

The Atchison, Topeka & Santa Fe Railway Co.

EASTERN LINES

EASTERN DISTRICT



EASTERN DIVISION



EMPLOYEES' TIME TABLE No. 67

67

IN EFFECT

Sunday,

June 12, 1938

AT 12:01 O'CLOCK A. M.

Central Standard Time

67

Superseding Time Table No. 66, dated April 17, 1938, and any Supplements thereto.

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

F. A. LEHMAN,
General Manager,
Topeka, Kansas.

D. S. FARLEY,
Asst. General Manager,
Topeka, Kansas.

H. G. ARNOLD,
Superintendent,
Emporia, Kansas.

O. W. PAGE,
Supt. Kansas City Division,
Argentine, Kansas.

EASTERN DIVISION—SECOND DISTRICT.

WESTWARD.

First Class.

		23	47	19	27	11	9	1	3	7	25	49	5	17	21	Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 67, June 12, 1938.		Falling Grade Ascending.	Distance from Kansas City.	
		Grand Canyon Limited.	Southern Kansas Passenger.	The Chief.	The Antelope.	The Kansas Cityan	The Navajo.	The Scout.	California Limited.	Fast Mail-Express.	Emporia Express	Oil Flyer.	The Ranger.	The Super Chief.	El Capitan.		STATIONS.	Miles.			
		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.	Leave Sunday and Wednesday.	Leave Sunday and Wednesday.					
		PM 11.00	PM 10.30	PM 10.15	PM 10.05	PM 5.15	PM 1.55	AM 10.00	AM 9.30	AM 8.55	AM 8.40	AM 8.30	AM 8.00	AM 2.27	AM 12.47						
		11.05	10.35	10.20	10.10	5.18	2.00	10.05	9.35	9.00	8.45	8.35	8.05	2.30	12.50	Y					
		11.09	10.40	10.24	10.14		2.04	10.09	9.39	9.03	8.50	8.40	8.09			F W T					
		11.13	10.44	10.27	10.17	5.24	2.07	10.12	9.43	9.06	8.54	8.44	8.12	2.36	12.56						
		11.17	10.47	10.30	10.21		2.11	10.16	9.48	9.09	8.58	8.49	8.16								
		11.21 PM	10.52 PM	10.33 PM	10.25 PM	5.29 PM	2.15 PM	10.20 AM	9.53 AM	9.12 AM	9.05 AM	8.54 AM	8.20 AM	2.41 AM	1.01 AM	W					
		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 Sunday and Wednesday.	Arrive Sunday and Wednesday.						
		(37.4)	(35.7)	(43.6)	(39.3)	(56.1)	(39.3)	(39.3)	(34.1)	(46.2)	(34.1)	(32.7)	(39.3)	(56.1)	(56.1)	Average speed per hour.					

Capacity of other Tracks in 44 ft. Cars.		Capacity of Sidings in 44 ft. Cars.				91	35	69	33	59	37	67	39	65	43	61	Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 67, June 12, 1938.		Falling Grade Ascending.	Distance from A. T. & S. F. Jct.
		East	West			Way Freight.	Kansas Mdse.	Southern Kansas Fast Freight.	California Texas, Okla. Fast Freight.	Way Freight.	Oklahoma-Texas Freight.	Mixed.	Oklahoma-Texas Fast Freight.	Way Freight.	Arizona-California Fast Freight.	Switcher.		STATIONS.	Miles.		
						Leave Daily Ex. Saturday.	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Tuesday, Thur., Sat.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Monday Wed., Fri.	Leave Daily.	Leave Daily Ex. Sunday.					
									Via Kansas City Terminal Ry.	Via Kansas City Terminal Ry.	Via Kansas City Terminal Ry.				Via Kansas City Terminal Ry.						
									PM 5.45	PM 4.45	PM 2.30	AM 8.30	AM 7.30	AM 6.30	6.30	AM 6.00	Y				
Yard						PM 10.15	PM 7.40	PM 7.30	6.00	8.30	PM 7.00				6.30	AM 6.00	F W T				
Yard												8.50		7.00							
Yard												9.00		7.10							
70	42					PM	PM	PM	PM		PM	9.15 AM	AM	7.30 AM	AM	6.45 AM	W				
						Arrive Daily Ex. Saturday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Tuesday, Thur., Sat.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Mon., Wed., Fri.	Arrive Daily.	Arrive Daily Ex. Sunday.					
																	Average speed per hour.				

Unless otherwise directed, other westward first class trains must clear the schedule time of Nos. 11, 17 and 21 not less than five minutes.

All other trains and engines must clear the schedule time of these trains not less than ten minutes.

NOS. 33, 35, 37, 39, 43, 59, 61, 65, 67, 69 AND 91 HAVE NO TIME TABLE AUTHORITY.

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

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

EASTERN DIVISION—SECOND DISTRICT.

EASTWARD.

Rating Grade Ascending.	TIME TABLE No. 67, June 12, 1938.	Telegraph and Telephone Offices.	First Class.													
			20	18	48	28	24	26	12	10	8	4	50	2	6	22
			The Chief.	The Super Chief.	Kansas City and Chicago Express.	The Antelope.	Grand Canyon Limited.	Kansas City Express.	The Chicagoan.	The Navajo.	Fast Mail Express.	California Limited.	Oil Flyer.	The Scout.	The Ranger.	El Capitan.
	STATIONS.		Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Wednesday and Saturday.
47.8	KANSAS CITY, Union Station. 1.4	C	AM 8.45	AM 6.00	AM 7.25	AM 7.30	AM 8.00	AM 9.35	PM 1.45	PM 5.00	PM 6.40	PM 7.15	PM 8.20	PM 9.10	PM 10.20	PM 11.30
	A. T. & S. F. Jct. 2.8		3.39	5.55	7.18	7.23	7.53	9.29	1.39	4.53	6.33	7.08	8.13	9.03	10.12	11.25
24.2	KANSAS CITY, KAN. (Argentine Station.) 2.6	C	3.35		7.13	7.19	7.48	9.25		4.48	6.30	7.05	8.05	8.57	10.09	
	TURNER. 3.1	C	3.33	5.49	7.09	7.15	7.44	9.22	1.33	4.44	6.27	7.02	8.00	8.54	10.06	11.19
9.7	MORRIS. 3.2	C	3.30		7.05	7.10	7.39	9.19		4.40	6.24	6.59	7.55	8.50	10.02	
7.8	HOLLIDAY. (13.1)	C	3.27 AM	5.44 AM	7.00 AM	7.05 AM	7.33 AM	9.16 AM	1.27 PM	4.35 PM	6.20 PM	6.54 PM	7.50 PM	8.45 PM	9.58 PM	11.14 PM
			Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Wednesday and Saturday.
Average speed per hour.....			(43.6)	(49.1)	(31.4)	(31.4)	(29.1)	(41.3)	(43.6)	(31.4)	(39.3)	(37.4)	(26.2)	(31.4)	(39.3)	(49.1)

Rating Grade Ascending.	TIME TABLE No. 67, June 12, 1938.	Telegraph and Telephone Offices.	86	92	38	42	60	44	40	36	66	62	68	36	32	34	
						Southern Kansas Freight.	Way Freight.	Fast Freight.	Colorado-Chicago Fast Freight.	Way Freight.	Perishable Express.	Texas-Chicago Fast Freight.	Fast Freight.	Way Freight.	Switcher.	Mixed.	Meat Express.
	STATIONS.		Arrive Daily.	Arrive Daily Ex. Monday.	Arrive Daily.	Arrive Daily.	Arrive Mon., Wed., Fri.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.
						Via Kansas City Terminal Ry.	Via Kansas City Terminal Ry.	Via Kansas City Terminal Ry.	Via Kansas City Terminal Ry.					Via Kansas City Terminal Ry.	Via Kansas City Terminal Ry.	Via Kansas City Terminal Ry.	
24.2	A. T. & S. F. Jct. 2.8					AM	AM	AM						PM	AM	AM	
0	KANSAS CITY, KAN. (Argentine Station.) 2.6	C	AM 1.55	AM 3.40	AM 5.15	9.30 AM 6.45	7.00 AM	8.00 AM	AM 10.45 9.15	PM 1.00	PM 3.40	PM 4.00	PM 4.15	4.30 PM	12.01 AM 10.00	12.01 AM 10.30	
	TURNER. 3.1	C									3.20	3.45	4.00				
9.7	MORRIS. 3.2	C									3.10	3.35	3.45				
7.8	HOLLIDAY. (11.7)	C	AM	AM	AM	AM			AM	PM	3.00 PM	3.25 PM	3.30 PM		PM	PM	
			Leave Daily.	Leave Daily Ex. Monday.	Leave Daily.	Leave Daily.	Leave Mon., Wed., Fri.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	
Average speed per hour.....																	

Unless otherwise directed, other eastward first class trains must clear the schedule time of Nos. 12, 18 and 22 not less than five minutes.

All other trains and engines must clear the schedule time of these trains not less than ten minutes.

NOS. 32, 34, 36, 38, 40, 42, 44, 60, 62, 66, 68, 86 AND 92 HAVE NO TIME TABLE AUTHORITY.

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

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

EASTERN DIVISION—FIRST DISTRICT.

WESTWARD.

