

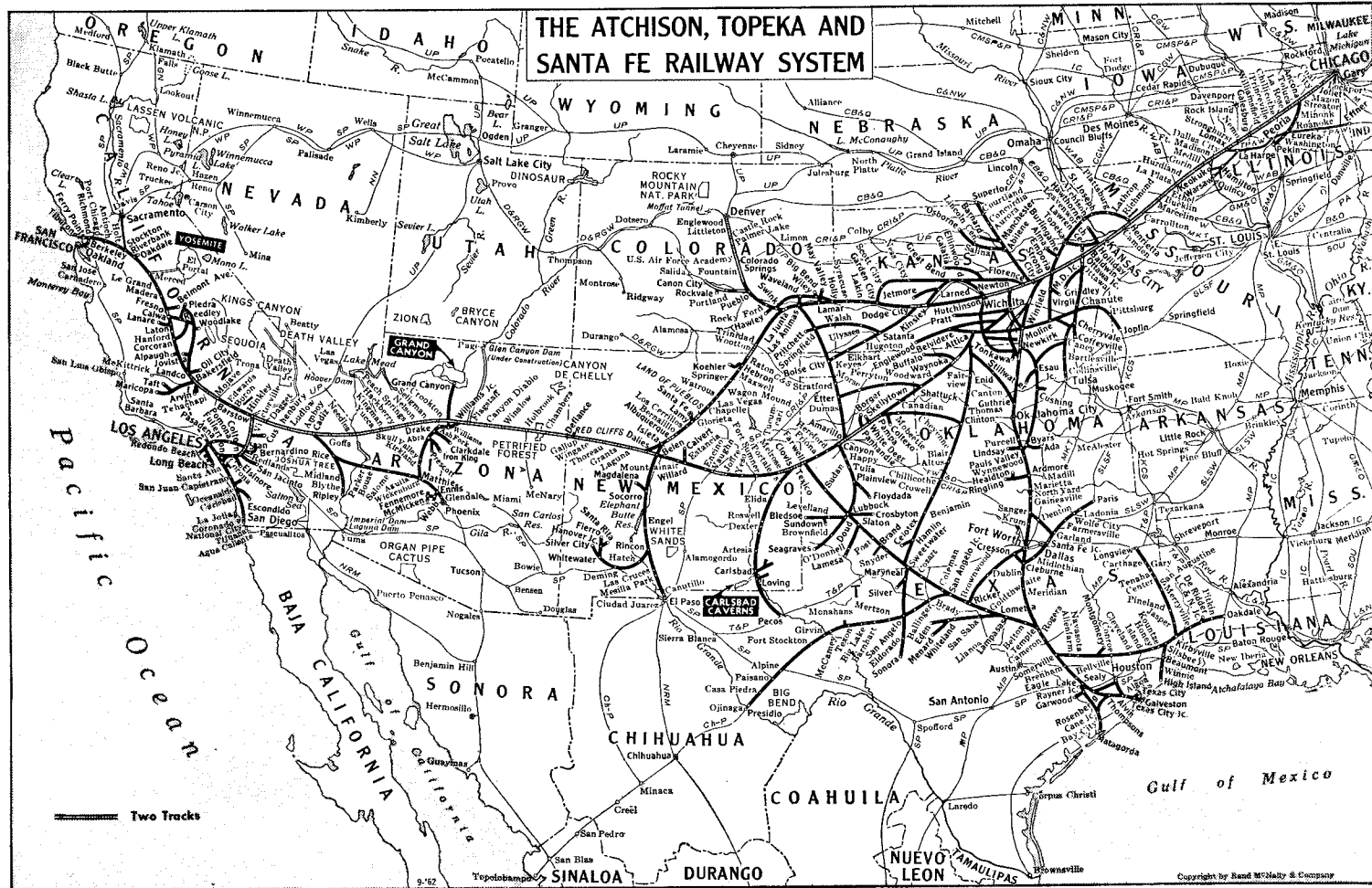


**SANTA FE
SAFETY FIRST**



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

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



M. E. SHEWMAKE, Trainmaster..... Emporia, Kansas
 E. L. KIDD, Trainmaster..... Emporia, Kansas
 L. S. LAWRENCE, Trainmaster, RFOE..... Chanute, Kansas
 W. J. McMEANS, Road Foreman of Engines... Argentine, Kans.
 M. F. KENNEDY, Chief Dispatcher..... Emporia, Kansas
 L. A. ORMSBY, Asst. Chief Dispatcher..... Emporia, Kansas
 A. D. JONES, Asst. Chief Dispatcher..... Emporia, Kansas

TRAIN DISPATCHERS—EMPORIA, KANSAS

J. W. WELLS
 F. B. HOSTETTER
 C. J. BARRACLOUGH
 W. K. GAGE
 F. T. McCABE
 C. W. McCOY
 A. E. JUDD

D. L. SEXTON
 J. F. PURCELL
 D. W. McALISTER
 D. W. MILLER
 R. D. DONOVAN
 D. E. HAMMAN

G. E. BECKER, Asst. Superintendent..... Argentine, Kans.
 W. A. GOSSETT, Passenger Trainmaster... Kansas City, Mo.
 V. K. WOODSIDE, Asst. Pass. Trainmaster... Kansas City, Mo.
 H. E. HODGINS, Trainmaster..... Argentine, Kans.
 R. E. CALDWELL, Trainmaster..... Argentine, Kans.
 E. E. STURGEON, Road Foreman of Engines Argentine, Kans.
 R. E. DAVIS, Asst. Trainmaster..... Argentine, Kans.
 L. C. LOWE, Asst. Trainmaster..... Argentine, Kans.
 A. A. CATRON, Asst. Trainmaster..... Argentine, Kans.

