10.39		4.21		3.29	2.56
12.10	11.50					11.05	10.50		4.32		3.40	3.07
12.15 AM	s11.55 PM					11.10 AM	s10.55 AM		4.35 AM		s3.45 AM	3.10 AM
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.
56.1	53.9	41.4	34.2	56.4	56.8	51.8	53.9	41.4	61.2	41.5	58.9	61.2

TIME TABLE No. 83, January 28, 1951.

Ruling Grade Ascending	Mile Post.	Fuel, Water, Turn Tables and Wyes.	STATIONS.	
			KANSAS CITY. Union Station.	KCT Ry. Two Tracks
0			1.4	
18.8	1.7	Y	A.T.& S.F. JCT.	
			2.8	
10.4	4.5	FW TY	KANSAS CITY, KS. (Argentine.) YL	
	7.1		2.6	
4.2			TURNER. YL	
4.2	10.3		3.2	4 Tks.
	13.4	W	MORRIS.	
22.3			3.1	3 Tks.
28.2	16.2		HOLLIDAY.	
31.7	19.1		2.8	
			ZARAH.	
21.1	25.9		2.9	
21.1	31.0		CRAIG.	
20.4	34.6	Y	6.8	
			OLATHE. YL	
21.1	39.8	W	5.1	
	45.5		CLARE.	
0	49.9		3.6	
21.1			GARDNER.	
12.0	57.2	W Y	5.2	
	59.9		EDGERTON.	
21.1	67.5		5.6	
5.1	71.8	W	WELLSVILLE.	
17.1	79.6		4.4	
21.1	87.6		LE LOUP.	
21.1			7.3	
18.1	93.8		OTTAWA JCT. A.T.& S.F. Cross'g.	
5.4	101.6		2.7	
21.1	107.1		HU. Mo. Pac. Crossing.	
5.8	111.3	Y	7.6	
	112.1	FW T	POMONA.	
			4.3	
			QUENEMO.	
			7.8	
			MELVERN.	
			8.0	
			RIDGETON.	
			6.2	
			LEBO.	
			7.8	
			NEOSHO RAPIDS.	
			5.5	
			WIGGAM.	
			4.2	
			M.K.T. Crossing. N.R. JCT. YL	
			1.1	
			EMPORIA. YL	
			(112.3)	
			Average speed per hour.	

AUTOMATIC BLOCK SYSTEM — TWO TRACKS

SIGNAL SYSTEM ONE IN EFFECT:
At A.T.& S.F. Jct.

SIGNAL SYSTEM TWO IN EFFECT:
Argentine Interlocking to Emporia.
Except at A.T.& S.F. Jct.

RULE 251 IN EFFECT:
A.T.& S.F. Jct. to Holliday.
Olathe to Emporia.

RULE 261 IN EFFECT:
Holliday to Olathe Main Tracks only.
MP. 8 Interlocking to Morris Tracks 3 and 4 only.

Trains must secure numbered clearance cards before leaving originating stations.

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

Main Track No. 3 between Turner and Holliday is the first track north of westward main track. Main Track No. 4 between Turner and Morris is the second track north of westward main track. Trains have no time table superiority on Track No. 3 between Morris and Holliday. Manual Block Rules govern, and will use this track only as authorized by train order.

First track south of Eastward main track between N.R. Jct. and crossover at Merchant Street Emporia may be used as follows: Westward trains on signal indication at N.R. Jct. Rule 105 applies.

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

Capacity of Sidings in 50 ft. Cars.	Communications.	Ruling Grade Ascending.	TIME TABLE No. 83, January 28, 1951.	EASTWARD First Class												
				24	18	124	28	212	12	8	48	4	6	22	16	20
				The Grand Canyon.	Super Chief.	The Grand Canyon.	The Ante-lope.	The Tulsan.	The Chi-cagoan.	Fast Mail Express.	Oil Flyer.	Cali-fornia Limited.	Passenger.	El Capitan.	Texas Chief.	The Chief.
			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.	AM s 6.15	AM s 5.35	AM s 6.30	AM s 10.20	PM s 1.30	PM s 2.00	PM s 7.00	PM s 8.40	PM s 10.10	PM s 10.15	PM s 11.05	AM s 12.50	AM s 1.50
		47.8	1.4													
		24.2	A.T.& S.F. JCT.	6.05	5.28	6.22	10.12	1.23	1.52	6.52	8.31	9.56	10.07	10.57	12.42	1.42
			2.8													
			KANSAS CITY, KS. (Argentine.) YL	5.57			s10.06				s8.25	s 9.48				
	C		2.6													
	C	0	**TURNER** YL	5.52	5.22	6.15	s 9.58	1.18	1.45	6.44	8.20	s 9.42	9.59	10.52	12.37	1.36
	C	9.7	3.2				s 9.50									
	C	7.8	MORRIS.													
	C		3.1													
		0	HOLLIDAY.	5.42	5.16	6.05 AM	9.42 AM	1.12	1.39 PM	6.38	8.12	9.30 PM	9.50 PM	10.46	12.31	1.30
			2.8								s8.06					
		0	ZARAH.													
	B		2.9													
		0	CRAIG.													
			6.8													
W136 W141	C		OLATHE. YL	5.23	5.00			12.57		6.21	s7.52			10.30	12.16	1.15
		21.1	5.1													
		18.7	CLARE.			Via First District.	Via First District.		Via First District.			Via First District.	Via First District.			
			3.6													
E60	C		GARDNER.								s7.37					
		21.1	5.2													
E136 W107	C		EDGERTON.	5.01	4.46			12.43		6.05	s7.27			10.16	12.04 AM	1.01
		21.1	5.7													
	C		WELLSVILLE.								s7.18					
		21.1	4.4													
			LE LOUP.								f7.11					
		21.1	7.3													
E120 W120	C		OTTAWA JCT. A.T.& S.F. Cross'g.	s4.40	4.31			12.27 PM		5.44	7.03 PM			10.01	11.49	12.46
		17.2	2.7													
E267	C		HU. Mo. Pac. Crossing.													
		15.8	7.6													
	C		POMONA.													
		0	4.3													
W138	C		QUENEMO.													
		9.3	7.8													
E111 EW60	C		MELVERN.	4.18	4.13					5.22				9.43	11.33	12.28
		11.1	6.6					Via Third District			Via Third District.					
			OLIVET.													
		16.8	1.4													
E140	B		RIDGETON.													
		21.1	6.2													
E101 W117	C		LEBO.	18 4.00	24 4.00					5.07				9.30	11.20	12.15 AM
		21.1	7.8													
E19			NEOSHO RAPIDS.													
		16.3	5.5													
W440			WIGGAM.													
		0	4.2													
	C		M.K.T. Crossing. N.R. JCT. YL	3.35	3.44					4.49				9.14	11.04	11.59
		15.8	1.1													
	C		**EMPORIA.** YL	3.30 AM	3.40 AM					4.45 PM				9.10 PM	11.00 PM	11.55 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 hour.	40.8	58.5	31.4	20.7	54.2	37.4	49.8	35.9	19.6	31.4	58.5	61.2	58.4

AUTOMATIC BLOCK SYSTEM — KCT Ry. — Two Tracks — 4 Tks. — 3 Tks. — TWO TRACKS.

SIGNAL SYSTEM ONE IN EFFECT:
At A.T.& S.F. Jct.

SIGNAL SYSTEM TWO IN EFFECT:
Emporia to and including Argentine Interlocking.
Except at A.T.& S.F. Jct.

RULE 251 IN EFFECT:
Emporia to Olathe.
Holliday to A.T.& S.F. Jct.

RULE 261 IN EFFECT:
Olathe to Holliday Main Tracks only.
Morris to MP. 8 Interlocking Tracks 3 and 4 only.

Trains must secure numbered clearance cards before leaving originating stations, except eastward first class from First District at Holliday.