Capacity of other tracks in 44 ft. cars.	Capacity of Sidings in 44 ft. cars.	First Class.												Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 67. June 12, 1938.	Ealing Grade Ascending.	Distance from Holiday.	Distance from Atchison.
		91	29	97	73	67	61	27	11	9	3	25	5					
		Way Freight.	Fast Freight.	Mixed.	Way Freight.	Mixed.	Switcher.	The Antelope.	The Kansas Cityan	The Navajo.	California Limited.	Emporia Express.	The Ranger.					
		Leave Daily Ex. Saturday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Monday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.					
		PM 11.00				AM 9.30	AM 6.45	PM 10.25	PM 5.29	PM 2.15	AM 9.53	AM 9.05	AM 8.20	W				
70	42																	
24 Spur																		
42	51					\$ 9.40 AM	7.00	10.30	5.34	2.20	9.58	f 9.12 ²⁶	8.25	Y				
7	49																	
12																		
21	40							7.30	10.38	5.41	2.28	10.07	s 9.22	8.33				
16	20												f 9.28					
43	57							8.00	10.47	5.48	2.37	10.16	s 9.32	8.43				
17	58								10.51		2.42	10.21	f 9.37	8.47 ²⁶				
Yard	32					AM 10.05		8.20 AM	\$10.57	\$ 5.56	\$ 2.48	f 10.26	s 9.42	s 8.53	W Y			
18	58					10.15			11.04	6.02	2.55	10.34	f 9.50	8.59				
25	58					10.25			11.10	6.08 ⁴	3.01	10.40	f 9.58	9.05				
4	75					10.49			11.15		3.05	10.44	f 10.02	9.09				
13	59					10.59			11.20		3.10	10.49	f 10.07	9.13				
14	38					11.05			11.24	6.17	3.14	10.53	f 10.12	9.16				
Yard	44	AM 2.30	PM 10.00			11.15 AM			11.30 11.40	\$ 6.24	3.20 ¹⁰ 3.25	11.00 11.05	10.20 10.25	9.25 9.30	W F T			
39	61								11.50	6.32	3.35	11.16	f 10.35	9.40				
35	37								11.56	6.38	3.41	11.22	s 10.43	9.46				
54	54								AM 12.03	6.43	3.48	11.30	s 10.51	9.52				
84	70								12.07	6.47 ²	3.52	11.35	s 10.58	9.56				
116	79					PM 4.50			12.14	6.52	3.58	11.42	s 11.07	10.02	W Y			
5	24								12.21		4.05	11.49	f 11.15	10.08				
Yard	60					5.00 PM			12.25	7.00	f 4.09	11.56 ¹²	s 11.23	10.12	W Y			
11	70								12.33	7.05	4.17	PM 12.02	f 11.32	10.18				
27	61								12.40	7.11	4.23 ⁴	12.09	s 11.45 ¹²	10.24				
22	58								12.51	7.19	4.33	12.18	f 11.56	10.33				
									1.00	7.26	4.40	12.25	PM 12.05	10.40	Y			
Yard		8.20 AM	12.40 AM						1.05 AM	\$ 7.29 PM	4.45 PM	12.30 PM	12.10 PM	10.45 AM	W F T			
		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Monday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Monday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				

Unless otherwise directed, other westward first class trains must clear the schedule time of No. 11 not less than five minutes.

All other trains and engines must clear the schedule time of this train not less than ten minutes.

NOS. 29, 61, 67, 73, 91 AND 97 HAVE NO TIME TABLE AUTHORITY.

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

EASTERN DIVISION — FIRST DISTRICT.

EASTWARD.

Fulling Grade Ascending.	TIME TABLE No. 67, June 12, 1938.	Telephone and Telephone Offices.	First Class.						98	74	62	68	92	30	
			28	26	12	10	4	2							6
	STATIONS.		The Antelope. Arrive Daily.	Kansas City Express Arrive Daily.	The Chicagoan. Arrive Daily.	The Navajo. Arrive Daily.	California Limited. Arrive Daily.	The Scout. Arrive Daily.	The Ranger. Arrive Daily.	Mixed. Arrive Daily Ex. Sunday.	Way Freight. Arrive Daily Ex. Sunday.	Switcher. Arrive Daily Ex. Sunday.	Mixed. Arrive Daily Ex. Sunday.	Way Freight. Arrive Daily Ex. Monday.	St. Joseph Stock. Arrive Daily Ex. Sunday.
	HOLLIDAY.	c	AM 7.05	AM 9.16	PM 1.27	PM 4.35	PM 6.54	PM 8.45	PM 9.58			PM 8.20	PM 8.30	AM 8.05	
0	1.6														
0	CHOTEAU. 2.2														
0	WILDER. 2.3	c	7.00	9.12 ²⁵	1.23	4.30	6.49	8.40	9.53			8.05	3.10 PM		
8.9	FRISBIE. 3.8														
0	CORLISS. 1.3														
0	DE SOTO. 5.8	c	6.50	9.04	1.16	4.20	6.41	8.30	9.45			2.45			
0	WEAVER. 2.2														
10.6	EUDORA. 4.2	c	6.40	8.54	1.08	4.10	6.32	8.19	9.36			2.25			
0	NORIA. 3.2		6.35	8.47 ⁵	1.04	4.04	6.27	8.13	9.31						
0	LAWRENCE. 5.1	c	6.30	8.40	12.59	3.59	6.23	8.09	9.27		PM 1.45	2.00 PM			
10.6	LAKE VIEW. 5.8		6.23	8.33	12.52	3.50	6.15	8.01	9.20		1.20				
0	LECOMPTON. 3.9	c	6.17	8.27	12.47	3.43	6.08 ¹¹	7.54	9.14		12.55				
0	GROVER. 3.8		6.12	8.23	12.43	3.37	5.52	7.50	9.10						
9.0	SPENCER. 3.2		6.07	8.20	12.40	3.32	5.47	7.46	9.06		12.35				
21.1	TECUMSEH. 4.3		6.02	8.16	12.37	3.28	5.43	7.42	9.02		12.25				
0	Second Street Tower. TOPEKA. 6.5	c	5.55 5.50	8.10 8.05	12.31	3.20 ⁹ 3.15	5.35 5.30	7.35 7.15	8.55 8.50		12.10 PM			PM 10.30	AM 2.30
0	PAULINE. 5.4	c	5.40	7.54	12.23	3.03	5.17	7.04	8.40						
49.5	WAKARUSA. 5.1	c	5.33	7.47	12.18	2.55	5.10	6.58	8.34						
50.7	CARBONDALE. 3.7		5.27	7.40	12.13	2.48	5.03	6.52	8.28						
44.2	SCRANTON. 5.3	c	5.23	7.34	12.10	2.44	4.58	6.47 ¹¹	8.24						
52.3	BURLINGAME. 5.4	c	5.16	7.25	12.04 PM	2.35	4.50	6.37	8.18						
51.6	PETERTON. 2.5		5.10	7.16		2.26	4.43	6.31	8.12						
0	Mo. Pac. Crossing. Tower O. C. 0.3	c													
0	OSAGE CITY. 5.4		5.06	7.12	11.56 ³	2.22	4.39	6.27	8.08		10.45 AM				
42.1	BARCLAY. 6.2	c	4.59	7.03	11.51	2.14	4.32	6.19	8.02						
51.1	READING. 8.1	c	4.52	6.55	11.45 ²⁵	2.07	4.23 ⁹	6.12	7.56						
39.0	LANG. 6.3		4.43	6.46	11.38	1.58	4.12	6.03	7.47						
57.8	M. K. T. Crossing. Emporia Jct. 1.1	c	4.35	6.39	11.31	1.50	4.05	5.55	7.40						
15.8	EMPORIA. (114.2)	c	4.30 AM	6.35 AM	11.28 AM	1.45 PM	4.00 PM	5.50 PM	7.35 PM					6.10 PM	11.00 PM
			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Saturday.
	Average speed per hour.....		(45.6)	(43.9)	(37.5)	(41.5)	(40.5)	(44.2)	(49.6)						

Unless otherwise directed, other eastward first class trains must clear the schedule time of No. 12 not less than five minutes. All other trains and engines must clear the schedule time of this train not less than ten minutes.

NOS. 30, 62, 68, 74, 92 AND 98 HAVE NO TIME TABLE AUTHORITY.

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

EASTERN DIVISION—SECOND DISTRICT.

WESTWARD.