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY
OVERSPEED Couplings are DAMAGING—Here's what happens:

Speed	Damage Level
4 miles per hour	SAFE COUPLING SPEED
5 miles per hour	Damage Begins
6 miles per hour	2 1/2 times as damaging as 4 MPH
7 miles per hour	3 times as damaging as 4 MPH
8 miles per hour	4 times as damaging as 4 MPH
9 miles per hour	5 times as damaging as 4 MPH
10 miles per hour	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

IT'S EVERYBODY'S JOB ON THE SANTA FE.

SPEED TABLE

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

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

**The Atchison, Topeka and Santa Fe
Railway Co.**

**EASTERN LINES
Eastern District**

EASTERN DIVISION

TIME TABLE No.

17

IN EFFECT

Sunday, April 24, 1966

At 12:01 A. M.

Central Standard Time

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

L. M. OLSON,
General Manager,
Topeka, Kansas

F. L. ELTERMAN,
Asst. General Manager,
Topeka, Kansas

H. J. BRISCOE,
Superintendent,
Emporia, Kansas

E. J. BRUCE,
Superintendent,
Argentine, Kansas

Hall 3-66 6M 5281

*Timetable 16 eff 16 Aug 65
18 eff 15 June 68*

*Illinois Div #14 eff 25 Apr 65
15 eff 31 Dec 67
16 eff 15 June 68*

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	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
3	Between Kansas City and Wellington	Kansas City to Emporia, and Beyond Newton	Points between Kansas City and Emporia	19	Lawrence	Hutchinson, St. John, Kinsley, Dodge City, Garden City, Syracuse, Lamar, Albuquerque and beyond	
4	Lebo Melvern Pomona Ottawa Wellsville Edgerton Gardner	Points between Emporia and Kansas City, Kansas City and beyond	Points beyond Emporia, and Emporia to Kansas City		St. John Kinsley	Albuquerque and beyond	Emporia and beyond and south of Newton
11	Edmond	Points beyond Edmond	Points beyond Edmond	20	Kinsley St. John	Emporia and beyond, South of Newton	Albuquerque and beyond
12	Osage City	Kansas City and beyond		23	Olathe	Newton and beyond	Kansas City and beyond
15	Ottawa	Beyond Newton			Newton to Dodge City	La Junta and beyond	Newton and beyond
16	Ottawa		Beyond Newton	24	Dodge City to Hutchinson	Newton and beyond	La Junta and beyond
17	Hutchinson	Albuquerque and beyond	Kansas City and beyond		Newton to Emporia	Points between Newton and Emporia, Kansas City and beyond	Points beyond Emporia
18	Hutchinson	Kansas City and beyond	Albuquerque and beyond	211	Collinsville		Kansas City and beyond
El Capitan	On days El Capitan is operated as a separate train, that train will make conditional stops shown for trains 17-18.						

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

FIRST DISTRICT **EASTERN DIVISION 3**

Siding Capacity 50 ft. Per Car	WESTWARD			Rolling Grade Ascending	TIME TABLE No. 17 April 24, 1966	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD		
	First Class								First Class		
	1	11	19						2	12	20
	San Francisco Chief	The Kansas Cityan	The Chief						San Francisco Chief	The Chicagoan	The Chief
	Leave Daily	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily
	PM 11.00	PM 5.20	PM 5.10	6.4	HOLLIDAY 3.8	0			AM 5.24	AM 11.30	PM 9.55
43	11.04	5.24	5.13	0	WILDER 7.4	8.9	3.7	B	5.18	11.25	9.50
107	11.12	5.31	5.20	10.6	DE SOTO 8.0	10.6	11.1	C	5.10	11.18	9.42
49	11.20	5.37	5.27	0	EUDORA 4.1	0	19.1	C	5.02	11.10	9.35
	11.24	5.40	5.30	9.2	NORIA 3.3	0	23.2	YL	4.56	11.05	9.30
130	11.30	5.45	5.35	10.6	LAWRENCE 5.1	10.6	26.5	YL	4.50	11.00	9.25
50	11.37	5.51	5.40	0	LAKE VIEW 5.8	0	31.6		4.40	10.48	9.15
52	11.44	5.57	5.45	10.6	LECOMPTON 8.6	21.1	37.4	B	4.35	10.43	9.10
125	11.52	6.04	5.52	7.0	TECUMSEH 6.6	0	46.0	B	4.26	10.36	9.01
41	12.05	6.15	6.00	26.4	A.T.&S.F. Crossing TOPEKA 6.5	0	52.6	Y	4.20	10.30	8.55
49	12.11	6.23	6.10	40.9	PAULINE 5.4	49.5	57.3	C	4.05	10.15	8.41
30	12.16	6.28	6.15	52.8	WAKARUSA 5.1	50.7	62.7	B	3.59	10.09	8.35
44	12.21	6.33	6.20	52.8	CARBONDALE 3.8	44.2	67.8	B	3.52	10.03	8.29
60	12.24	6.36	6.23	45.0	SCRANTON 5.3	52.5	71.6	C	3.48	9.59	8.25
68	12.29	6.41	6.28	52.8	BURLINGAME 7.9	51.6	76.9	Y	3.42	9.53	8.19
				10.8	Mo. Pac. Crossing 0.3	0	84.8				
100	12.37	6.49	6.34	52.8	OSAGE CITY 5.3	42.1	85.1	C	3.34	9.45	8.11
73	12.42	6.55	6.39	35.7	BARCLAY 6.1	51.1	90.4	B	3.29	9.38	8.06
80	12.48	7.00	6.44	52.8	READING 8.2	39.0	96.5	B	3.23	9.33	8.01
49	12.57	7.08	6.52	49.8	LANG 6.2	57.8	104.8	B	3.16	9.26	7.54
	1.03	7.15	6.58	5.3	N.R. Jct. 1.1	15.8	111.0	Y	3.09	9.20	7.48
	1.15	7.30	7.10		EMPIRIA 3 Tracks		112.1	T	3.05	9.15	7.45
	AM	PM	PM					CR	AM	AM	PM
	Arrive Daily	Arrive Daily	Arrive Daily		(113.9)				Leave Daily	Leave Daily	Leave Daily
	50.6	52.6	57.0		Average speed per hour				49.1	50.6	52.6