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

Main Track No. 3 between Holliday and Turner is the first track north of westward main track. Main Track No. 4 between Morris and Turner is the second track north of westward main track. Trains have no time table superiority on Track No. 3 between Holliday and Morris. Manual Block rules govern and will use this track only as authorized by train order.

First track south of Eastward main track between crossover at Merchant Street Emporia and N.R. Jct. may be used as follows:

Eastward trains on hand signal from switch tender, except movements from track No. 12 may be made when white train departure light located at Congress Street is displayed or authority received from switch tender, or operator at N.R. Jct. Rule 105 applies.

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

SIGNAL SYSTEM ONE IN EFFECT:

Ottawa Jct. to Chanute. Except Ottawa Jct. Interlocking.

SIGNAL SYSTEM TWO IN EFFECT:

Ottawa Jct. Interlocking.

RULE 251 IN EFFECT:

Ottawa Jct. to Ottawa.

Trains must secure numbered clearance cards before leaving originating stations. Westward trains must secure clearance card at Ottawa when operator on duty.

Capacity of Sidings in 50 ft. cars.	WESTWARD. First Class. 211 The Tulsan. Leave Daily.	WESTWARD. First Class. 47 Oil Flyer. Leave Daily.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 83, January 28, 1951. STATIONS.	Ruling Grade Ascending.	Mile Post.	Communications	EASTWARD. First Class. 212 The Tulsan. Arrive Daily.	EASTWARD. First Class. 48 Oil Flyer. Arrive Daily.
	PM 6.10	AM 3.22	WY	0	OTTAWA JCT. YL (TWO TRACKS)	34.4	57.2	C	PM 12.27	PM 7.03
	s 6.14	s 3.25 3.35	FW	17.5	0.9 OTTAWA. YL 0.3	0	58.1	C	s12.24	s 7.00 6.40
				37.0	Mo. Pac. Crossing. 3.8	35.6	58.4			
70	6.21	3.43		26.8	B.N. JCT. 5.0	16.6	62.2	B	12.16	6.32
57	48 6.26	f 3.48		29.3	PRINCETON. 6.1	24.1	67.2	C	12.12	s 211 6.26
68	6.32	s 3.58		42.2	RICHMOND. 9.4	37.0	73.3	C	12.07 PM	s 6.17
				0	Mo. Pac. Crossing. 0.1	29.9	82.7			
48	s 6.44	s 4.18	W	37.0	GARNETT. YL 8.2	37.0	82.8	C	s11.57	s 6.03
71	6.52	s 4.28		37.0	WELDA. 8.1	33.4	91.0	C	11.48	s 5.50
97	6.59	s 4.40		0	COLONY. 5.4	37.0	99.1	C	11.41	s 5.40
	7.04	f 4.48		20.2	CARLYLE. 4.9	37.0	104.5	B	11.35	s 5.31
				0	Mo. Pac. Crossing. 0.3	11.5	109.4			
92	s 7.12	s 5.09	W	37.0	IOLA. YL 7.7	37.0	109.7	C	s11.29	s 5.23
82	7.20	s 5.20		37.0	HUMBOLDT. YL 4.2	27.5	117.4	C	11.20	s 5.08
	7.24	5.30		0	ENA. 4.1	37.0	121.6		11.15	5.00
				37.0	M.K.T. Crossing. 0.8	0	125.7			
	s 7.30 PM	s 5.45 AM	FW TY		CHANUTE. YL		126.5	C	11.10 AM	4.55 PM
	Arrive Daily.	Arrive Daily.			(59.3)				Leave Daily.	Leave Daily.
	51.8	31.2			Average speed per hour.				54.0	38.5

Lawrence District.

SIGNAL SYSTEM TWO IN EFFECT:

Ottawa Jct. Interlocking.

Trains must secure numbered clearance cards before leaving originating stations.

Nos. 73 and 74 have no Time Table Authority.

No switch lights on Lawrence District.

WESTWARD. 73 Mixed. Leave Daily Ex. Sun.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 83, January 28, 1951. STATIONS.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. 74 Mixed. Arrive Daily Ex. Sun.
PM 4.00	W Y	42.9	LAWRENCE. YL 9.7	57.9		C	AM 11.00
4.30		85.5	VINLAND. 5.7	50.4	9.7		10.30
4.55		65.0	BALDWIN. 10.8	64.7	15.4	C	10.15
5.20 PM	W Y		A.T.& S.F. Crossing. OTTAWA JCT. YL		26.2	C	9.50 AM
Arrive Daily Ex. Sun.			(26.1)				Leave Daily Ex. Sun.
19.5			Average speed per hour.				22.3

Capacity of Sidings In 50 ft. Cars.	WESTWARD. First Class. 55 Motor.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 83, January 28, 1951.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class. 56 Motor.
	Leave Daily Ex. Sun.			STATIONS.				Arrive Daily Ex. Sun.
	AM 7.00	Y	0	ST. JOSEPH U.S. YL — St. Joseph Term. Co.	0	484.2	C	s PM 5.05
		FWT	0	0.3 — TERMINAL YARD. YL	0	484.5	C	
	7.08		0	0.5 — M.K. JCT. — 0.1 — C.R.I.& P.Ry.	0	485.0		4.55
			12.4	TERMINAL JCT. — 19.5	17.4	485.1		
			17.8	WINTHROP. — 0.4 — C.B.& Q. Crossing. — 1938 Euclid Inc.	0	504.6		
	s 7.48		34.3	ATCHISON U.S. YL Mo. Pac. Crossing. — 0.6	0	505.0	C	s 4.20
	s 7.52	FWT	25.6	ATCHISON F. S. YL — 0.6	0	0.5	C	s 4.09
			58.6	Mo. Pac. Crossing. — 5.3	0	1.1		
	f 8.01		0	PARNELL. — 2.3	50.9	6.4		f 4.00
17	f 8.04	Y	24.8	HAWTHORNE. — 2.0	0	8.7		f 3.56
	s 8.08		68.9	CUMMINGS. — 6.1	0	10.7		s 3.52
15	s 8.20		0	NORTONVILLE. — 9.2	64.3	16.8	C	s 3.43
84	s 8.35	W	69.9	VALLEY FALLS. — 8.9	64.0	26.0	C	s 3.26
	s 8.50		62.4	ROCK CREEK. — 4.5	63.4	34.9	C	s 3.13
	s 8.58		63.4	MERIDEN. — 10.1	59.3	39.4	C	s 3.05
4	f 9.12	Y	33.4	NORTH TOPEKA. YL U.P. Crossing. — 1.1	0	49.5		f 2.49
	s 9.20 AM	FWT		TOPEKA. YL		50.6	C	2.45 PM
	Arrive Daily Ex. Sun.			(71.5)				Leave Daily Ex. Sun.
	30.6			Average speed per hour.				30.6

SIGNAL SYSTEM ONE IN EFFECT:

1938 Euclid, Inc. Bridge, Winthrop to Atchison U.S.
North Topeka Interlocking.

Trains must secure numbered clearance cards before leaving originating stations. Westward trains must secure clearance card at Atchison F.S. when operator on duty.

Between the following points there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines:

St. Joseph U.S. and M.K. Jct.
Winthrop and Mo. Pac. crossing 0.6 mile west of Atchison F.S. M.P. 49 and Topeka.

Between St. Joseph U.S. and Monterey Street be governed by St. Joseph Union Depot Co. Time Table, Rules and Regulations.

Between Terminal Jct. and Winthrop be governed by C.R.I.& P. Co. Time Table, Rules and Regulations.

Over 1938 Euclid, Inc. Bridge, between Winthrop and Atchison, U.S., be governed by Bulletin Instructions.

No switch lights on Atchison District.