Capacity of other tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.	First Class.																	TIME TABLE No. 67, June 12, 1938.	Rolling Grade Ascending.	Distance from Kansas City.
		33 California-Texas-Okla. Fast Freight.	35 Kansas Mds.	69 Southern Kansas Fast Freight.	37 Oklahoma-Texas Freight.	43 Arizona-California Fast Freight.	39 Oklahoma-Texas Fast Freight.	65 Way Freight.	23 Grand Canyon Limited.	47 Southern Kansas Passenger.	19 The Chief.	1 The Scout.	55 Motor.	7 Fast Mail Express.	49 Oil Flyer.	17 The Super Chief.	21 El Capitan.	Fuel, Water, Turn Tables and Wyes.			
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Mon., Wed., Fri.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Sunday and Wednesday.	Leave Sunday and Wednesday.		HOLLIDAY.	13.1		
70	E 42	PM 9.00	PM 8.10	PM 8.05	PM 7.30	AM 11.59	AM 8.00	AM 7.30	PM 11.21	PM 10.52	PM 10.33	AM 10.20		AM 9.12	AM 8.54	AM 2.41	AM 1.01	W	22.8		
11	W 81							7.40						\$ 8.59				ZARAH.	15.9		
8 Spur.																		CRAIG.	18.3		
9	E 56																	SNOW.	22.1		
Yard	W 156							8.20	\$11.38	11.09	10.48	10.35		9.28	\$ 9.12	2.55	1.15	OLATHE.	25.3		
15 Spur.								8.30	11.44	11.16	10.54	10.42		9.34	9.19			CLARE.	21.1		
75	E 150							8.50	11.48	11.20	10.58	10.46		9.38	\$ 9.24			GARDNER.	21.1		
46	E 150 W 124							9.20	11.54	11.26	11.04	10.52		9.44	\$ 9.33	3.08	1.28	EDGEWATER.	20.4		
41								9.56	AM 12.01	11.32	11.09	10.58		9.49	\$ 9.41		1.32	WELLSVILLE.	45.1		
62	E 92 W 71							10.10	12.06	11.37	11.13	11.03		9.53	f 9.46			LE LOUP.	49.5		
Yard	137 137			9.45 PM		PM 1.25		11.15	\$12.15	11.45 PM	11.20	\$11.11	AM 10.05	10.00	f 9.55 AM	3.22	1.42	W Y	56.9		
13 Spur.																		TOWER H. U. Mo. Pac. Crossing.	58.6		
34	W 81							11.40	12.25		11.30	11.21	\$10.20	10.10			1.51	RICHTER.	63.0		
36	E 62 W 155							PM 12.15	12.30		11.34	11.26	\$10.27	10.14			1.54	POMONA.	67.2		
8 Spur.																		QUENEMO.	71.4		
68	E 126 70							12.55	12.38		11.42	11.34	\$10.39	10.22			3.41	MAXSON.	76.5		
26								1.20										MELVERN.	78.2		
	163							1.30	12.48		11.51	11.44	\$10.52 11.01	10.31			2.08	OLIVET.	85.9		
40	E 105 W 117							2.00	12.55		11.58	11.51	\$11.13	10.38		3.53	2.13	RIDGETON.	87.3		
45	E 97							2.40	1.03		AM 12.06	11.59	\$11.25	10.46			2.19	LEBO.	93.4		
9																		NEOSHO RAPIDS.	101.3		
								2.55	1.15		12.15	PM 12.10	11.40	10.55		4.09	2.29	WIGGAM.	106.8		
Yard		1.00 AM	11.30 PM		10.40 PM	3.30 PM	11.40 AM	3.00 PM	1.20 AM		12.20 AM	12.15 PM	11.45 AM	11.00 AM		4.12 AM	2.32 AM	W F T	111.0		
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Mon. Wed., Fri.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sunday and Wednesday.	Arrive Sunday and Wednesday.		EMPORIA.	112.1	

(49.9) (49.5) (55.5) (51.6) (40.1) (55.0) (43.7) (65.2) (65.2) Average speed per hour.

Unless otherwise directed, other westward first class trains must clear the schedule time of Nos. 17 and 21 not less than five minutes.

All other trains and engines must clear the schedule time of these trains not less than ten minutes.

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

Nos. 55 and 65 will back up from Ridgeton to Olivet using the siding in both directions between Ridgeton and Olivet.

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

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

EASTERN DIVISION—SECOND DISTRICT.

EASTWARD.

Ruling Grade Ascending.	TIME TABLE No. 67, June 12, 1938.	Telegraph and Telephone Office.	First Class.																
			20	18	48	24	56	8	50	22	38	42	40	66	36	34	32	86	
			The Chief. Arrive Daily.	The Super Chief Arrive Sunday and Thursday.	Kansas City and Chicago Express Arrive Daily.	Grand Canyon Limited. Arrive Daily.	Motor. Arrive Daily.	Fast Mail Express. Arrive Daily.	Oil Flyer. Arrive Daily.	El Capitan. Arrive Wednesday and Saturday.	Fast Freight Arrive Daily.	Colorado Chicago Fast Freight. Arrive Daily.	Texas Chicago Fast Freight. Arrive Daily.	Way Freight. Arrive Tue., Thur., Sat.	Fast Freight Arrive Daily.	So. California Chicago Fast Freight. Arrive Daily.	Chicago Fast Freight. Arrive Daily.	Southern Kansas Freight. Arrive Daily.	
	HOLLIDAY.	C	AM 3.27	AM 5.44	f 7.00	AM 7.33			PM 6.20	s 7.50	PM 11.14	AM 4.45	AM 6.15	AM 8.45	PM 8.00	PM 12.30	PM 10.00	PM 9.30	AM 1.25
0	2.8				f 6.55					f 7.44					2.50				
0	ZARAH.																		
0	2.9																		
0	CRAIG.	B																	
0	3.3																		
0	SNOW.	B																	
0	3.5																		
21.1	OLATHE.	C	3.12	5.30	s 6.40	f 7.12			6.05	s 7.28	11.00				2.10				
	5.1																		
18.7	CLARE.		3.05			6.30	7.02		5.57	7.18					1.30				
	3.5																		
21.1	GARDNER.	C	3.01		s 6.25	6.57			5.53	s 7.13					1.20				
	5.3																		
21.1	EDGERTON.	C	2.56	5.17	f 6.14	6.50			5.47	s 7.03	10.47				12.55				
	5.6																		
21.1	WELLSVILLE.	C	2.51		s 6.03	6.42			5.42	s 6.54					12.20 PM				
	4.4																		
21.1	LE LOUP.		2.46		f 5.55	6.36			5.37	f 6.47					11.59				
	7.4																		
21.1	OTTAWA JCT. A. T. & S. F. Crossing.	C	2.39	5.02	5.45 AM	s 6.25	f 7.20	AM 5.30	6.37 PM	10.32					11.30			7.20	9.30 PM
17.2	2.7																		
15.8	Tower HU. Mo. Pac. Crossing.	C																	
8.6	3.4																		
	RICHTER.																		
	4.2																		
0	POMONA.	C	2.29			6.11	s 7.02	5.19							10.30				
	4.2																		
0	QUENEMO.	C	2.25			6.05	s 6.54	5.15							10.10				
	4.1																		
9.8	MAXSON.																		
	3.7																		
11.1	MELVERN.	C	2.18	4.43		5.55	s 6.41	5.07			10.13				9.30				
	6.7																		
16.8	OLIVET.		2.12			5.45	s 6.30	5.00							9.00				
	1.4																		
21.1	RIDGETON.	B													8.50				
	6.1																		
21.1	LEBO.	C	2.05	4.32		5.35	s 6.19	4.53			10.02				8.30				
	7.9																		
15.8	NEOSHO RAPIDS.	C	1.58			5.23	s 6.07	4.45							8.00				
	5.5																		
0	WIGGAM.																		
	4.2																		
15.8	M. K. T. Crossing. Emporia Jct.	C	1.49	4.16		5.10	5.55	4.35			9.46				7.30				
	1.1																		
	EMPORIA.	C	1.45 AM	4.13 AM		5.05 AM	5.50 AM	4.30 PM			9.43 PM	12.15 AM	2.45 AM	5.15 AM	7.00 AM	8.45 AM	4.30 PM	5.00 PM	
	(99.0)		Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Wednesday and Saturday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Tue., Thur., Sat.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.....			(58.2)	(65.2)	(85.0)	(89.4)	(36.8)	(54.0)	(38.0)	(65.2)									

Unless otherwise directed, other eastward first class trains must clear the schedule time of Nos. 18 and 22 not less than five minutes.

All other trains and engines must clear the schedule time of these trains not less than ten minutes.

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

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

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

EASTERN DIVISION—THIRD DISTRICT.

WESTWARD.

Capacity of Other Tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.			First Class.								Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 67. June 12, 1938.	Ruling Grade Ascending.	Distance from Kansas City.
				69	75	71	79								
				Southern Kansas Fast Freight.	Way Freight.	Way Freight.	Mixed.	Southern Kansas Passenger.	Oil Flyer.	Motor.	Back-up.				
				Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		STATIONS.	Miles.	
				PM 9.45	PM 3.40			PM 11.45	AM 9.55	AM 9.52	AM 7.20	W Y	OTTAWA JCT.	56.9	
					3.50 4.35		AM 7.55	11.53	9.58 10.03	9.55 AM	7.25 AM	W F T	0.9 OTTAWA.	0 57.3	
													0.2 Mo. Pac. Crossing.	17.5 58.0	
	81				4.45		8.05 AM	11.59	10.11				3.8 BURLINGTON JCT.	37.0 61.8	
	39	37			5.10			AM 12.05	10.18				5.0 PRINCETON.	26.8 66.8	
	46	77			6.05			12.14	10.28			W	6.2 RICHMOND.	29.3 73.0	
													2.7 SCPIO.	0 75.7	
													6.6 Mo. Pac. Crossing.	42.2 82.3	
	41	55			6.40			12.26	10.43				0.1 GARNETT.	0 82.4	
	12	82			7.20			12.37	10.55				8.3 WELDA.	37.0 80.7	
	37	100			8.00	PM 1.10		12.47	11.06				8.1 COLONY.	37.0 83.8	
	9	66			8.15	2.35		12.52	11.14				5.4 CARLYLE.	0 104.2	
													4.9 Mo. Pac. Crossing.	20.2 109.1	
	Yard	109			9.00	4.00		1.01	11.27			W	0.3 IOLA.	0 109.4	
	103	90			9.30	4.55		1.11	11.38				7.7 HUMBOLDT.	37.0 117.1	
	4	58				5.05		1.17	11.45				4.1 ENA.	37.0 121.2	
													4.2 M. K. T. Crossing.	0 125.4	
	Yard				12.45 AM	10.00 PM	6.00 PM	1.25 AM	11.54 AM			W F T	0.8 CHANUTE.	37.0 126.2	
					Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(69.3)		

(41.5) (36.4) (18.0) (13.8) Average speed per hour.