RULE 251 IN EFFECT:
Constitution Street (MP 111.9) Emporia to Emporia.

RULE 261 IN EFFECT:
On main tracks N.R. Jct. to Constitution Street (MP 111.9) Emporia. Wilder to Holliday eastward trains from Leavenworth District only.

Rule 285 indication on home signal at Wilder authorizes movement to First District as an eastward extra.

Between N.R. Jct. and Constitution Street (MP 111.9) Emporia the middle track is designated Main Track No. 1, the north track Main Track No. 2, and the south track Main Track No. 3.

Trains must secure numbered clearance card before leaving originating stations, except westward trains at Holliday and from Leavenworth District at Wilder.

Eastward trains via First District will secure numbered clearance card at Emporia Passenger Station.

WESTWARD										TIME TABLE No. 17 April 24, 1966	Ruling Grade Ascending	Mile Post
First Class												
47	1	23	11	211	19	3	7	17	15			
Oil Flyer	San Francisco Chief	The Grand Canyon	The Kansas Cityan	The Tulsan	The Chief	Passenger	Fast Mail Express	Super Chief-El Capitan	Texas Chief			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
PM 11.59 AM 12.05	PM 10.45 10.49	PM 9.30 9.34	PM 5.05 5.09	PM 5.00 5.04	PM 4.55 4.59	AM 9.15 9.19	AM 9.00 9.04	AM 2.05 2.09	AM 1.50 1.54			
STATIONS										Feet Per Mile		
KANSAS CITY Union Station										0	1.7	
K.C.T. TOWER 3 YL										0	3.9	
A.Y. TOWER YL										18.8		
ARGENTINE YARD										10.4	4.8	
TURNER YL										4.2	7.1	
MORRIS										4.2	10.3	
HOLLIDAY										22.3	13.4	
ZARAH										28.2	16.2	
CRAIG										31.7	19.1	
OLATHE										21.1	25.9	
CLARE										21.1	31.0	
GARDNER										20.4	34.6	
EDGERTON											39.8	
WELLSVILLE											45.5	
LE LOUP											49.9	
OTTAWA										12.0	57.1	
Mo. Pac. Crossing										21.1	59.9	
POMONA										5.1	67.5	
QUENEMO										17.1	71.8	
MELVERN										54.4	79.6	
OLIVET										0	86.2	
RIDGETON										21.1	87.6	
LEBO										18.1	93.8	
Neosho Rapids										5.4	101.6	
WIGGAM										21.1	107.1	
N.R. JCT.										5.3	111.3	
EMPORIA YL											112.1	
(112.2)												
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
42.3	52.4	49.9	52.4	62.3	52.4	53.9	56.0	61.2	61.2	Average speed per hour		

RULE 251 IN EFFECT:

Constitution Street (MP 111.9) Emporia to Emporia.

RULE 261 IN EFFECT:

On main tracks K.C.T. Tower 3 to Constitution Street (MP 111.9) Emporia.

On siding Ottawa.

Trains originating at Kansas City Union Station, Turner, Ottawa and Emporia must secure numbered clearance card before leaving. Westward trains originating at Kansas City Union Station, operating via First District, must secure numbered clearance card at Turner.

Between Turner and MP 14.4, south track is designated Main Track No. 1, and the two tracks north thereof are designated Main Tracks Nos. 2 and 3, respectively. Between Turner and Holliday, the third track north of Main Track No. 1 is designated Main Track No. 4.

Between Wiggam and Constitution Street (MP 111.9) Emporia, the middle track is designated Main Track No. 1, the north track Main Track No. 2, and the south track Main Track No. 3.

At Zarah, auxiliary tracks are not to be used for meeting or passing of trains.

Between Kansas City Union Station and K.C.T. Tower 3 be governed by Kansas City Terminal Railway Company Operating Rules.