Trains using Missouri Pacific main track to Atchison Union Depot Co. Track 5, will be governed, eastward by Signal 3308-R, and westward by Signal 3305-R. Semaphore 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 indication is "block clear" the opening of crossover switches is authorized. When indication is "block occupied," if no evidence of train or engine movement on opposing route, crossover switches may be lined and, after expiration of five minutes, may proceed, protecting against conflicting movements.

Capacity of Sidings in 50 ft. Cars.	WESTWARD. Second Class. 77 Way Freight. Leave Daily Ex. Sun.	WESTWARD. First Class. 57 Motor. Leave Daily Ex. Sun.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 83, January 28, 1951. STATIONS.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class. 58 Motor. Arrive Daily Ex. Sun.	EASTWARD. Second Class. 78 Way Freight. Arrive Daily Ex. Sun.
	AM 3.00	AM 7.48	F W T Y	0	A. U. JCT. YL	31.4			AM 10.50	PM 12.50
					1.9		1.9			
				0	M.K.T. Crossing.	0				
					4.1					
	3.15	f 8.00		31.7	ROLLIN.	0	6.0		f10.39	12.35
					4.0					
	3.25	s 8.06		0	SHAW.	29.0	10.0		s10.31	12.25
					4.4					
51	3.40	s 8.13	W	20.5	ERIE.	0	14.4		s10.23	12.15
					0.5					
				44.4	M.K.T. Crossing.	34.3	14.9	C		
					3.2					
49	3.55	f 8.19		44.4	TRENT.	42.2	18.1		f10.18	12.01
					6.7					— PM —
	4.10	s 8.28			WALNUT. M.K.T. Crossing.		24.8	C	s10.09	11.40
				52.8	7.1	42.2				
46	4.25	s 8.38		51.3	BRAZILTON.	43.8	31.9	B	s 9.59	11.20
					7.6					
				0	S.L.-S.F. Crossing.	0	39.5			
					0.2					
22	4.45	s 8.48		31.7	GIRARD.	42.2	39.7	C	s 9.48	11.00
					5.2					
	4.55	f 8.55		48.0	RADLEY.	42.2	44.8		f 9.41	10.45
					4.2					
	5.30 — AM —	s 9.01	FWY	0	FRONTENAC. YL	37.0	49.1	C	s 9.35	10.35 — AM —
					3.0					
				0	K.C.S. Crossing.	0	52.1			
					0.1					
				0	Mo. Pac. Crossing.	31.7	52.2			
					0.4					
				0	PITTSBURG. K.C.S.	0	52.6			
					0.1					
				0	K.C.S. Crs'g.--S.L.-S.F. Crs'g.	0	52.7			
					0.2					
				0	S.L.-S.F. Crossing.	0	52.9			
					0.1					
		s 9.15 — AM —			PITTSBURG. YL		53.0	C	9.20 — AM —	
					PITTSBURG. K.C.S. 25.2 JOPLIN. (K.C.S. Ry.)					
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.			(77.8)				Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
	19.7	36.5			Average speed per hour.				35.3	21.8

SIGNAL SYSTEM ONE IN EFFECT:

Erie-M.K.T. Interlocking.
Walnut-M.K.T. Interlocking.

Between M.P. 48 and Pittsburg there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

Trains must secure numbered clearance cards before leaving originating stations, except A.U. Jct. No. 58 must secure clearance card at Frontenac.

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

Between A.U. Jct. and Chanute be governed by Oklahoma Division Time Table.

No. 57 is superior to No. 58.

No. 77 is superior to No. 78.

No switch lights on Girard District.

Burlington District.

WEST-WARD. Second Class. 79 Mixed.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 83, January 28, 1951.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST-WARD. Second Class. 80 Mixed.
Leave Daily Ex. Sun.			STATIONS.				Arrive Daily Ex. Sun.
AM 9.50			B.N. JCT.			B	PM s 4.45
		87.1	7.0	39.6			
f10.10			HOMEWOOD.		7.0		f 4.25
		91.2	2.7	0			
f			RANSOMVILLE.		9.7		f
		83.8	2.9	54.4			
s10.30			WILLIAMSBURG.		12.6	C	s 4.10
		126.0	2.8	146.9			
f			SILKVILLE.		15.4		f
		80.9	3.4	99.8			
s10.45			AGRICOLA.		18.8		s 3.50
		83.4	4.0	102.1			
s11.01			WAVERLY.		22.8	C	s 3.35
		105.3	5.4	45.8			
s11.15			HALL'S SUMMIT.		28.2		s 3.15
		42.8	5.1	83.0			
s11.30			SHARPE.		33.3		s 3.00
PM		92.2	8.3	5.0			
s12.15			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			
s12.45 PM	Y		GRIDLEY. YL		52.0	C	2.00 PM
Arrive Daily Ex. Sun.			(52.0)				Leave Daily Ex. Sun.
17.8			Average speed per hour.				18.9

Trains must secure numbered clearance cards before leaving originating stations.

No. 79 is superior to No. 80.

No switch lights on Burlington District.

Leavenworth District.

WEST-WARD. Second Class 83 Mixed.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 83, January 28, 1951.	Ruling Grade Ascending.	Mile Post.	Communications	EAST-WARD. Second Class. 84 Mixed.
Leave Daily Ex. Sun.			STATIONS.				Arrive Daily Ex. Sun.
AM 8.15	Y	21.1	WILDER.	0		C	PM s 3.10
			1.5				
s 8.30			U.P. Crossing. K.C.K.V & W. Crossing. BONNER SPRINGS. YL		1.5	C	s 3.00
		80.1	6.0	0			
f 8.45			STONE.		7.5		f 2.05
		33.2	4.4	52.8			
f 9.00			EAST FAIRMOUNT.		11.9		f 1.50
		0	4.9	55.4			
s 9.30			LANSING.		16.8	C	s 1.35
		31.7	1.7	10.6			
s 9.40			WADSWORTH.		18.5	C	s 1.20
		52.8	2.2	52.8			
			C.B.& Q. Crossing.		20.7		
		0	1.3	66.0			
s10.10 AM	W T		LEAVENWORTH. YL		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.
11.5			Average speed per hour.				10.2

SIGNAL SYSTEM ONE IN EFFECT:
Bonner Springs Interlocking.

Trains must secure numbered clearance cards before leaving originating stations.

Rule 273 indication on home signal at Wilder authorizes movement to First District.

No. 83 is superior to No. 84.

No switch lights on Leavenworth District.

Alma District.

WEST-WARD. Second Class. 51 Mixed.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 83, January 28, 1951.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST-WARD. Second Class. 52 Mixed.
Leave Daily Ex. Sun.			STATIONS.				Arrive Daily Ex. Sun.
AM 11.15	W Y		BURLINGAME. YL			C	PM s 4.35
		58.1	8.4	52.8			
s11.35			HARVEYVILLE.		8.4	C	s 4.15
		52.8	5.0	0			
f			BRADFORD.		13.4		f
PM		58.1	4.6	0			
s12.15			ESKRIDGE.		18.0	C	s 3.45
		58.1	7.5	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			
s 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

Trains must secure numbered clearance cards before leaving originating stations.

No. 51 is superior to No. 52.

No switch lights on Alma District.

Virgil District.

WEST-WARD. 195 Mixed.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 83, January 28, 1951.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST-WARD. 196 Mixed.
Leave Daily.			STATIONS.				Arrive Daily.
PM 2.10			VIRGIL.		30.6	C	PM s 2.00
		10.6	5.4	0			
f 2.25			HILLTOP.		36.0	B	f 1.45
		33.4	4.6	0			
s 2.40 PM			M.D. JCT. YL		40.6	B	1.30 PM
Arrive Daily.			(10.0)				Leave Daily.
20.0			Average speed per hour.				20.0

Trains must secure numbered clearance cards before leaving originating stations.

No switch lights on Virgil District.

Nos. 195 and 196 have no Time Table Authority.