NOS. 69, 71, 75 AND 79 HAVE NO TIME TABLE AUTHORITY.

EASTERN DIVISION—THIRD DISTRICT.

EASTWARD.

Boiling Grade Ascending.	TIME TABLE No. 67. June 12, 1938.	Telephone and Telegraph Offices.	First Class.													
			48 Kansas City and Chicago Express.	56 Motor.	46 Motor.	50 Oil Flyer.							76 Way Freight.	72 Way Freight.	80 Mixed.	86 Southern Kansas Freight.
	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.					Arrive Daily Ex. Monday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.		
34.4	OTTAWA JCT. 0.9	C	AM 5.45	f AM 7.33	f AM 10.05	PM 6.37					f AM 8.05			PM 9.30		
0	OTTAWA. 0.2 Mo. Pac. Crossing.	C	5.40 5.30	7.30 AM	10.00 AM	6.34 6.29					8.00 7.35		PM 4.30			
35.6	BURLINGTON JCT. 5.0	B	5.22			6.21					7.20		4.05 PM			
16.6	PRINCETON. 6.2	C	s 5.16			f 6.12					7.00					
24.1	RICHMOND. 2.7	C	s 5.07			s 6.04					6.40					
37.0	SCPIO. 6.6 Mo. Pac. Crossing.					f										
29.9	GARNETT. 8.3	C	s 4.52	Via Lawrence District.	Via Second District.	s 5.50					6.05		Via Burlington District.			
37.0	WELDA. 8.1	C	s 4.38			s 5.36		5.00								
33.4	COLONY. 5.4	C	s 4.25			s 5.24		4.80	AM 11.00							
37.0	CARLYLE. 4.9 Mo. Pac. Crossing.	B	4.16			s 5.15		8.45	10.45							
11.5	IOLA. 7.7	C	s 4.09					s 5.07						8.25	10.30	
37.0	HUMBOLDT. 4.1	C	s 3.56			s 4.54					8.00	10.00				
27.5	ENA. 4.2 M. K. T. Crossing.	B	3.49			4.47					2.38	9.25				
37.0	CHANUTE. 0.8	C	3.43			4.42					2.10	9.10				
0	CHANUTE. 0.8	C	3.40 AM			4.40 PM					2.00 AM	9.00 AM		6.40 PM		
	(69.3)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.					Leave Daily Ex. Monday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.		

Average speed per hour (36.1) (18.0) (18.8) (35.5)

NOS. 72, 76, 80 AND 86 HAVE NO TIME TABLE AUTHORITY.

EASTERN DIVISION.

BURLINGTON DISTRICT.

Capacity of other tracks in 44 ft. cars.	Capacity of Sidings in 44 ft. cars.	WESTWARD. Second Class.		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 67. June 12, 1938.	Ruling Grade Ascending.	Distance from Burlington Jct. Miles.	Telegraph and Telephone Offices.	EASTWARD. Second Class.	
		79								80	
		Mixed.	Leave Daily Ex. Sunday.							Mixed.	Arrive Daily Ex. Sunday.
	79		AM 8.05		87.1	BURLINGTON JOT. 7.0	39.6	0	B	PM 4.05	
	8		\$ 8.25		91.2	HOMWOOD. 2.7	0	7.0	C	\$ 3.45	
20		f			83.3	RANSOMVILLE. 2.9	54.4	9.7	f		
1	21		\$ 8.45		126.0	WILLIAMSBURG. 2.8	146.9	12.6	C	\$ 3.30	
9		f			80.9	SILKVILLE. 3.4	99.8	15.4	f		
9			\$ 9.05		83.4	AGRICOLA. 4.2	102.1	18.3		\$ 3.05	
29			\$ 9.25		105.3	WAVERLY. 5.2	45.8	23.0	C	\$ 2.45	
16			\$ 9.40		42.8	HALL'S SUMMIT. 6.1	83.0	28.2		\$ 2.25	
24			\$10.00		92.2	SHARPE. 8.3	5.0	33.3		\$ 2.05	
62			\$10.30	W	0	BURLINGTON. 0.2	0	41.6	C	\$ 1.35	
					54.4	M. E. T. Crossing. 5.1	61.0	41.8			
		f			57.1	VIVA. 5.1	56.7	46.9	f		
95	21		11.00 AM	Y		GRIDLEY. (52.0)		52.0	C	12.55 PM	
			Arrive Daily Ex. Sunday.							Leave Daily Ex. Sunday.	
		(17.8) Average speed per hour								(16.4)	

No. 79 is superior to No. 80.

LAWRENCE DISTRICT.

Capacity of other tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.	WESTWARD.		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 67. June 12, 1938.	Ruling Grade Ascending.	Distance from Lawrence. Miles.	Telegraph and Telephone Offices.	EASTWARD.	
		75	55							56	76
		Way Freight.	Motor.							Motor.	Way Freight.
	Yard		PM 2.00	AM 9.00	W Y	42.9	0	0	C	AM 8.28	AM 9.30
	9			f 9.03		0	2.1	2.1	f	8.17	
	23		2.25	\$ 9.12		39.6	6.5	6.5	\$	8.11	9.12
	25		2.40	\$ 9.20		85.5	9.7	9.7	\$	8.05	9.00
	32		3.06	\$ 9.32		65.0	15.4	15.4	C	\$ 7.55	8.40
	11		3.23	f 9.42		52.4	20.3	20.3	f	7.43	8.20
	Yard		3.40 PM	f 9.52 AM	W Y		26.2	26.2	C	7.33 AM	8.05 AM
			Arrive Daily Ex. Sunday.	Arrive Daily.						Leave Daily.	Leave Daily Ex. Monday.
		(28.5) Average speed per hour								(28.5)	

NOS. 75 AND 76 HAVE NO TIME TABLE AUTHORITY.

EASTERN DIVISION.

ATCHISON DISTRICT.

		WESTWARD.				First Class.		Fuel, Water, Turn Tables and Wyes.	Rating Grade Ascending.	TIME TABLE No. 67, June 12, 1938.	Rating Grade Ascending.	Telegraph and Telephone Offices.	Distance from Chicago and Atchison.	EASTWARD.			
Capacity of Other Tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.	29 Through Freight. Leave Daily Ex. Sunday.	63 Way Freight. Leave Tues. Thurs. Sat.	57		30	64							Motor.	St. Joseph Stock. Arrive Daily Ex. Sunday.	Way Freight. Arrive Mon. Wed. Fri.	
				Motor.	Leave Daily.			58	30	64							
Yard		PM 6.48		AM 7.35	Y				ST. JOSEPH U. S. 0.3	C	484.2	PM 6.10					
		6.00		7.43	W F T				0			494.5					
									12.4			485.0	6.00		7.25		
									17.8			504.6					
									0			504.8					
									0			505.0	\$ 5.20				
Yard		7.00	AM 9.00	\$ 8.30	W F T				34.8			0	\$ 5.10	6.15	PM 8.10		
									25.6			1.2					
5 Spur									53.2			4.6	5.00				
21			9.20	f 8.47					58.6			6.5	f 4.57		2.55		
									0						2.50		
17	22		9.25 PM 1.25	\$ 8.52	Y				24.8			8.8	s 4.52		PM 9.30		
									68.9			10.8	s 4.47		9.25		
27			1.35	\$ 8.57					0			16.8	s 4.36		9.10		
21	22		2.00	\$ 9.09					0			20.4	f 4.29		8.50		
30			2.10	f 9.15					0			44.2					
56	41		2.40	\$ 9.25	W				69.9			28.0	s 4.19		8.25		
25			3.10	\$ 9.40					62.4			34.9	s 4.03		7.45		
40	29		3.20	\$ 9.48					47.3			39.4	s 3.54		7.25		
19 Spur			3.30	f 9.54					63.4			42.7	f 3.47		7.10		
Yard	8		3.50	f 10.05	Y				63.4			49.5	f 3.35		6.55		
									33.4			50.5					
Yard		9.15 PM	4.00 PM	10.15 AM	W F T				0			50.6	3.30 PM		8.15 AM		
		Arrive Daily Ex. Sunday.	Arrive Tues. Thurs. Sat.	Arrive Daily.					(71.4)				Leave Daily.		Leave Daily Ex. Sunday.		