EASTWARD										TIME TABLE No. 17 April 24, 1966	Ruling Grade Ascending	Mile Post
First Class												
24	18	2	12	212	4	8	48	20	16			
The Grand Canyon	Super Chief-El Capitan	San Francisco Chief	The Chicagoan	The Tulsan	Passenger	Fast Mail Express	Oil Flyer	The Chief	Texas Chief			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
AM 4.45	AM 5.35	AM 6.00	PM 12.01	PM 12.10	PM 3.00	PM 6.00	PM 10.00	PM 10.30	AM 1.10			
STATIONS										Feet Per Mile		
KANSAS CITY Union Station										0	1.7	
K.C.T. TOWER 3 YL										0	3.9	
A.Y. TOWER YL										18.8		
ARGENTINE YARD										10.4	4.8	
TURNER YL										4.2	7.1	
MORRIS										4.2	10.3	
HOLLIDAY										22.3	13.4	
ZARAH										28.2	16.2	
CRAIG										31.7	19.1	
OLATHE										21.1	25.9	
CLARE										21.1	31.0	
GARDNER										20.4	34.6	
EDGERTON											39.8	
WELLSVILLE											45.5	
LE LOUP											49.9	
OTTAWA										12.0	57.1	
Mo. Pac. Crossing										21.1	59.9	
POMONA										5.1	67.5	
QUENEMO										17.1	71.8	
MELVERN										54.4	79.6	
OLIVET										0	86.2	
RIDGETON										21.1	87.6	
LEBO										18.1	93.8	
Neosho Rapids										5.4	101.6	
WIGGAM										21.1	107.1	
N.R. JCT.										5.3	111.3	
EMPORIA YL											112.1	
(112.2)												
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
48.0	61.2	21.8	25.4	48.8	43.4	48.0	42.8	22.5	58.5	Average speed per hour		

RULE 251 IN EFFECT:

Emporia to Constitution Street (MP 111.9) Emporia.

RULE 261 IN EFFECT:

On main tracks Constitution Street (MP 111.9) Emporia to K.C.T. Tower 3.

On siding Ottawa.

Trains originating at Emporia, Ottawa, Turner and Kansas City Union Station must secure numbered clearance card before leaving.

Between Constitution Street (MP 111.9) Emporia and Wiggam, the middle track is designated Main Track No. 1, the north track Main Track No. 2, and the south track Main Track No. 3.

Between MP 14.4 and Turner, south track is designated Main Track No. 1, and the two tracks north thereof are designated Main Tracks Nos. 2 and 3, respectively. Between Holliday and Turner, the third track north of Main Track No. 1 is designated Main Track No. 4.

At Zarah, auxiliary tracks are not to be used for meeting or passing of trains.

Between K.C.T. Tower 3 and Kansas City Union Station be governed by Kansas City Terminal Railway Company Operating Rules.

Siding Capacity 50 Ft. Per Car	WESTWARD		Rolling Grade Ascending	TIME TABLE No. 17 April 24, 1966	Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	First Class							First Class	
	211	47						212	48
	The Tulsa	Oil Flyer						The Tulsa	Oil Flyer
	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily
92	PM 5.55	AM 1.20	17.5					AM 11.00	PM 8.40
				STATIONS					
				OTTAWA YL	34.4	57.1	Y		
				Mo. Pac. Crossing	35.6	58.4			
70	6.03	1.29	26.8	B.N. JCT.	16.6	62.2	B	10.48	8.24
57	6.07	1.34	29.3	PRINCETON	24.1	67.2	B	10.44	8.20
68	6.12	1.40	42.2	RICHMOND	37.0	73.3	C	10.39	8.15
				Mo. Pac. Crossing	29.9	82.7			
48	6.23	1.52	37.0	GARNETT YL	37.0	82.8	C	10.28	8.04
71	6.30	2.01	37.0	WELDA	33.4	91.0	B	10.18	7.54
97	6.37	2.09	20.2	COLONY	37.0	99.1	C	10.11	7.44
				Mo. Pac. Crossing	11.5	109.4			
92	6.50	2.25	37.0	IOLA YL	37.0	109.7	C	10.02	7.35
82	7.00	2.35	37.0	HUMBOLDT YL	37.0	117.4	C	9.54	7.25
				M.K.T. Crossing	0	125.7			
				CHANUTE YL	0	126.5	CR	9.45	7.15
				AU JCT. YL	37.0	127.6	TY		
77	7.22	3.20	37.0	EARLTON	19.9	133.2	B	9.31	6.41
				THAYER	47.5	140.0	C	9.25	6.34
77	7.34	3.36	26.0	MORHEAD	37.0	147.6	B	9.19	6.26
				SL-SF Crossing	0	155.6			
				CHERRYVALE YL	37.0	155.8	YC	9.12	6.18
				INDEPENDENCE YL	25.1	165.5	YC	9.00	6.08
				Mo. Pac. Crossing	29.6	0.5			
52	8.12	4.25	37.0	BOLTON	37.0	7.4		8.47	5.55
				HAVANA	37.0	16.1		8.37	5.46
				Mo. Pac. Crossing	0	21.3			
52	8.26	4.50	37.0	CANEY YL	26.4	22.1	YC	8.31	5.40
				COPAN	37.0	30.0		8.23	5.30
74	8.41	5.10	0	DEWEY YL	23.5	36.9	C	8.15	5.22
				DY JCT. YL	22.5	37.6		8.14	5.19
				BARTLESVILLE YL	25.4	40.8	YC	8.10	5.15
				BE JCT. YL	37.0	41.3		8.02	5.09
52	9.05	5.45	28.8	OCHELATA	37.0	52.5	B	7.51	4.57
62	9.11	5.55	28.3	RAMONA	37.0	58.6		7.46	4.50
51	9.18	6.03	22.7	VERA	37.0	64.8	B	7.41	4.42
35	9.25	6.15	30.0	COLLINSVILLE	36.4	71.6	C	7.35	4.35
				OWASSO	0	79.2	B	7.27	4.26
23	9.33	6.25	35.3	MOHAWK YL	0	85.8		7.21	4.19
				TULSA YARD YL	0	90.1	Y	7.17	4.14
				SL-SF, MKT., and MV Crossings	0	90.2			
				MV Crossing	0	90.4			
				TULSA Passenger Station	90.5		C	7.15 AM	4.10 PM
	Arrive Daily	Arrive Daily		(198.9)				Leave Daily	Leave Daily
	48.7	35.1		Average speed per hour				53.0	44.2