SIGNAL SYSTEM TWO IN EFFECT:

N.R. Jct. Interlocking.

Trains must secure numbered clearance cards before leaving originating stations.

First track south of Eastward main track between crossover at Merchant Street Emporia and N.R. Jct. may be used as follows:

Westward trains on signal indication at N.R. Jct.

Eastward trains on hand signal from switch tender, except movements from track No. 12 may be made when white train departure light located at Congress Street is displayed or authority received from switch tender, or operator at N.R. Jct. Rule 105 applies.

No switch lights on Howard District.

Capacity of Sidings in 50 ft. Cars.	WESTWARD. Second Class. 95 Mixed. Leave Daily.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE. No. 83, January 28, 1951. STATIONS.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. Second Class. 96 Mixed. Arrive Daily.
	AM 11.00	FWY		**MOLINE.** YL		83.6	C	AM s10.40
	s11.20		41.4	8.1	41.7			
	f11.35		43.2	HOWARD. 6.9	39.8	75.5	C	s10.20
			41.2	FIAT. 5.7	32.3	68.6		f10.00
24	s11.50 PM	Y	44.8	SEVERY. S.L.-S.F. Crossing. 7.1	46.9	62.9	C	s 9.45
	s12.05		41.7	CLIMAX. 5.7	40.7	55.8		s 9.05
	f12.20		41.7	SMALL. 3.5	40.7	50.1		f 8.55
62	s12.30	W	42.0	EUREKA. YL 2.9	34.3	46.6	C	s 8.45
			47.2	Mo. Pac. Crossing. 4.6	44.7	43.7		
21	f12.50		37.6	UTOPIA. 7.0	38.8	39.1		f 8.30
	s 1.05		35.5	HAMILTON. 6.2	38.2	32.1	C	s 8.10
	f 1.20		0	BISBEE. 2.9	41.0	25.9		f 7.55
	s 1.30 2.40		28.9	M. D. JCT. YL 3.6	23.5	23.0	B	7.50
	s 3.05	W	42.2	MADISON. 4.8	0	19.4	C	s 7.40
	f 3.20		44.6	ROOT. 4.5	47.2	14.6	B	f 7.20
66	s 3.35		51.7	OLPE. 10.1	43.1	10.1	C	s 7.10
	4.05	Y	0	N.R. JCT. YL 0.8	0		C	6.40
	s 4.10 PM	FWT		**EMPORIA.** YL		112.1	C	6.30 AM
	Arrive Daily.			(84.4)				Leave Daily.
	15.3			Average speed per hour.				20.3

Fredonia District.

SIGNAL SYSTEM ONE IN EFFECT:

Benedict Interlocking.

Trains must secure numbered clearance cards before leaving originating stations, except A.U. Jct.

Within yard limits Fredonia there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; within these limits main track may be used not protecting against regular and extra trains and engines.

Capacity of Sidings in 50 ft. Cars.	WESTWARD. Second Class. 97 Way Freight. Leave Daily Ex. Sun.	WESTWARD. First Class. 63 Motor. Leave Daily Ex. Sun.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 83, January 28, 1951. STATIONS	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class. 64 Motor. Arrive Daily Ex. Sun.	EASTWARD. Second Class. 98 Way Freight. Arrive Daily Ex. Sun.
	PM 12.45	AM 6.10	FW TY		**A. U. JCT.** YL		127.7		AM 7.37	PM 5.45
	f 1.05	f 6.20		42.2	7.1	40.9				
58	f 1.15	f 6.26		42.2	VILAS. 4.2	42.2	134.8		s 7.25	f 5.28
	s 1.30	f 6.34		0	REST. 5.0	42.2	139.0		s 7.19	f 5.22
				0	BENEDICT. 0.2	25.2	144.0	C	s 7.13	f 5.15
	1.35	6.39	Y	0	Mo. Pac. Crossing. 1.6	26.4	144.2			
				34.8	**SPAHT.** YL 5.2	9.0	145.8		7.10	5.10
	s 2.00 PM	s 6.55 AM	W	0	Mo. Pac. Crossing. 1.4	10.5	151.0			
54				42.2	**FREDONIA.** YL S.L.-S.F. Crossing. 7.6	24.1	152.4	C	7.00 AM	4.55 PM
				42.2	BUXTON. 5.3	42.2	160.0	B		
				42.2	UPOLA. 5.7	42.2	165.3			
					LONGTON. YL		171.0	C		
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.			(43.4)				Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
	19.8	33.9			Average speed per hour.				40.0	29.6

Between A.U. Jct. and Chanute be governed by Oklahoma Division Time Table.

No. 63 is superior to No. 64.

No. 97 is superior to No. 98.

No switch lights on Fredonia District.

WESTWARD

Freight Train Terminals, and Junctions.	29	35	37	39	41	43	45	49	53	59	61	67	69	79	81	83	85	91	97
	Fast Freight.	Kansas Mdse.	Okla.-Texas Freight.	Okla.-Texas Fast Freight.	Colorado Kansas Oklahoma Fast Freight.	Kansas City-California Fast Freight.	Way Freight.	Chicago-California Fast Freight.	Kansas City-California Fast Freight.	Kansas City-California Fast Freight.	Way Freight.	Way Freight.	Southern Kansas Fast Freight.	Mixed.	Kansas City-Amarillo Fast Freight.	Way Freight.	Way Freight.	Kansas City-Belen Fast Freight.	Way Freight.
STATIONS.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.
KANSAS CITY, KANS. (Argentine)		PM 7.40	PM 7.30	AM 10.00	PM 12.15	AM 3.00		AM 12.01	PM 3.00	PM 12.01	AM 9.00	PM 10.15	PM 7.30		PM 1.00	AM 7.15	AM 7.00	PM 11.00	
HOLLIDAY.											9.45	11.00	7.55			7.45 AM			
LAWRENCE.											11.10			AM 9.35					
OTTAWA.													9.45	9.50 AM			10.30		
B.N. JCT.													AM 12.45 AM				PM 4.40 PM		PM 2.05
CHANUTE.																			2.45 PM
FREDONIA.																			
LONGTON.	PM 6.45																		
ST. JOSEPH.	8.00																		
ATCHISON F. S.	10.15 10.59 AM						PM 3.00				PM 4.00	AM 2.30							
TOPEKA.	1.40 AM	10.25 PM	11.00 PM	PM 1.00 PM	4.00 PM	8.00 AM	6.00 PM	4.45 AM	7.45 PM	4.30 PM	PM	AM			5.45 PM			AM 3.00 AM	
EMPORIA.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex Sun

EASTWARD.

Freight Train Terminals, and Junctions.	30	32	34	36	38	40	42	46	62	68	70	80	84	86	98
	St. Joseph Stock.	Chicago Fast Frt.	So. Calif. Chicago Fast Frt.	Fast Freight.	Fast Freight.	Texas-Chicago Fast Frt.	Colo.-Chicago Fast Frt.	Way Freight.	Way Freight.	Way Freight.	Fast Freight.	Mixed.	Way Freight.	Southern Kansas Freight.	Way Freight.
STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily Ex. Sun.
KANS. CITY, KANS. (Argentine.)		AM 1.00 AM	PM 5.00 PM	PM 1.00 PM	PM 10.00	AM 6.30	AM 6.45		PM 9.00	AM 8.00	AM 10.30		PM 4.15	AM 4.45	
HOLLIDAY.									5.00	7.30			3.30 PM	4.15	
LAWRENCE.									3.05			PM 5.00			
OTTAWA.											7.00			12.25 AM	
B.N. JCT.												4.45 PM			
CHANUTE.											4.00 AM			9.30 PM	PM 3.35
FREDONIA.															2.55 PM
LONGTON.	AM 7.30														
ST. JOSEPH.	6.15														
ATCHISON F. S.	2.30 AM							PM 12.30 PM	1.00 PM	3.30 AM					
TOPEKA.	11.00 PM	8.00 PM	11.00 AM	8.45 AM	6.15 PM	2.15 AM	2.45 AM	8.00 AM							
EMPORIA.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily Ex. Sun.