(26.7) Average speed per hour (26.7)

NOS. 29, 30, 63 AND 64 HAVE NO TIME TABLE AUTHORITY.

Atchison District trains have no time table superiority between Atchison U. S. and St. Joseph U. S. and will be governed by C. R. I. & P. Ry. Time Table, Rules and Regulations between Terminal Jct. and Winthrop and by Missouri Division time table between Terminal Jct. and St. Joseph U. S.

EASTERN DIVISION.

LEAVENWORTH DISTRICT.

ALMA DISTRICT.

Capacity of other tracks in 44 ft. Cars.	Capacity of sidings in 44 ft. Cars.	WESTWARD		Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 67, June 12, 1938.	Rolling Grade Ascending.	Distance from Wilder.	Telegraph and Telephone Offices.	EASTWARD.	
		Second Class.								Second Class.	
		83	67							84	68
		Mixed.	Mixed.							Mixed.	Mixed.
		Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.			STATIONS.		Miles.		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.
42			AM 9.40	Y	21.1	WILDER.	0	.0	C	PM 3.10	
26	31		9.55		30.1	1.5 U. P. Crossing. E. C. K. V. & W. Crossing. BONNER SPRINGS.	0	1.5	C	3.00	
6 Spur					26.4	2.0 JAGGARD.	0	3.0			
14			10.10		33.2	4.0 STONE.	52.8	7.5		2.20	
22			10.25		0	4.8 EAST FAIRMOUNT.	55.4	11.8		2.05	
17	16		10.40		31.7	4.9 LANSING.	10.6	16.7	C	1.50	
2	20		10.50		52.8	1.8 WADSWORTH.	52.8	13.5	C	1.20	
			11.00		0	2.2 L. & T. Crossing. SOUTH LEAVENWORTH.	66.0	20.7		1.10	
Yard		PM 12.01	11.10 AM	W T	66.0	1.3 LEAVENWORTH.	66.0	22.0	C	AM 10.50	1.00 PM
14		12.20			66.0	5.0 MIOCENE.	66.0	27.0		10.30	
2 Spur					66.0	3.4 MAKENNY.	0	30.4			
14		12.40			66.0	2.6 LOWEMONT.	0	33.0		10.10	
					0	3.4 THORNBURG.	66.0	36.4			
27		1.00			10.9	3.0 POTTER.	0	39.4		9.50	
					30.5	2.0 MOUNT PLEASANT.	35.0	41.4			
3 Spur					66.0	1.7 CURLEW.	63.4	43.1			
17	22	1.20 PM		Y	30.1	2.2 HAWTHORNE.	0	45.3		9.30 AM	
		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.			(45.3)				Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.

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

Capacity of other tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.	WESTWARD.		Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 67, June 12, 1938.	Rolling Grade Ascending.	Distance from Burlingame.	Telegraph and Telephone Offices.	EASTWARD.	
		Second Class.								Second Class.	
		95	96							95	96
		Mixed.	Mixed.							Mixed.	Mixed.
		Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.			STATIONS.		Miles.		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.
Yard		AM 11.30		W Y	58.1	BURLINGAME.	52.8	0	C	PM 4.35	
20		11.55		W	52.8	8.5 HARVEYVILLE.	0	3.5	C	4.15	
9 Spur					58.1	4.9 BRADFORD.	0	13.4			
34		PM 12.35			58.1	4.7 ESKRIDGE.	70.0	13.1	C	3.45	
22		1.05			52.8	7.4 HESSDALE.	70.2	25.5		3.20	
16					50.7	6.7 ALLENDORPH.	40.6	32.3			
48		1.45 PM		W Y		1.6 ALMA.		33.3	C	3.00 PM	
		Arrive Daily Ex. Sunday.				(33.3)				Leave Daily Ex. Sunday.	

(15.0) Average speed per hour (21.3)

No. 95 is superior to No. 96.

SPECIAL RULES AND REGULATIONS.

Effective on the Eastern Division and superseding all General Rules inconsistent therewith.

A book of The Atchison, Topeka and Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1927, and the current Time Table, must be in the hands of all employes affected by them.

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

Rule No. 10 (f) and Rule No. 701, of the Rules and Regulations, Operating Department, Revised 1927, are hereby amended by substituting red for purple, as color indication for dwarf signal.

Rules Nos. 5, 15, 86, 95, 97, 221, 360, 384, 711 and 872 of the Rules and Regulations, Operating Department, Revised 1927, are hereby cancelled and superseded by the following:

Rule No. 5. 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 the leaving times. Unless otherwise indicated, the time applies to the switch where an inferior train enters the siding. Where there is no siding, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

Schedule meeting or passing stations are indicated by figures in full-faced type.

The numbers of trains to meet or pass may be shown by small figures in close proximity.

Both the arriving and the leaving time of a train are in full-faced type when both are meeting or passing times, or when one or more trains are to meet or pass it between those times.

When trains are to be met or passed at a siding extending between two adjoining stations, the time at each end of the siding will be shown in full-faced type.

Rule No. 15. The explosion of two torpedoes is a signal to proceed at restricted speed, to be acknowledged as prescribed by Rule 14 (g). The explosion of one torpedo will indicate the same as two, but the use of two is required. Restricted speed must be observed for a distance of one mile from point of explosion.

Rule No. 86. Unless otherwise provided, an inferior train must clear the time of a superior train in the same direction not less than five minutes, but must be clear at the time a first class train in the same direction is due to leave the next station in the rear, where time is shown.

Where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior train sufficiently to give clear signal indication in the rear.

Rule No. 95. Two or more sections may be run on the same schedule. Each section has equal time-table authority.

A train must not display signals for a following section, except as prescribed by Rule 85, without orders from the superintendent.

On double track, the dispatcher may authorize sections of a schedule at initial stations by Clearance Card, Form 902.

Rule No. 97. Extra trains must not be run without train orders. On double track the dispatcher may authorize the running of extra trains, except work extras, by Clearance Card, Form 902.

Rule No. 221. Where a fixed signal is used at a train order office it must indicate "stop" when there is an operator on duty, except when changed to "proceed" to allow train to pass when there are no train orders for any train in that direction.

When the train order signal cannot be changed to indicate "proceed" for a train because of orders for other trains in the same direction, a clearance card must be issued to the train for which there are no orders.

Except as provided in Rule 758, a train must not pass a train order signal in stop position without first receiving Clearance Card, Form 902.

Train order signals must be fastened at "proceed" only when no operator is on duty. When so fastened at night the light must be extinguished.

Operators must have flagman's signals ready for immediate use.

Rule No. 360. Shortly before reaching a station at which a train is to stop to discharge passengers, the conductor or trainmen will pass through each passenger car, except sleeping cars, and announce twice distinctly the name of the station they are approaching, cautioning passengers to not forget their parcels, packages or baggage, and, when approaching meal stations, they will also announce the length of time train will stop for meals; if at a Harvey House, they will so state. Before departure of trains they must exercise care to prevent leaving passengers. At junction points they will announce

the name of the junction and also which car if any is to be cut out, arranging for relocating passengers in cars which will remain in the train.

Station announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M. when in the judgment of 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. They must not take loaded cars without the waybill 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.

Foreign cars must be accompanied by return slip bill (Form 1850). When a foreign car is left at a non-agency station the return slip bill must be left at the next agency station.

Rule No. 711. 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. When the engine has been coupled on and gauge shows a sufficient pressure in the brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also the number of brakes cut out or inoperative.

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.

FLAGGING THROUGH 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.

TRAIN ORDERS AND CLEARANCE CARDS FOR REAR BRAKEMEN.

An additional copy of all train orders and clearance cards shall be furnished to conductors for prompt delivery to rear brakemen.

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.

LOCATION OF STANDARD CLOCKS.

Topeka.....	Yardmaster's Office, Passenger Station and Roundhouse Office.
Kansas City.....	Union Station.
Argentine.....	Yard and Roundhouse Offices.
Emporia.....	Telegraph, Yard and Roundhouse Offices.
Ottawa.....	Passenger Station.
Chanute.....	Telegraph Office.
Eastern Jct.....	Yard Office.
Terminal Yard.....	Yard Office.
St. Joseph.....	Union Station.
Atchison.....	Freight Station.

LOCATION OF BULLETIN BOOKS.

Topeka.....	Passenger Station.
Osage City.....	Station.
Kansas City.....	Telegraph Office, Union Station.
Argentine.....	Brakemen's Locker Room, Union Station.
Emporia.....	Yard and Roundhouse Offices.
Ottawa.....	Yard and Roundhouse Offices.
Chanute.....	Passenger Station and Roundhouse Office.
Eastern Jct.....	Telegraph Office.
Atchison.....	Yard and Roundhouse Offices.
Atchison.....	Freight Station.

LOCATION OF YARD LIMITS (See Rules 93 and D-153).

Lawrence (includes India).	Ottawa.
Topeka.	Garnett.
Burlingame (on Alma District only).	Colony.
Osage City.	Iola.
Kansas City.	Humboldt.
Argentine (includes yard limit boards west of Turner station).	Chanute (includes Eastern Jct. and Hose).
Holliday.	Atchison.
Olathe.	Valley Falls.
Ottawa Jct.	North Topeka.
Emporia (includes Emporia Jct. and Merrick).	Leavenworth.
	Gridley.