RULE 261 IN EFFECT:

Ottawa to MP 57.3. (Ottawa)

DY Jct. to East Switch Bartlesville MP 40.3.

Trains must secure numbered clearance card before leaving Ottawa, Chanute and Tulsa. All AT&SF trains must secure clearance card before leaving Bartlesville when operator on duty.

Between the following points there is no superiority of trains. Trains and engines within these limits must move at restricted speed; between these points main track may be used not protecting against regular trains, extras, work extras, or engines:

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

East end of Bridge MP 40.3, 0.6 mile east of passenger station, Bartlesville and BE Jct;

Westward signal 891 and home signal governing route through interlocking MP 90.2, Tulsa.

See Special Rule 6 regarding home signals of Interlocking at MP 90.2 (Tulsa).

Between Interlocking MP 90.2 (Tulsa) and Tulsa all tracks are designated as yard tracks.

Rule 285 indication on Burlington District eastward home signal, B.N. Jct., authorizes extra east with right over opposing trains B.N. Jct. to Ottawa.

Proceed indication on MK&T westward home signal DY Jct. authorizes MK&T train DY Jct. to BE Jct. Proceed indication on MK&T eastward home signal BE Jct. authorizes MK&T train BE Jct. to DY Jct.

At Ottawa, time of eastward trains applies at station sign, and time of westward trains applies at west end of siding.

No. 47 is superior to No. 212.

Siding Capacity 50 Ft. Per Car	Rolling Grade Ascending	TIME TABLE No. 17 April 24, 1966	Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	WEST- WARD	EAST- WARD				
		STATIONS									
		A. U. JCT. YL	40.9	127.7	TY						
		VILAS	42.2	134.8							
32		REST	42.2	139.0							
		BENEDICT	42.2	144.0	B						
		Mo. Pac. Crossing	25.2	144.2							
		FREDONIA YL		152.4	C						
71		S.L.-S.F. Crossing	24.1	160.0	B						
54		BUXTON	42.2	165.3							
		UPOLA	42.2	171.0							
		LONGTON YL	37.0	189.9	C						
39		ELK FALLS	12.0	195.7	B						
74		MOLINE YL	44.9	202.4	YC						
		GRENOLE	37.0	210.8	C						
42		GRAND SUMMIT	37.0	217.2							
50		CAMBRIDGE	37.0	225.5	C						
39		BURDEN	51.7	230.8	C						
66		NEW SALEM	37.0	238.7	B						
46		WINFIELD YL	0	247.1	R						
		SL-SF Crossing	0	247.2							
		WN JCT. YL	37.0	248.1	Y						
		KELLOGG	37.0	253.4							
		OXFORD	37.0	256.9	C						
		DALTON	37.0	262.6	B						
		WELLINGTON YL		238.9	TY CR						
		(123.0)									

RULE 261 IN EFFECT:

Westward home signal MP 267.5 to MP 239.5 Wellington.

No switch lights between A.U. Jct. and Longton, and between WN Jct. and westward home signal MP 267.5.

Siding Capacity 50 Ft. Per Car	Rolling Grade Ascending	TIME TABLE No. 17 April 24, 1966	Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	WEST- WARD	EAST- WARD				
		STATIONS									
		A. U. JCT. YL	31.4	1.9	TY						
		M.K.T. Crossing	0	6.0							
		ROLLIN	0	6.0							
		SHAW	29.0	10.0							
		ERIE	0	14.4	C						
		M.K.T. Crossing	42.2	14.9							
		WALNUT	42.2	24.8							
		M.K.T. Crossing	42.2	31.9							
		BRAZILTON	43.8	39.5							
		S.L.-S.F. Crossing	0	39.7	C						
		GIRARD	42.2	49.1	YC						
		FRONTENAC YL	37.0	52.1							
		K.C.S. Crossing	0	52.2							
		Mo. Pac. Crossing	31.7	52.7							
		K.C.S. Crossing	0	52.9							
		S.L.-S.F. Crossing	0	53.0	C						
		PITTSBURG YL	0	7.00 AM							
		PITTSBURG, K.C.S. } K.C.S. Ry.									
		JOPLIN									
		(77.8)									
		Average speed per hour					25.4				

Trains must secure numbered clearance card before leaving originating stations, except A.U. Jct. and at Pittsburg when no operator on duty. Westward Trains secure numbered clearance card at Chanute.

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

No. 77 is superior to No. 78.

No switch lights on Girard District.