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

Rules Nos. 17, 315, 509, 511, D-514, 660, 674, 1000(C) and Definitions of Medium and Restricted Speed of the Rules, Operating Department, Revised 1948, are amended as follows:

Rule 17. First sentence amended to read: The headlight will be displayed to the front of every train by night and in addition, to the front of every Diesel or Gas-Electric powered train by day.

Rule 315. Amended to read: A train, other than a passenger train, will not be permitted to follow a train, other than a passenger train, into a block, except when authorized by a train order or permissive signal, and when such movement is authorized the following train must proceed through the block prepared to stop short of a train or obstruction, but not exceeding twenty miles per hour.

Rule 509. Amended to read: When a train is stopped by a "Stop and Proceed" signal it may:

(a) On single track, where block can be seen to be clear of opposing movement, proceed at once at restricted speed. Where block cannot be seen to be clear of opposing movement, wait five minutes and then proceed at restricted speed, except when view of track ahead is not clear for at least 800 feet at any location within the block movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

(b) Where facing point switch is located immediately beyond signal and switch is lined for turnout, train may without stopping pass such signal at restricted speed to enter turnout provided main track is clear to fouling point.

(c) On two or more tracks, proceed at once at restricted speed.

Rule 511. Amended to read: A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule D-514 changed to Rule 514. Amended to read: Where separate signal governing train movements from siding or other track to main track indicate stop and train has other authority to enter main track, the main track switch may be opened and after the expiration of five minutes, train may proceed, complying with Rules 99 and 509(a) on single track, and Rules 99 and 509(c) on two or more tracks.

When heading out through a spring switch, the same practice will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal. This rule will also apply where such signals are located at non-continuous interlocking station and are set for automatic operation during hours office is closed.

Rule 660. Amended to read: A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule 674. Amended to read: Should engine equipment fail in train control territory proceed at restricted speed to first office of communication and ask for instructions.

If train control is cut out, obtain train order authority for further movement, proceeding as prescribed by Rule 251. If cab signal is operative, or when manual block is established in advance of train with cab signal inoperative, do not exceed a maximum speed of 79 miles per hour for passenger and 60 miles per hour for freight trains. When operating under manual block, approach interlockings and facing point switches at restricted speed.

Should failure make it impossible to release brakes between offices of communication, conductor will confer with engineman and if considered necessary, seal may be broken and pneumatic feature cut out. Train may then proceed at restricted speed to first office of communication.

When train control is cut out, seal will be delivered to operator.

Rule 1000(C). Amended to include: In the application of Operating Rule 1000(C), the Federal Communications Commission has modified their rules to permit an employee, authorized by the Railway Company to do so, to operate a mobile radio unit without having passed an examination on the rules; but an employee must pass an examination before operating a fixed or base radio station.

Definitions of Medium Speed and Restricted Speed pages 106, 111, 114 and 115. Amended to read:

MEDIUM SPEED—A speed not exceeding 40 miles per hour.

RESTRICTED SPEED—A speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

Definitions, Page 104, amended to include: AUTOMATIC TRAIN STOP SYSTEM (ATS). A system so arranged that its operation will automatically result in the application of the brakes until the train has been brought to a stop.

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

2. STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED. (Rule 83)

Station	Designated Trains
Topeka	Other than First District First Class.
Emporia—Emporia Yard	Originating or terminating either place.
Turner	Originating or terminating.
Longton	Trains specified by train order.
Fredonia	Regular trains.

Following trains will register by Form 903:

Holliday	First Dist.
Emporia	Trains on which engine or train crews do not change.
Ottawa	No. 211.
Ottawa Jct.	Trains to and from Third District.
Terminal Yard	First Class.
Chanute	Nos. 47, 48, 211 and 212.

3. .....

4. JUNCTION SWITCHES. (Rule 98)

LOCATION	NORMAL POSITION
ATCHISON DISTRICT	
M.K. Jct.	Missouri Division.
Terminal Jct.	C.R.I.& P. Ry.
Winthrop-1938 Euclid Inc.	C.B.& Q. Ry.
Atchison-1938 Euclid Inc.	A.T.& S.F. Ry.
Atchison U.S.	Missouri Pacific
BURLINGTON DISTRICT	
B.N. Jct.	Third District.
ALMA DISTRICT	
Burlingame	First District.
LEAVENWORTH DISTRICT	
Wilder	First District.
Hawthorne	Atchison District.
LAWRENCE DISTRICT	
Lawrence	First District.
FREDONIA DISTRICT	
A.U. Jct.	Oklahoma Division
Longton	Oklahoma Division
VIRGIL DISTRICT	
M. D. Jct.	Howard District
GIRARD DISTRICT	
A.U. Jct.	Oklahoma Division
Pittsburg K.C.S.	K. C. S. Ry.
HOWARD DISTRICT	
Moline	Oklahoma Division

5. 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.

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.

5. JOINT TRACK FACILITIES—(Cont'd).

ATCHISON—A.T.& S.F. trains will use tracks of 1938 Euclid, Inc. Bridge 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 and Rules.

FREDONIA—S.L.-S.F. engines use A.T.& S.F. main track between connecting switch M.P. 152.1 and crossover switch M.P. 152.0 in making interchange.

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

6. .....

7. TRAFFIC REVERSAL.

Between Olathe and Holliday (control station Holliday) where Rule 261 is in effect, 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 271), it must not proceed without permission given by operator. If authorized to proceed, be governed by Rule 509 (c). If unable to communicate with operator, be governed by Rule 509 (a). (Additional instructions pertaining to general operation in this territory is covered by bulletin.)

8. .....

9. AUTOMATIC TRAIN STOP.

Rules for the operation of AUTOMATIC TRAIN STOP do not supersede or dispense with the observance of other Rules and Regulations.

Except as otherwise provided, an engine in passenger service in Automatic Train Stop territory, as shown in time table, must be equipped with operative Automatic Train Stop device. The engineman must see that the Automatic Train Stop cut-out cock is cut in and sealed and check cab card, Form 1167 Standard, to assure himself the device has been tested and is operative. Engineman handling the engine where the Automatic Train Stop is not in operation must make same observation and promptly report by wire if cut-out cock is not sealed or cab card fails to indicate proper test has been made.

When an engine passes over an inductor in approach to other than a "clear" signal, an automatic brake application will occur unless prior acknowledgment has been made within 15 seconds. When such application has occurred the brake valve must be lapped immediately, and after sixty seconds an acknowledgment made. Brakes may then be released. If proper acknowledgment has been made approaching other than a "clear" signal, a bell will sound when the receiver of the engine passes over the inductor.

Engineman may also acknowledge before passing over an inductor to avoid an automatic application of the brakes when running backward at signals governing movements in the opposite direction.

Within or without Automatic Train Stop territory, an automatic brake application may occur when the Automatic Train Stop equipment becomes damaged or defective. If brakes cannot be released as prescribed above, Automatic Train Stop equipment must be cut out and promptly reported.

Seal on cut-out cock must not be broken or Automatic Train Stop cut out, unless device fails to operate properly. Automatic Train Stop failures and interruptions and removal of seals must be reported by wire from first available point of communication.

When the Automatic Train Stop device on an engine fails or is cut out enroute in Automatic Train Stop territory, train may proceed according to signal indication, not exceeding 79 miles per hour. If the Automatic Block Signal System is out of service, train may proceed at Restricted Speed, except; if Manual Block is established in advance of the train on which the device is inoperative, train may proceed not exceeding 79 miles per hour. When a train, moving in Automatic Train Stop territory with device inoperative, is stopped by a "Stop and Proceed" signal, it may proceed in accordance with Rule 509.