LOCATION OF STANDARD THERMOMETERS.

Topeka.	Tower HU.	Garnett.
Osage City.	Quenemo.	Colony.
Argentine.	Melvern.	Iola.
Holliday.	Lebo.	Gridley.
Olathe.	Neosho Rapids.	Atchison.
Gardner.	Emporia.	Valley Falls.
Edgerton.	Ottawa.	Alma.
Ottawa Jct.	Richmond.	

TRAINS MUST REGISTER AS FOLLOWS:

Freight trains at Emporia, Argentine, Eastern Jct. Yard Offices, and Second Street Tower, Topeka; will not register Chanute passenger station.

By Form 903 as follows:
 First District trains at Holliday.
 All first class trains at Emporia.
 Atchison District, first class trains at Terminal Yard, and Second Street Tower Topeka.

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

TRAINS MUST GET CLEARANCE CARDS AS FOLLOWS:

First class trains and through passenger trains operated as extra trains before leaving
 Kansas City Union Station.
 Holliday, westward, First District.
 Emporia Jct.
 Ottawa Jct., from Third District, and westward trains from Second and Lawrence Districts to Third District.

Ottawa, westward trains during assigned hours of operator.
Chanute.

All except first class trains before leaving Argentine yard office.
Holliday First District.
Emporia yard office.
Ottawa Jct., from Third District, and westward trains from Second and Lawrence Districts to Third District.
Ottawa, westward trains during assigned hours of operator.
Eastern Jct.
Leavenworth.

All trains Atchison District before leaving Second Street Tower Topeka, Atchison U. S., and westward trains before leaving Atchison F. S. during assigned hours of operator.
Alma District before leaving Alma and Burlingame.
Lawrence District before leaving Ottawa Jct. and Lawrence.
Burlington District before leaving Gridley.

DOUBLE TRACK BETWEEN:

Second District.

A. T. & S. F. Jct. to Emporia.
All trains between Olathe and Emporia Jct. shall keep to the left.

Third District.

Ottawa Jct. and M.P. 58.2, 107 ft. east of Bridge 58-A.

CURRENT OF TRAFFIC.

On double track trains will run as prescribed by Rule D-152.
The movement of trains will be supervised by the train dispatcher, who will issue instructions to signalmen when required.
When necessary to run trains against the current of traffic, movement must be controlled by train orders.

Except as affected by these rules, all block signal and train rules remain in force.

TRAFFIC REVERSAL.

Trains between Holliday and Olathe will be governed by signal indication whose indication supersedes time table superiority and authorize movement against the current of traffic. (Instructions pertaining to operation over this track covered by bulletin).

ADDITIONAL MAIN TRACKS.

Third main track between Turner and Holliday, designated as Track No. 3.

Fourth or north main track between Turner and Morris, designated as Track No. 4.

Third main track between Ottawa Jct. and Tower HU, designated as Track No. 3.

Third main track between Emporia Jct. and Emporia, designated as Track No. 3.

DESIGNATION OF OTHER TRACKS.

Siding east of Olathe, both sidings at Ottawa Jct., middle siding Melvern, and siding Ridgerton to Olivet, are not assigned as to direction.

The storage track between Emporia Jct. and Wiggam will be used for the movement of trains on signal indication between Emporia Jct. and Wiggam.

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

AUTOMATIC BLOCK BETWEEN:

First District.

Holliday and Emporia Jct.

Second District.

A. T. & S. F. Jct. and Emporia.

Third District.

Ottawa Jct. and Chanute.

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

MANUAL BLOCK BETWEEN:

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

TRAIN ORDER SIGNALS.

At interlocking stations on Second District where there is no train order signal, the home interlocking signal is used as train order signal. Be governed by Rule 788(A).

Morris—Station semaphore governs movement of trains on track No. 3 only.

Tower HU—Station semaphore located 320 feet east of Mo. Pac. crossing, governs movement of eastward trains on track No. 3.

Emporia Jct.—Station semaphore governs movement of eastward trains via First District.

Wildor Jct.—The block signal at the junction of Leavenworth and First Districts governs movement of trains eastward from the Leavenworth District. Orders must be obtained from the train dispatcher before going on main track First District from the Leavenworth District.

FIXED SIGNALS.

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

DOUBLE ARM HOME SIGNALS.

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

SWITCH LIGHTS.

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

JOINT TRACK FACILITIES.

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

Atchison District—A. T. & S. F. trains will enter and leave Terminal Yard, St. Joseph, at first connecting switch with C. R. I. & P. west of Terminal Jct. and will use C. R. I. & P. tracks between Terminal Jct. and Winthrop.

Atchison—A. T. & S. F. trains will use bridge of Atchison & Eastern Bridge Co. between Atchison U. S. and Winthrop and will be governed by Atchison & Eastern Bridge Co. Rules and Regulations.

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

Atchison—A. T. & S. F. trains will use Missouri Pacific main track from connection with Union Depot track No. 5 to crossover 66 feet west of track No. 5. When switch indicators show clear position, they authorize the opening of switches, after which signals will go to proceed position and movement may be made over Missouri Pacific main track.

When switch indicators indicate circuit occupied and there is no indication of train or engine movement on Missouri Pacific throw switches, wait five (5) minutes and proceed over Missouri Pacific main track between Signals 3308-R and 3305-R.

Atchison—C. R. I. & P. trains will use A. T. & S. F. main and yard tracks between Atchison U. S. and Atchison yards and will be governed by A. T. & S. F. Time Table, Rules and Regulations.

Leavenworth—A. T. & S. F. trains using U. P. tracks between connecting switch near M.P. 23.0 and Fort Leavenworth will be governed by U. P. Time Table, Rules and Regulations.

INTERLOCKED SWITCHES.

Switches are interlocked by remote control and handled by operator at following locations:

Olathe—East switch of westward siding and both ends of siding east of Olathe.

Gardner—West switch of eastward siding.

Edgerton—East switch of westward siding and west switch of eastward siding.

Ottawa Jct.—East switches of sidings east of Lawrence District crossing.

Quenemo—East switch of westward siding.

Melvorn—East switch of eastward siding.

Wiggam—East switch of storage track and crossover switches, handled by operator Emporia Jct.

Emporia Jct.—Switch connecting Second District, Southern Kansas Division and track No. 3.

Chanute—Connecting switch with lead to freight yard, 0.8 mile east of passenger station, handled by operator Eastern Jct.

Telephone connected with office of communication is located at each of these switches.

OVERHEAD AND SIDE OBSTRUCTIONS.

It is dangerous to sit on side of cars or hang on side ladders or for enginemen or firemen to have head out engine cab windows passing the mill tracks at Lawrence.

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

Mile Post	Bridge Number	Name
First District.		
51.7	51-B	Foot viaduct, Topeka.
52.3	52-B	Second Street foot viaduct, Topeka.
94.9	94-C	Truss bridge.
107.9	107-F	Truss bridge.
Second District.		
34.6	34-B	Wagon viaduct.
45.4	45-A	Wagon viaduct.
56.9	Coal chute, Ottawa Jct.
79.7	79-B	Wagon viaduct.
79.8	79-C	Wagon viaduct.
92.5	92-A	Wagon viaduct.
Atchison District.		
0.2	0-B	Sixth Street viaduct, Atchison.
25.7	25-C	Delaware River bridge.
43.9	48-A	Soldier Creek bridge.
50.4	50-A	Second Street viaduct, Topeka.
Leavenworth District.		
16.4	Trolley wire Pen. spur, Lansing.
18.3	18-A	Wagon viaduct.
20.7	20-B	Wagon viaduct.
41.4	41-C	Viaduct boiler house track, Wadsworth. Stranger Creek.
Alma District.		
33.5	33-C	Mill Creek.
Burlington District.		
41.1	41-A	Neosho River.

RAILROAD CROSSINGS AT GRADE.

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

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

Ottawa Jct.—A. T. & S. F. Interlocking Plant. No distant signal Lawrence District.

Tower HU—Mo. Pac. Standard Interlocking Plant.

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

Ottawa—Mo. Pac. 0.2 mile west of station. Automatic Interlocking Plant.

Garnett—Mo. Pac. 0.1 mile east of station. Stop. One of the crew must precede train to crossing and train must not cross until engineman receives signal that it is safe to proceed.

Iola—Mo. Pac. 0.3 mile east of station, Automatic Interlocking Plant.

Chanute—M. K. T. 0.8 mile east of station is protected by gate set normally across M. K. T. track. Trains approach crossing at restricted speed and when gate is set across M. K. T. track, may cross at speed not to exceed fifteen (15) miles per hour.

Atchison U. S.—Mo. Pac. Stop. One of the crew must precede train to crossing and train must not cross until engineman receives signal that it is safe to proceed.

Atchison F. S.—Mo. Pac. 0.6 mile west of station is protected by gate set normally across Mo. Pac. track. Trains approach crossing at restricted speed and when gate is set across Mo. Pac. track, may cross at speed not to exceed ten (10) miles per hour.

who threatens to assault other passengers or train employes, 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.

Attention is also called to the following Kansas statute on the subject of gambling and confidence games:

Chapter 81 of the Laws of 1876.