ATCHISON DISTRICT

WEST-WARD	Siding Capacity 50 ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 17 April 24, 1966	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓							↑
Feet Per Mile			STATIONS	Feet Per Mile			
			TERMINAL YARD YL 0.5	0	484.6	T Y C	
			M.K. JCT. 0.1	0	485.0		
			TERMINAL JCT. 19.9	17.4	485.1		
			C.B. & Q. Crossing ATCHISON U.S. Mo. Pac. Crossing 0.6		505.0		
			ATCHISON YL 0.6	0	0.5	T C	
			Mo. Pac. Crossing 5.3	0	1.1		
			PARNELL 4.3	50.9	6.4		
			CUMMINGS 6.1	0	10.7		
15			NORTONVILLE 9.2	64.3	16.8	C	
34			VALLEY FALLS 8.9	64.0	26.0	C	
			ROCK CREEK 4.5	63.4	34.9		
			MERIDEN 10.1	59.3	39.4	C	
			U.P. Crossing 1.1	0	49.5		
			TOPEKA YL		50.6	Y C R	
			(71.2)				

Trains must secure numbered clearance card before leaving Topeka and Terminal Yard. Westward trains must secure numbered clearance card at Atchison when operator on duty.

Between Terminal Jct. and Atchison U.S. be governed by C.R.I.&P. time table and operating rules. In addition to A.T.&S.F. clearance card at Terminal Yard, secure C.R.I.&P. clearance at C.R.I.&P. Yard Office. At Atchison secure C.R.I.&P. clearance at A.T.&S.F. Freight Station.

Train register for Atchison located in A.T.&S.F. Freight Station.

Bulletin instructions govern movement over Mo. River Bridge (just east of Atchison U.S.).

Between the following points there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against trains and engines:

Terminal Yard and Terminal Jct.

1000 ft east of Missouri River Bridge (just east of Atchison U.S.) and Mo. Pac. Crossing 0.6 mile west of Atchison.

Trains or engines using Mo.Pac. main track to Atchison Union Depot Co. Track 5, will be governed, eastward by signal 3303-R, and westward by signal 3305-R. Block indicators located at west crossover switch at AT&SF main track and at west end of Depot track 5, indicate condition of block on conflicting routes. If block indicator shows "Block Occupied," and no evidence of movement on opposing route, crossover switches may be lined and, after expiration of five minutes if still no evidence of movement on opposing route, may proceed, protecting against conflicting movements.

No switch lights on Atchison District.

COFFEYVILLE DISTRICT

WEST-WARD	Ruling Grade Ascending	TIME TABLE No. 17 April 24, 1966	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓						↑
Second Class						Second Class
67						68
Way Frt.						Way Frt.
Leave Daily Ex. Sun.	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily Ex. Sat.
AM 1.30	50.7	CHERRYVALE YL 8.3	50.3	8.1	Y C	PM 8.05
1.50	21.1	LIBERTY YL 5.2	19.8	13.3	B	7.50
	21.1	AVIAN 2.5	19.3	15.8		
	0	MKT Crossing 0.6	12.1	15.8		
s 2.10 AM	12.4	COFFEYVILLE YL 0.5	0	16.4	Y C	7.30 PM
		Mo. Pac. Crossing		16.9		
Arrive Daily Ex. Sun.		(17.1)				Leave Daily Ex. Sat.
25.6		Average speed per hour.				29.3

Trains must secure numbered clearance card before leaving originating stations, except No. 68 at Coffeyville.

No switch lights on Coffeyville District.

LEAVENWORTH DISTRICT

WEST-WARD	Ruling Grade Ascending	TIME TABLE No. 17 April 24, 1966	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓						↑
Feet Per Mile		STATIONS	Feet Per Mile			
21.1		WILDER 1.5	0			
		U.P. Crossing		1.5	C	
30.1		BONNER SPRINGS YL 6.0	0	7.5		
33.2		STONE 9.3	55.4	16.8	C	
31.7		LANSING 1.7	10.6	18.6		
52.8		WADSWORTH 2.2	52.8	20.7		
0		C.B. & Q. Crossing	66.0			
		LEAVENWORTH YL 1.3		22.0	C	
		(22.0)				

Rule 285 indication on home signal at Wilder authorizes movement to First District.
No switch lights on Leavenworth District.

ALMA DISTRICT

WEST-WARD	Ruling Grade Ascending	TIME TABLE No. 17 April 24, 1966	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓						↑
Feet Per Mile		STATIONS	Feet Per Mile			
58.1		BURLINGAME YL 8.4	52.8		Y C	
58.1		HARVEYVILLE 9.6	0	8.4	C	
58.1		ESKRIDGE 7.5	70.0	18.0	C	
52.8		HESSDALE 6.7	70.2	25.5		
50.7		ALLENDRPH 1.6	40.6	32.2		
		ALMA YL		33.8	Y C	
		(33.8)				

No switch lights on Alma District.

BALDWIN DISTRICT

WEST-WARD	Ruling Grade Ascending	TIME TABLE No. 17 April 24, 1966	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓						↑
Feet Per Mile		STATIONS	Feet Per Mile			
65.0		BALDWIN YL 10.7	64.7	15.4		
		OTTAWA YL		26.2	Y C R	
		(10.7)				

No switch lights on Baldwin District.