10. FIXED SIGNALS.

Permanent signs, Rule 10 (A), between Turner and Holliday are located on both field sides of main tracks; between Holliday and Olathe on both field sides and between main tracks; between Olathe and Emporia on the field side and between main tracks, except between Gardner and Edgerton, M.P. 46 and LeLoup, M.P. 52 and M.P. 53.5, and Melvern and Ridgeton, where signs are located on engineman's side.

Temporary signals, Rule 10(A), are placed as above, except between Turner and Holliday they are placed to the right of the track they govern. In placing temporary signals each track is protected in both directions the same as if it were single track.

11. RAILROAD CROSSINGS AT GRADE.

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

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

OTTAWA JCT.—A.T.& S.F. Interlocking. Maximum speed Second Dist. passenger trains 60 MPH., Lawrence Dist. trains 20 MPH.

HU—Mo. Pac. Interlocking.

N.R. JCT.—M.K.T. Interlocking.

OTTAWA—Mo. Pac. 0.3 mile west of station. Automatic Interlocking. Maximum speed 20 MPH.

GARNETT—Mo. Pac. 0.1 mile east of station. Automatic Interlocking. Maximum speed 20 MPH.

IOLA—Mo. Pac. 0.3 mile east of station. Automatic Interlocking. Maximum speed 20 MPH.

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 40 MPH.

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 10 MPH.

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 prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 10 MPH.

NORTH TOPEKA—U.P. Interlocking. Maximum speed 20 MPH.

BONNER SPRINGS—U.P. and K.C.K.V.& W. 0.1 mile east of station. Interlocking. Maximum speed 10 MPH.

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.

BENEDICT—Mo. Pac. 0.2 mile west of station. Automatic interlocking. Maximum speed 20 MPH.

FREDONIA—Mo. Pac. 1.4 miles east of station. Stop. See Rules 98, A, B, C and D.

FREDONIA—S.L.-S.F. Stop. See Rules 98, A, B, C and D.

A.U. JCT.—Girard District. M.K.T. 1.9 miles west of station is protected by gate set normally across M.K.T. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 15 MPH.

ERIE—M.K.T. Interlocking. Maximum speed 20 MPH.

WALNUT—M.K.T. Automatic Interlocking. Maximum speed 20 MPH.

GIRARD—S.L.-S.F. 0.2 mile east of station. Automatic Interlocking. Maximum speed 20 MPH.

PITTSBURG—K.C.S. 0.9 mile east of station. Stop. See Rules 98, A, B, C and D.

PITTSBURG—Mo. Pac. 0.8 mile east of station. Stop. See Rules 98, A, B, C and D.

PITTSBURG—K.C.S.—S.L.-S.F. 0.3 mile east of station. Stop. See Rules 98, A, B, C and D.

PITTSBURG—S.L.-S.F. 0.1 mile east of station. Stop. See Rules 98, A, B, C and D.

SEVERY—S.L.-S.F. protected by gate set normally across A.T.& S.F. track. Stop, open and close gate.

EUREKA—Mo. Pac. 2.9 miles west of station is protected by gate set normally across A.T.& S.F. track. Stop, open and close gate.

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT	90	60
SECOND DISTRICT.		
A.T.& S.F. Jct. to Olathe	79	60
Olathe to Emporia	90	60
THIRD DISTRICT	79	60
ATCHISON DISTRICT	45	35
LAWRENCE DISTRICT	35	30
LEAVENWORTH DISTRICT	30	30
ALMA DISTRICT	30	25
BURLINGTON DISTRICT	25	25
FREDONIA DISTRICT	40	35
VIRGIL DISTRICT	40	30
GIRARD DISTRICT	50	35
HOWARD DISTRICT	25	25
All engines backward, Atchison, Lawrence, Leavenworth, Virgil and Howard Districts	20	20
All engines backward, Alma and Burlington Districts	15	15
FIRST DISTRICT		
2 Curves, M.P. 0.0 to 0.3	30	30
Curve, M.P. 0.7 to 0.9	65	.....
2 Curves, M.P. 2.8 to 3.3	55	55
Curve, M.P. 3.7 to 3.9	65	.....
Curve, M.P. 6.3 to 6.5	70	.....
Curve, M.P. 8.8 to 9.3	65	.....
4 Curves, M.P. 15.1 to 16.1	70	.....
4 Curves, M.P. 18.3 to 19.5	60	55
Curve, M.P. 23.4 to 23.6	55	50
Curve, M.P. 24.6 to 24.8	70	.....
2 Curves, M.P. 25.2 to 25.9	55	50
6 Curves, M.P. 26.2 to 27.4	30	25
2 Curves, M.P. 28.7 to 30.3	70	.....
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	65	.....
Curve, M.P. 49.7 to 49.9	60	55
3 Curves, M.P. 51.1 to 52.0	65	.....
Viaduct, 52-A, to Tenth Street (Topeka)	20	20
Curve, M.P. 58.9 to 59.1	70	.....
Curve, M.P. 59.8 to 60.0	65	.....
Curve, M.P. 60.3 to 60.6	75	.....
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	60	55
Curve, M.P. 65.0 to 65.3	65	.....
2 Curves, M.P. 66.5 to 67.2	45	45
Curve, M.P. 67.5 to 67.6	50	45
Curve, M.P. 67.7 to 67.8 (Carbondale)	55	55
Curve, M.P. 68.2 to 68.8	75	.....
Curve, M.P. 69.0 to 69.4	65	55
Curve, M.P. 69.8 to 70.0	80	.....
Curve, M.P. 70.6 to 70.9	85	.....
Curve, M.P. 75.1 to 75.3	70	.....
2 Curves, M.P. 76.0 to 77.1 (Burlingame)	55	55
Curve, M.P. 84.0 to 84.4	55	50
Mo. Pac. Crossing to west siding switch (Osage City)	40	40
Curve, M.P. 88.5 to 88.9	55	55
Curve, M.P. 89.5 to 90.2	70	.....
Curve, M.P. 93.7 to 94.0	70	.....

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT—(Cont'd).		
Curve, M.P. 96.1 to 96.4	70	.....
2 Curves, M.P. 97.8 to 98.3	55	50
3 Curves, M.P. 107.3 to 110.3	55	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
Curve, M.P. 6.7 to 7.2	65	45
3 Curves, M.P. 20.0 to 21.6	50	40
10 Curves, M.P. 21.8 to 25.3	40	40
M.P. 25.3 to 26.5 (Olathe)	40	30
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 Curves, M.P. 34.5 to 35.1, Westward Track (Gardner)	50	50
Curve, M.P. 38.5 to 39.1, Westward Track	65	50
Curve, M.P. 39.8 to 39.5, Eastward Track	75	.....
Curve, M.P. 39.6 to 40.0, Westward Track (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. and 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, (Melvern) {Eastward Track / Westward Track	55 75	45 .....
Curve, M.P. 83.6 to 83.4, Eastward Track	55	45
Curve, M.P. 84.6 to 84.4, Eastward Track	75	.....
Curve, M.P. 86.0 to 85.8, Eastward Track	65	55
2 Curves, M.P. 84.3 to 86.0, Westward Track	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. 60.0	20	20
3 Curves, M.P. 75.6 to 76.7	75	
2 Curves, M.P. 76.9 to 78.0	65	55
Curve, M.P. 78.7 to 79.1	75	
2 Curves, M.P. 79.3 to 79.8 (Rock Crusher)	40	40
Curve, M.P. 80.2 to 80.3	75	
2 Curves, M.P. 87.2 to 88.6	75	
Garnett, First St. to Seventh St.	15	15
Iola, over Street Crossings	15	15
Chanute, over Street Crossings	25	25

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
ATCHISON DISTRICT		
Curves except where further restricted	40	30
LAWRENCE DISTRICT.		
Lawrence, over street crossings	30	.....
M.P. 3.0 to M.P. 4.0	20	20
Curves, M.P. 6.1 to M.P. 15.4	30	30
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
HOWARD DISTRICT		
Curve, M.P. 0.3 to N.R. Jct. Switch	15	15
Moline wye switch	10	10

13. SPEED REGULATIONS, PASSENGER TRAINS.

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.