"Sec. 1. Whoever shall, in this state, deal, play or practice, or be in any manner accessory to the dealing, playing or practicing of the confidence game or swindle known as three-card monte, or of any such game, play or practice, shall be deemed guilty of a felony, and upon conviction thereof shall be punished by a fine not to exceed five thousand dollars, and by confinement in the penitentiary not less than two nor more than five years.

"Sec. 2. Whoever shall, in this state, on any railroad car, coach or train, practice any confidence game not mentioned in the preceding section, or shall sell any prize packages or other prize, shall be deemed guilty of a misdemeanor.

"Sec. 3. It is hereby made the duty of railroad conductors, brakemen on railroad trains, to immediately arrest the person so offending, without warrant or other process, and to call upon all bystanders or others for assistance, when the same may be necessary to

enable them to make such arrest. And when such offense is committed on any railroad car, coach or train, the venue shall lie, and the person be tried in any county through which such railroad may run, not outside of the judicial district in which the offense was committed, any law to the contrary notwithstanding."

In Missouri, if any passenger shall refuse to pay his fare, or shall behave in an offensive manner, or be guilty of repeated violations of the rules of the company, it shall be lawful for the conductor of the train and the servants of the corporation, to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping-place, or near any dwelling-house, as the conductor shall elect on stopping the train.

Rules governing the use of double track passenger main tracks and double track freight main tracks between Turner and A. T. & S. F. Jct. connecting with main tracks of Kansas City Terminal Ry. Co.

1. The third main track between A. T. & S. F. Jct. and east tower Argentine, is eastward freight main track, designated as Track No. 3.

The fourth main track between A. T. & S. F. Jct. and east tower Argentine, is westward freight main track, designated as Track No. 4.

2. All movements are authorized on tracks 1, 2, 3 and 4 between Turner and A. T. & S. F. Jct. without train orders or clearance card, Form 902, and will be governed by switch-tenders and towermen.

3. Rules governing railroad crossings will apply to all trains or engines moving in each direction on all main tracks and Kansas City Terminal Ry. Co. wye tracks at A. T. & S. F. Jct. Trains or engines must not proceed until it can be seen that all tracks which it may be necessary to cross or foul, are clear in each direction.

4. Engines and back-up trains are authorized to use the Kansas City Terminal Ry. Co. wye tracks between Chicago Jct. and A. T. & S. F. Jct. for turning and other purposes, and in so doing must observe the following:

Engines or trains entering upon the Kansas City Terminal Ry. Co. tracks at A. T. & S. F. Jct., for the purpose of turning on the wye, will use the south track to the slip crossover just east of the east wye switch and the north main track or westward track will then be used to Chicago Jct.

5. All trains and engines will approach Metropolitan Avenue at A. T. & S. F. Jct. at speed not to exceed one (1) mile in four (4) minutes.

6. Trains, back-ups, yard and light engines must not exceed speed of one (1) mile in four (4) minutes through turnouts and crossovers, except all crossovers west of and between tracks one and two east of road crossing at Turner.

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

W. S. DICKENSHEETS,
Trainmaster,
TOPEKA, KANSAS.

W. A. SHOCKLEY,
Trainmaster,
Kansas City Division,
ARGENTINE, KANSAS.

F. F. VESTAL,
Night Trainmaster,
Kansas City Division,
ARGENTINE, KANSAS.

R. L. HOOKS,
Passenger Trainmaster,
Kansas City Division,
KANSAS CITY, MO.

T. P. CONDRON,
Asst. Trainmaster,
Kansas City Division,
ARGENTINE, KANSAS.

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

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

C. T. HERZOG,
Night Chief Dispatcher,
EMPORIA, KANSAS.

Train Dispatchers:
EMPORIA, KANSAS.

C. V. Davis,
C. C. Koontz,
A. D. Estep,
W. A. Martin,

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

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49, 50, 55 and 56. Trains 51 and 52 between Streator and Joliet.
MISSOURI DIVISION—Trains 59 and 60. Trains 57 and 58 between Dumas and Marcelline.
EASTERN DIVISION—Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 75 and 76.
MIDDLE DIVISION—Trains 32, 36, 42, 59, 60, 63, 64, 69, 70, 75, 76, 87, 88, 89, 90, 97 and 98.
OKLAHOMA DIVISION—Trains 67, 68, 73, 74, 79, 80, 81, 82, 87 and 88.
SOUTHERN KANSAS DIVISION—Trains 85, 86, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield; 91 and 92 between Pittsburg and Joplin.

WESTERN DIVISION—Trains 81 and 82.
COLORADO DIVISION—Trains 87 and 88.
NEW MEXICO DIVISION—Trains 71 and 72.
PANHANDLE DIVISION—Trains 57, 58, 59, 60, 61, 62, 69, 70, 71, 72, 83, 84, 119 and 120.
PECOS DIVISION—Trains 45 and 46.
PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.
SLATON DIVISION.

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

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

(Bold-faced type in following conditional stops indicates changes from previous time tables.)

- | | |
|--|---|
| <p>No. 1. (a) At any station Chicago to Belen, for passengers for Arizona or California.
 (b) At Putnam, Sedgwick, or Valley Center, to discharge passengers from Newton or beyond.
 (c) At Derby or Belle Plaine, for passengers for Wellington or beyond.
 (d) At any station Wellington to Belen, to discharge passengers from Wichita or beyond.
 (e) At any station Kiowa to Belen, to discharge passengers from Burlington or beyond.</p> <p>No. 2. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Belen to Kiowa, for passengers for Burlington or beyond.
 (c) At any station east of Attica, to discharge passengers from Medicine Lodge District.
 (d) At any station Wellington to Kansas City, to discharge passengers from Wellington or beyond.
 (e) At Peabody or Florence, to discharge passengers from south of Newton or for passengers for Kansas City or beyond.
 (f) At Strong City to discharge passengers from beyond Newton.
 (g) At any station east of Kansas City, to discharge passengers from beyond Kansas City.
 (h) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona or Mazon, for passengers for Chicago or beyond.</p> <p>No. 3. (a) At any station Chicago to Albuquerque, for passengers for Arizona or California.
 (b) At any station Hutchinson to Kinsley, to discharge passengers from Kansas City or beyond; or for passengers for south and west of La Junta.</p> <p>No. 4. (a) At any station Albuquerque to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Kinsley to Hutchinson to discharge passengers from south or west of La Junta, or for passengers for Kansas City or beyond.
 (c) At Joliet, to discharge passengers from Kansas City or beyond.</p> <p>No. 5. (From Chicago) (a) At any station in Illinois, to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Kansas City, except between Fort Madison and Marcelline, for passengers for Kansas City or beyond.
 (c) At any station Chicago to Henrietta, for passengers for St. Joseph District.
 (d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet.
 (e) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.
 (f) At any station Fort Madison to Marcelline, to discharge passengers from east of Fort Madison.
 (g) At any station Marcelline to Henrietta, or at Sheffield, to discharge passengers from Chicago.
 (h) At Florence, to discharge passengers from Kansas City or beyond, for Eldorado or McPherson District.
 (i) At Newkirk, to discharge passengers from Newton or beyond, or for passengers for Oklahoma City or beyond.
 (j) At Edmond, to discharge passengers from Wichita or beyond, or for passengers for Ft. Worth or beyond.</p> <p>No. 5-6. (From La Junta) At any station La Junta to Denver, to discharge passengers from east or south of La Junta, and at Castle Rock to discharge or receive passengers.</p> <p>No. 5-6. (From Denver) At any station Denver to La Junta, for passengers for east or south of La Junta; and at Littleton, for passengers for Palmer Lake or beyond.</p> <p>No. 6. (From Galveston) (a) At Edmond, for passengers for Wichita or beyond.
 (b) At Newkirk, to discharge passengers from Oklahoma City or beyond.
 (c) At Florence, for passengers for Chicago or beyond.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.
 (b) At Las Animas, to discharge passengers from La Junta or beyond.
 (c) At Ottawa Jct., to discharge passengers from Emporia or beyond.
 (d) At Olathe, to discharge passengers from Newton or beyond.</p> <p>No. 9. (a) At any station Chicago to Albuquerque, for passengers for Albuquerque or beyond.
 (b) At any station Chicago to La Junta for passengers for La Junta or beyond.
 (c) At any station Fort Madison to Marcelline, to discharge passengers from east of Fort Madison; or for passengers.
 (d) At any station Henrietta to Kansas City, to discharge passengers from east of Henrietta.
 (e) At any station west of Kansas City, to discharge passengers from beyond Kansas City.
 (f) At any station Kansas City to Newton, for passengers for south or west of Newton.
 (g) At Burlingame, to discharge passengers from Kansas City or beyond.
 (h) At any station Emporia to Newton, to discharge passengers.
 (i) At any station Newton to Albuquerque, to receive or discharge passengers.</p> | <p>No. 10. (a) At any station Albuquerque to Newton, to receive or discharge passengers.
 (b) At any station La Junta to Chicago, to discharge passengers from La Junta or beyond.
 (c) At any station Newton to Kansas City, for passengers for Kansas City or beyond, or to discharge passengers from beyond Newton.
 (d) At any station Florence to Kansas City, to discharge passengers from Eldorado or McPherson District.
 (e) At Halsted Street, Chicago, to discharge passengers for Stock Yards District.</p> <p>No. 11. At Marcelline, to discharge passengers from Chicago or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 12. At Marcelline to discharge passengers from Kansas City or beyond; or for passengers for Chicago or beyond.</p> <p>No. 15. At any station Newton to La Junta, to receive or discharge passengers.</p> <p>No. 16. (From Pueblo) At any station Pueblo to Newton, to receive or discharge passengers.</p> <p>No. 19. At Chillicothe, to discharge passengers from Chicago or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 21. (a) At Hutchinson to discharge passengers from Kansas City or beyond; or for passengers for La Junta or beyond.
 (b) At Glorieta, to discharge passengers from Trinidad or beyond; or for passengers for Gallup or beyond.</p> <p>No. 22. (a) At Glorieta, to discharge passengers from Gallup or beyond; or for passengers for Trinidad or beyond.
 (b) At Trinidad, to discharge passengers; or for passengers for Kansas City or beyond.
 (c) At Hutchinson to discharge passengers from La Junta or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 23. (a) At any station Chicago to Belen, for passengers for Arizona or California.
 (b) At any station Chicago to Kansas City, for passengers for Newton or beyond; at Coal City, for passengers for west of Ancona; at Stronghurst or Dallas City, for passengers for Kansas City or beyond, or to discharge passengers from Chicago or beyond; and at East Fort Madison, to discharge passengers from Chicago or beyond.
 (c) At Medill or Baring, for passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.
 (d) At any station Pomona to Emporia, for passengers south of Newton, or for west of Newton served by No. 15.
 (e) At Strong City, to pick up or discharge passengers.</p> <p>No. 24. (a) At any station, Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Emporia to Kansas City, to discharge passengers from Emporia or beyond.
 (c) At any station LeLoup to Kansas City, to discharge passengers.
 (d) At any station Kansas City to Chicago, to discharge passengers from beyond Kansas City.
 (e) At any station Kansas City to Fort Madison to discharge passengers from Kansas City or beyond; or for passengers for Fort Madison or beyond.
 (f) At East Fort Madison, Williamsfield, or Princeville, for passengers for Chicago or beyond.
 (g) At Ransom, Kinsman, Verona or Mazon, to discharge passengers from west of Fort Madison; or for passengers for Chicago or beyond.</p> <p>No. 27. (a) At Eudora, to discharge passengers from Kansas City or beyond.
 (b) At Osage City, to discharge passengers from Topeka or beyond.
 (c) At Burlingame or Osage City, for passengers for south of Newton or for west of Newton served by No. 15.
 (d) At Edmond, to discharge passengers from Ponca City or beyond.</p> <p>No. 27. At Littleton, Castle Rock, Larkspur, or Fountain for passengers for east or south of Pueblo.</p> <p>No. 28. (a) At Edmond, for passengers for Ponca City or beyond.
 (b) At Strong City, to discharge passengers from south of Wichita for Strong City District.
 (c) At any station between Emporia and Kansas City, to discharge passengers from beyond Newton.</p> <p>No. 47. (a) At Holliday, Gardner, Edgerton or Wellsville, to discharge passengers from Kansas City, Kans., or beyond; or for passengers for Ottawa or beyond; or west of Ottawa Jct. for No. 23.
 (b) At Olathe, for passengers for south of Ottawa.
 (c) At Richmond or Colony to discharge passengers from Ottawa or beyond; or for passengers for Chanute or beyond.
 (d) At any station south of Chanute, to discharge passengers from Ottawa or beyond.</p> <p>No. 48. (a) At any station Tulsa to Chanute, for passengers for Richmond or beyond.</p> |
|--|---|