BURLINGTON DISTRICT

WEST-WARD	Ruling Grade Ascending	TIME TABLE No. 17 April 24, 1966	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓						↑
Feet Per Mile		STATIONS	Feet Per Mile			
87.1		B.N. JCT. 7.0	39.6		B	
91.2		HOMWOOD 5.6	54.4	7.0		
126.0		WILLIAMSBURG 2.8	146.9	12.6	C	
83.4		SILKVILLE 7.4	102.1	15.4		
105.3		WAVERLY 5.4	45.8	22.8	C	
42.8		HALL'S SUMMIT 5.1	83.0	28.2		
92.2		SHARPE 8.3	5.0	33.3		
57.1		BURLINGTON 10.4	61.0	41.6	C	
		GRIDLEY YL		52.0	Y C	
		(52.0)				

A train must not pass Burlington Dist. eastward home signal B.N. Jct., in "stop" position without authority from dispatcher.
No switch lights on Burlington District.

HOWARD DISTRICT

WEST-WARD	Ruling Grade Ascending	TIME TABLE No. 17 April 24, 1966	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓						↑
Feet Per Mile		STATIONS	Feet Per Mile			
43.1		N.R. JCT. YL 10.1	51.7		Y	
47.2		OLPE 4.5	44.6	10.1	C	
0		ROOT 4.8	42.2	14.6		
41.0		MADISON 6.5	28.9	19.4	C	
38.2		BISBEE 6.2	35.5	25.9		
38.8		HAMILTON 7.0	37.6	32.1	C	
44.7		UTOPIA 4.6	47.2	39.1		
34.3		Mo. Pac. Crossing 2.9	42.0	43.7		
40.7		EUREKA YL 3.5	41.7	46.6	C	
40.7		SMALL 5.7	41.7	50.1		
46.9		CLIMAX 7.1	44.8	55.8		
32.3		SEVERY 5.7	41.2	62.9	Y C	
39.8		FIAT 6.9	43.2	68.6		
41.7		HOWARD 8.1	41.4	75.5	C	
		MOLINE YL		83.6	Y C	
		(83.6)				

No switch lights on Howard District.

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

2. REGISTER STATIONS (Rule 83)

STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains
Topeka	Originating or terminating.
Emporia-Emporia Yard	Originating or terminating either place.
Turner	Originating or terminating.
Cherryvale	Nos. 47, 48, 211 and 212.
Moline	Originating or terminating.
Wellington-Wellington Yard	Originating or terminating either place.

AT STATIONS LISTED BELOW TRAINS DESIGNATED WILL REGISTER BY FORM 903:

Emporia	Trains on which engine or train crews do not change.
Ottawa	Trains to and from Third District.
Chanute	Nos. 47, 48, 211 and 212.
Tulsa	Extras and Work Extras.
Winfield	Extras and Work Extras.

3.

4. JUNCTION SWITCHES (Rule 98)

LOCATION	NORMAL POSITION
ATCHISON DISTRICT	
M.K. Jct.	Illinois Division.
Terminal Jct.	C.R.I. & P. Ry.
1000 ft. east of Mo. River Br.	C.R.I. & P. Ry.
Atchison U.S.	Missouri Pacific
BURLINGTON DISTRICT	
B.N. Jct.	Third District.
ALMA DISTRICT	
Burlingame	First District.
LEAVENWORTH DISTRICT	
Wilder	First District.
FOURTH DISTRICT	
A.U. Jct.	Third District.
GIRARD DISTRICT	
A.U. Jct.	Third District.
Pittsburg K.C.S.	K. C. S. Ry.
HOWARD DISTRICT	
Moline	Fourth District.
THIRD DISTRICT	
BE Jct.	Third District.
COFFEYVILLE DISTRICT	
Cherryvale	Third District.
BALDWIN DISTRICT	
Ottawa	Second District (Siding)

5. JOINT TRACK FACILITIES.

KANSAS CITY—K.C.T. Tower 3. A.T. & S.F. trains will use K.C.T. (Kansas City Terminal Ry. Co.) tracks between Union Station and K.C.T. Tower 3.

CANEY-STATE LINE—Mo. Pac. trains use A.T. & S.F. main track between connecting switches MP 21.4 and State Line MP 22.7.

DY Jct.—BE Jct.—M.K.T. trains use A.T. & S.F. main track between DY Jct. and BE Jct., and Bartlesville yard tracks east of BE Jct., and are governed by AT&SF time table and rules.

WINFIELD—WN. Jct.—Mo. Pac. trains use A.T. & S.F. tracks and are governed by A.T. & S.F. time table and rules.

TERMINAL YARD—A.T. & S.F. trains will use St. Joseph Terminal Ry. Co. tracks between Terminal Yard and M.K. Jct.

5. JOINT TRACK FACILITIES—(Cont'd)

TERMINAL JCT.—MO. RIVER BRIDGE. A.T. & S.F. trains will use C.R.I. & P. Ry. Co. tracks between Terminal Jct. and a point 462 feet east of Mo. River Bridge.

ATCHISON—A.T. & S.F. trains will use tracks of Atchison Br. Co., Inc., from 462 ft. east of bridge to west end of bridge. Will use 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 connection 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—Mo. Pac. trains use A.T. & S.F. main track between connecting switches M.P. 150.9, Fredonia, and M.P. 144.2, Benedict.