14. MAXIMUM SPEED OF LOCOMOTIVES.

Diesel and Gas-Electric	Miles Per Hour	Light Forward: Miles Per Hour	Backing Or When Controlled From Rear Unit: Miles Per Hour	Dead-In-Train: Miles Per Hour
1-90, 300-305	100	45	45	90
306-312	85	45	45	80
M105-M189	60	60	25	60
M190	75	60	25	75
100-241, 400-430, 2110, 2611, 2650 class	65	45	45	60
450-451	30	30	30	20
460-468	35	35	35	20
500-506, 525-533, 2200-2299, 2303-2304, 2310-2391, 2395-2399, 2403-2417, 2600-2606	45	45	45	45
2150-2153, 2300-2302, 2400-2402	40	40	40	30

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

Steam	Miles Per Hour	Light Forward: Miles Per Hour	Backing Or When Controlled From Rear Unit: Miles Per Hour	Dead-In-Train: Miles Per Hour
6-wheel and 8-wheel switch	20	20	20	
9440, 9442	30	30	25	
643, 664-684, 735, 761-768, 777, 781, 791, 795, 798-802, 804-820, 823, 827, 840, 849, 856, 900-984, 1600-1702, 1900-1991, 2526, 2536-2569, 3016-3027	35	35	25	
885-899, 3100-3158	45	35	25	
3800-3940	50	40	25	
2507-2525	55	40	25	
1001-1215, 1799-1886, 3160-3287, 4000-4115, 4197, 5000-5035	60	40	25	
3700-3750	70	40	25	
1272-1388, 1483-1554, 3409, 3443-3445, 3449, 3507-3534, 3751-3775	90	40	25	
1218, 1453, 1473, 2900-2929, 3400-3408, 3410-3442, 3446-3448, 3450-3465, 3776-3785	100	40	25	

15. MOVEMENTS OVER SUBMERGED TRACK. (Rule 817)

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

Types of Equipment	Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines			
—Passenger	3	5	5
—Freight	5	5	5
—44 Ton Yard	2	5	5
—Other Yard	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Steam Engines			
—Roller Bearing	9	5	5
Passenger Cars			
—Roller Bearing	8	5	..
—Friction Bearing	12	5	..

16. DEAD ENGINES.

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

17. 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 30 MPH at any point on First, Second and Third Districts and 20 MPH at any point on all other districts. Argentine wrecker restricted to 15 MPH on curves. Such equipment must not be moved in train except on authority of trainmaster.

18. 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 15 MPH. On all other turnouts or crossovers trains or engines must not exceed 10 MPH.

18. SPRING SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd).

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

STATION	TYPE	LOCATION	MILES PER HOUR Passenger	MILES PER HOUR Freight and Mixed
FIRST DISTRICT				
Holliday	I	Turnout First District	30	20
Frisbie	S	Both ends siding	15	15
DeSoto	S	East end siding	15	15
	S	West end siding	25	20
Eudora	S	Both ends siding	15	15
Lawrence	S	West end siding	15	15
Lakeview	S	Both ends siding	15	15
Lecompton	S	Both ends siding	15	15
Topeka	S	West end of yards	15	15
	S	West end siding	15	15
	I	East end siding	15	15
Pauline	S	Both ends siding	15	15
Wakarusa	S	Both ends siding	25	20
Carbondale	S	West end siding	15	15
	S	East end siding	25	20
Scranton	S	Both ends siding	25	20
Burlingame	S	East end siding	15	15
	S	West end siding	25	20
Osage City	S	West end siding	15	15
	I	East end siding	15	15
Barclay	S	Both ends siding	25	20
Reading	S	West end siding	15	15
	S	East end siding	25	20
Lang	S	Both ends siding	25	20
SECOND DISTRICT				
Turner	I	Crossovers	30	20
Morris	I	West switch of South Storage track	15	15
	I	Crossovers east of station	30	20
	I	Turnout track No. 4 and crossovers west of station	40	30
Holliday	I	Crossover at tower	30	20
	I	Turnout track No. 3 and crossovers west of tower	40	30
Craig	I	Crossovers	40	30
Olathe	I	Both ends of siding east of station	30	20
	I	Crossovers and head in switch west of station	40	30
	S	West end west siding	25	20
Edgerton	I	West end eastward siding	30	20
	I	East end westward siding	15	15
	S	East end eastward siding	15	15
	S	West end westward siding	15	15
Ottawa Jct.	I	East ends of sidings	30	20
	I	Crossovers west of tower	30	20
HU.	I	Turnout siding	40	30
	I	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	15	15
Ridgeton	S	East end siding	25	20
	I	West end siding	30	20
Lebo	I	Head in switches of sidings	30	20
	S	Head out switches of 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

18. SPRING SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd).

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

STATION	TYPE	LOCATION	MILES PER HOUR Passenger	MILES PER HOUR Freight and Mixed
THIRD DISTRICT				
Ottawa	S	End of two tracks M.P. 58.3	15	15
Colony	S	Both ends siding	15	15
Iola	S	Both ends siding	15	15
Chanute	I	Freight lead 0.8 mile east of station	30	20

19. YARD LIMITS.

Lawrence.		
Topeka.	Ottawa.	Bonner Springs.
North Topeka.	Emporia.	Leavenworth.
Burlingame (Alma District only).	N.R. Jct.	Gridley.
	Garnett.	Spaht.
Argentine.	Iola.	Fredonia.
Turner.	Humboldt.	Longton.
Morris (Tracks 3 and 4 only).	Chanute.	Frontenac.
	A.U. Jct.	Pittsburg.
Holliday (Track 3 only).	Atchison.	Moline.
	St. Joseph.	Eureka.
Olathe.	Terminal Yard.	M. D. Jct.

Ottawa Jct. (Except Second District Eastward Main Track).

20. BULLETIN BOOKS.

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

21. STANDARD CLOCKS.

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

22. STANDARD THERMOMETERS.

Topeka.	Gridley.	Frontenac.
Argentine.	Atchison.	Pittsburg.
Holliday.	Alma.	Joplin.
Ottawa Jct.	Chanute.	Moline.
HU.	Benedict.	Howard.
Emporia.	Longton.	Eureka.
Ottawa.	Erie.	Madison.

23. OVERHEAD OBSTRUCTIONS. (Rule 761)

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.

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

Mile Post	Bridge Number	Name
		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.
		HOWARD DISTRICT
51.5	51-B	Fall River.

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

24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
FIRST DISTRICT		
Kansas Power and Light Co. (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
Peerless Crushed Rock 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

24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE—(Cont'd).

Name	Location	Capacity
LEAVENWORTH DISTRICT		
Harvey (spur)	M.P. 10.0	6 cars
Spur	M.P. 43.1	4 cars
ATCHISON DISTRICT		
Skelly Oil Co. (spur)	M.P. 47.8	6 cars
FREDONIA DISTRICT.		
Ash Grove Shale Pit (spur)	M.P. 130.1	48 cars
City light plant (spur)	M.P. 153.6	2 cars
HOWARD DISTRICT.		
Stock track, Eureka	M.P. 45.4	24 cars
Stock track, Madison	M.P. 20.1	23 cars

25. 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.

26. SPEED TABLE.

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

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

LOCAL SURGEONS.