The following signs indicate:

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

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

Dr. J. P. KASTER, Chief Surgeon, Topeka.
Dr. M. L. BISHOFF, Assistant Chief Surgeon, Topeka.

EASTERN DIVISION.

TOPEKA HOSPITAL.

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

LOCAL SURGEONS.

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

Dr. W. O. POSTON, Quenemo.
Dr. A. B. MCCONNELL, Burlington.
Dr. J. A. MILLIGAN, Garnett.
Dr. R. O. CHRISTIAN, Iola.
Dr. R. A. LIGHT, Chanute.
Dr. A. M. GARTON, Chanute.
Dr. F. C. STEWART, Eskridge.
DR. JAS. W. HELTON, Colony.
Dr. J. D. REID, Wellsville.

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

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

R. D. MONTGOMERY, General Watch Inspector, Topeka.

J. H. MACE, Assistant General Watch Inspector, (Roadway and Station Service) Kansas City, Mo.

LOCAL WATCH INSPECTORS, EASTERN DIVISION.

REYNOLDS JEWELRY COMPANY, Argentine.
H. C. BURDICK, Topeka.
HUGHES-TODD COMPANY, Emporia.
LEONARD G. FORT, Emporia.

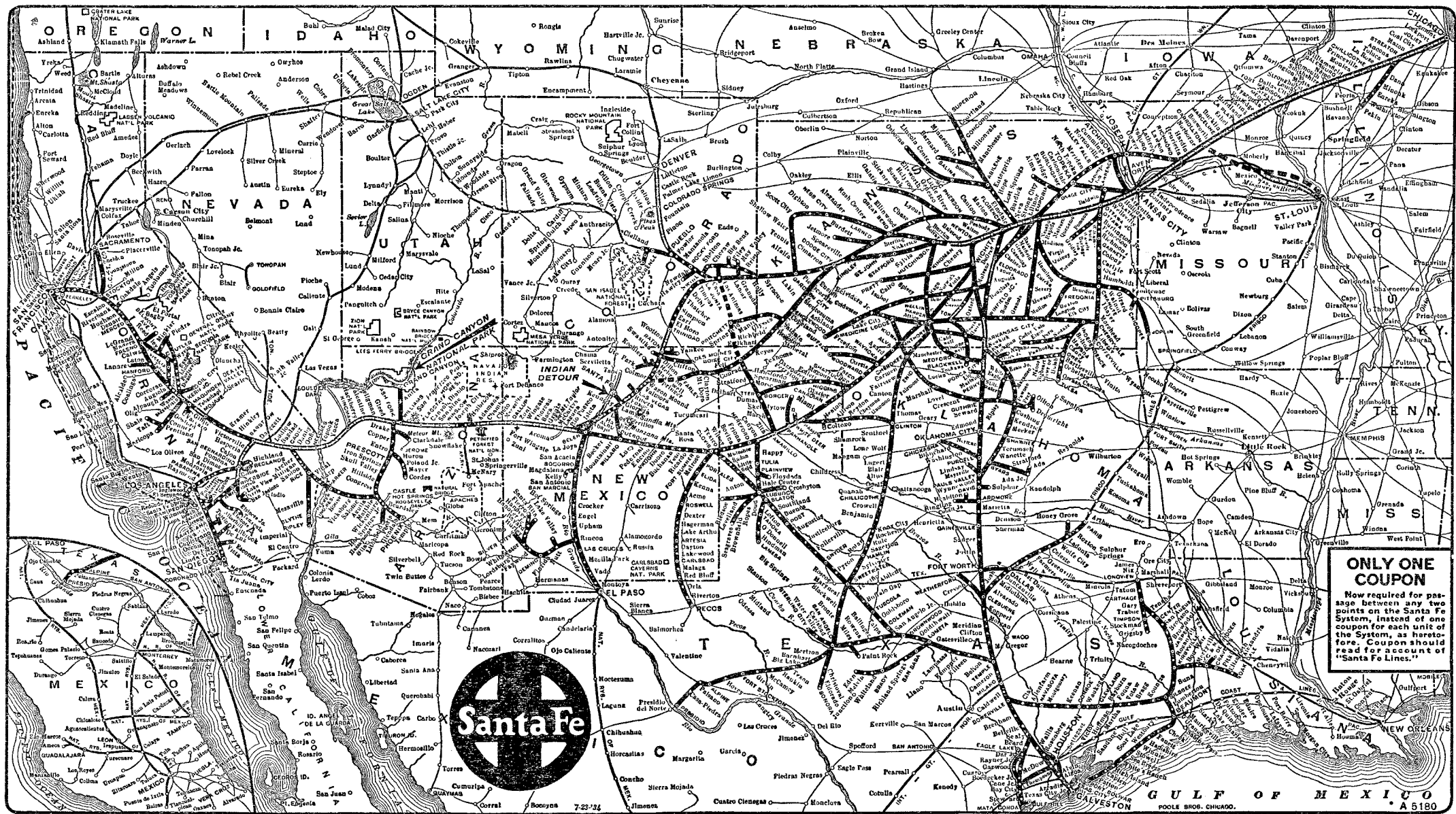
A. G. MADTSON, Ottawa.
ARTHUR J. STROBEL, Chanute.
ERNEST C. MAXWELL, St. Joseph.
VIRGIL E. UNDERWOOD, Osage City.

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

SANTA FE SAFETY FIRST

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

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



ONLY ONE COUPON
 Now required for passage between any two points on the Santa Fe System, instead of one coupon for each unit of the System, as heretofore. Coupon should read for account of "Santa Fe Lines."

Santa Fe Through Lines
 Double Track plus two main lines between Newton and Albuquerque
 Lines Under Construction
 Connecting Lines