DR. LEE HAYNES, 901 Westport Ave.....Kansas City, Mo.
DR. GRAHAM OWEN.....Kansas City, Mo.
DR. DONALD FERGUSON (Colored).....Kansas City, Mo.
DR. MAURICE V. LAING.....Kansas City, Kans.
DR. C. C. NESSELRODE.....Kansas City, Kans.
DR. GLENN R. PETERS.....Kansas City, Kans.
DR. JOHN LAMY.....Kansas City, Kans.
DR. HARVEY L. LLOYD.....Kansas City, Kans.
DR. ALVIN SILVERS.....Kansas City, Kans.
DR. W. H. DYER (Colored).....Kansas City, Kans.
DR. E. S. MILLER.....Kansas City, Kans.
DR. K. C. HAAS.....Kansas City, Kans.
DR. CHRISTOPHER G. DAVIS.....Kansas City, Kans.
DR. RALPH HALE.....Eudora.
DR. BERNARD HARDEN.....Eudora.
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. DONALD R. DAVIS.....Olathe.
DR. ADELBERT S. REECE.....Gardner.
DR. J. F. BARR.....Ottawa.
DR. JOHN CARTER.....Ottawa.
DR. G. B. KIERLUFF.....Melvern.
DR. N. E. NAYLOR.....Wellsville.
DR. W. O. POSTON.....Quenemo.
DR. J. H. BUCKLES.....Waverly.
DR. A. B. MCCONNELL.....Burlington.
DR. J. R. SMITHHEISLER.....Richmond.
DR. J. N. CARTER.....Garnett.
DR. C. B. HARRIS.....Garnett.
DR. R. O. CHRISTIAN.....Iola.
DR. R. A. LIGHT.....Chanute.
DR. A. M. GARTON.....Chanute.
DR. RANDAL WEED.....Humboldt.
DR. JAMES G. LEE.....Bonner Springs.
DR. KENNETH HUNTER.....Lebo.
DR. C. E. YATES.....Baldwin.
DR. JOHN H. BASHAM.....Eureka.
DR. ROBERT B. STORTZ.....Madison.
DR. E. C. BRYAN.....Erie.
DR. C. E. BRYAN.....Walnut.
DR. E. J. SCHULTE.....Girard.
DR. GEO. J. P. GISH.....Frontenac.
DR. LYNN E. BEAL.....Fredonia.
DR. D. B. MCKEE.....Pittsburg.
DR. C. H. FAIN.....Pittsburg.
DR. R. W. LANCE.....Moline.

EYE, EAR, NOSE AND THROAT SPECIALISTS.

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

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

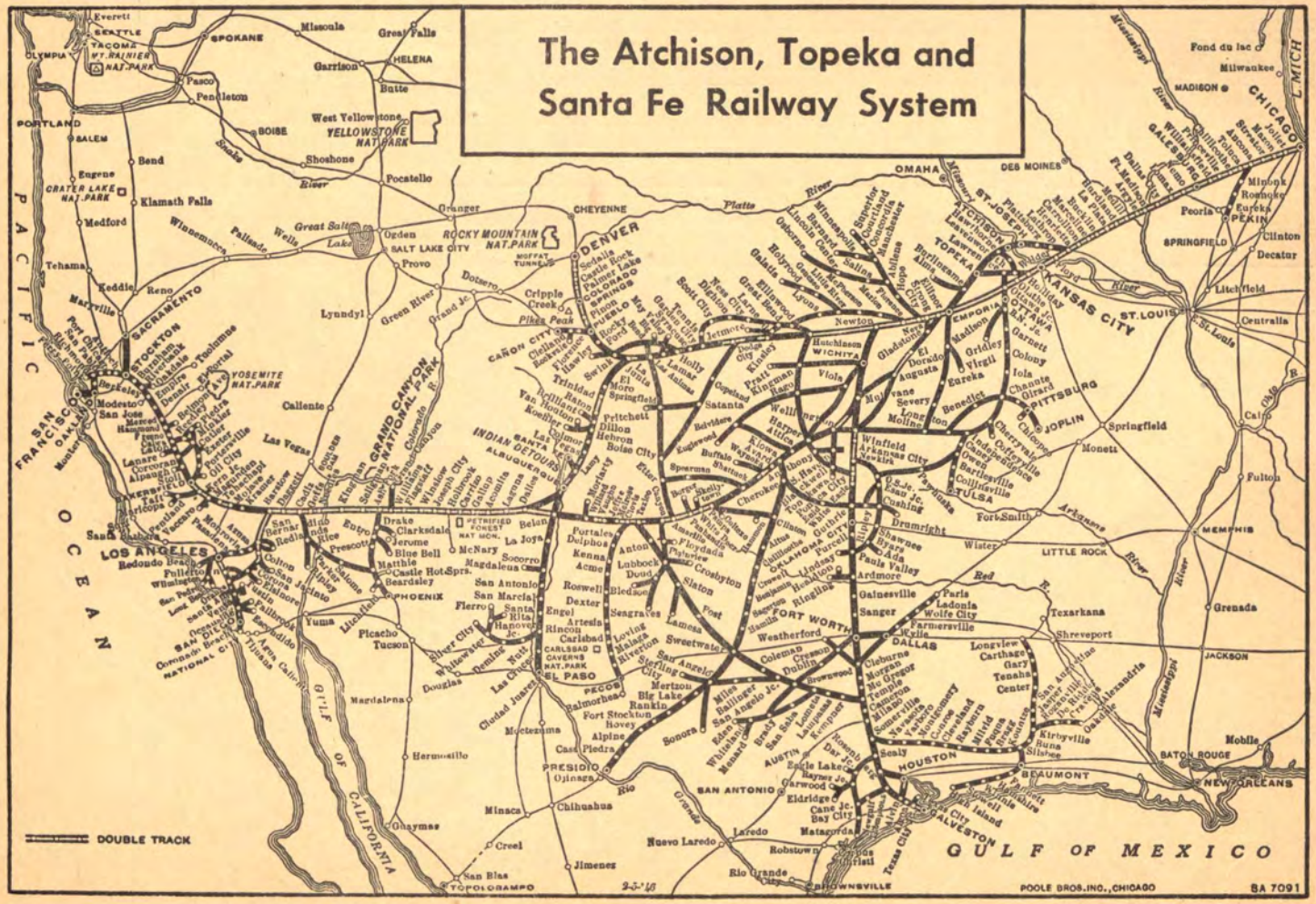
The term "beyond" refers to regular, flag or conditional stops authorized herein.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
3	In Illinois	Kansas City and beyond	
	Dallas City		Chicago
	Verona Strong City	Beyond Newton	Chicago and beyond Emporia and beyond
4	Newton to Kansas City		Wichita and beyond
	East of Kansas City		Beyond Kansas City
	Toluca Dallas City	Chicago and beyond	
	Ransom Kinsman Verona Mazon	Beyond Chicago	
8	Ottawa Jct.		Beyond Emporia
11	Newkirk	Oklahoma City and beyond	Wichita and beyond
12	Newkirk	Wichita and beyond	Oklahoma City and beyond
15	La Plata Marceline	Tulsa, Wichita and beyond	Chicago
16	Marceline La Plata		Wichita and beyond
17—18	Galesburg	Scheduled stops in California	Scheduled stops in California
19—20	Joliet Streator Chillicothe Galesburg La Plata Marceline Carrollton Emporia	New Mexico Arizona California	California Arizona New Mexico
21—22	Joliet Streator Chillicothe Galesburg	Scheduled stops in California	Scheduled stops in California
23	Chicago to Wellington	Belen and beyond Between La Junta and Denver	
24	Wellington to Chicago Carrollton	Chicago	California Arizona Between La Junta and Denver
123	Between Kansas City and Newton	Albuquerque and West Between La Junta and Denver	
124	Between Kansas City and Newton		Albuquerque and West Between La Junta and Denver
211—212	Collinsville	Kansas City and beyond	Kansas City and beyond

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

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.)