FREDONIA—S.L.S.F. engines use A.T. & S.F. main track between connecting switch M.P. 152.1 and M.P. 150.0 in making interchange. A.T. & S.F. engines use S.L.S.F. main track between connecting switch and S.L.S.F. M.P. F412 plus one pole.

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. (Rule 312) Home signals Interlocking M.P. 90.2 (Tulsa), when displaying single yellow aspect—proceed prepared to enter turnout or to stop short of train or obstruction.

7.

8.

9. RULE 85. Second District, between Kansas City Union Station and Emporia, not necessary exchange train orders, signals and numbers when one section passes another.

10.

11. RAILROAD CROSSINGS AT GRADE

STATION	MILE POST LOCATION	TYPE	Maximum Speed MPH	
			Passenger	Freight
FIRST DISTRICT				
Topeka	52.6	Automatic Interlocking	20	20
Osage City	84.8	Automatic Interlocking	90	60
SECOND DISTRICT				
Between Ottawa and Pomona	59.9	Interlocking—If governing signal indicates stop and unable to communicate with control station, follow instructions outlined in box at crossing.	90	70
THIRD DISTRICT				
Ottawa	58.4	Automatic Interlocking	20	20
Garnett	82.7	Automatic Interlocking	20	20
Iola	109.4	Automatic Interlocking	20	20
Chanute	125.7	Electric locked gate normally across MKT track. If gate is normal and signal indicates proceed, observe maximum speed shown.	40	40
Cherryvale	155.6	Gate normally across SL-SF track. Approach prepared to stop. If gate is normal observe maximum speed shown.	20*	20*

11. RAILROAD CROSSINGS AT GRADE—(Cont'd)

STATION	MILE POST LOCATION	TYPE	Maximum Speed MPH	
			Passenger	Freight
THIRD DISTRICT—(Cont'd)				
Independence	0.5	Automatic Interlocking (Westward) (Eastward)	20* 40*	20* 40*
Caney	21.3	Automatic Interlocking (Westward) (Eastward)	40* 40*	40* 25*
Tulsa Yard	90.3	Interlocking	5	5
Tulsa	90.4	Gate normally across MV track. Approach prepared to stop. If gate is normal observe maximum speed shown.	5	5
FOURTH DISTRICT				
Benedict	144.2	Automatic Interlocking	20*	20*
Fredonia	152.4	Gate normally across AT&SF track. Stop, open and close gate.	40	30
Winfield	247.2	Stop. Rules 98, 98(A), 98(B) and 98(D).	25	25
ATCHISON DISTRICT				
Atchison U.S.	505.0	Gate normally across CB & Q track. When gate is normal observe maximum speed shown.	10	10
Atchison U.S.	505.0	Stop. Rules 98, A, B, C and D.	10	10
Atchison	1.1	Stop. Rules 98, A, B, C and D.	10	10
Topeka	49.5	Interlocking—If governing signal indicates stop, communicate with Union Pacific Control Station.	15	15
LEAVENWORTH DISTRICT				
Bonner Springs	1.5	Interlocking	10	10
Leavenworth	20.7	Stop. Rules 98, A, B, C and D.	30	30
GIRARD DISTRICT				
Between Rollin and A.U. Jct.	1.9	Gate normally across MKT track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	15	15
Erie	14.9	Automatic Interlocking. Be governed by instructions in box at crossing.	20*	20*
Walnut	24.8	Automatic Interlocking	20*	20*
Girard	39.5	Automatic Interlocking	20	20
Pittsburg	52.1	Gate normally across AT & SF track. Stop, open and close gate.	15	15
Pittsburg	52.2	Stop. Rules 98, A, B, C, and D.	15	15
Pittsburg	52.7	Gate normally across AT & SF track. Stop, open and close gate.	15	15
Pittsburg	52.7	Stop. Rules 98, A, B, C and D.	15	15
Pittsburg	52.9	Stop. Rules 98, A, B, C and D.	15	15

11. RAILROAD CROSSINGS AT GRADE—(Cont'd)

STATION	MILE POST LOCATION	TYPE	Maximum Speed MPH	
			Passenger	Freight
HOWARD DISTRICT				
Severy	62.9	Gate normally across AT & SF track. Stop, open and close gate.	30	30
Eureka	43.7	Gate normally across AT & SF track. Stop, open and close gate.	30	30

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

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT	90	60
SECOND DISTRICT		
Kansas City (Union Station) to State Line	20	15
State Line to K.C.T. Tower 3	15	15
K.C.T. Tower 3 to Olathe (except Main Track No. 4)	79	60*
Between Holliday and Turner, Main Track No. 4	45	45
Olathe to Emporia (Except Main Track No. 3)	90	60*
Between Wiggam and N.R. Jct., Main Track No. 3	79	60*
THIRD DISTRICT		
Ottawa to Chanute	79	60
Chanute to Tulsa Yard	75	50
FOURTH DISTRICT		
AU Jct. to Longton	40	30
Longton to WN Jct.	55	45
WN Jct. to Wellington	40	35
ATCHISON DISTRICT	35	35
BALDWIN DISTRICT	30	30
LEAVENWORTH DISTRICT	30	30
ALMA DISTRICT	25	25
BURLINGTON DISTRICT	25	25
GIRARD DISTRICT	40	35
HOWARD DISTRICT	30	30
COFFEYVILLE DISTRICT	30	30

*On Second District, where district speed is shown 60 MPH for Freight and Mixed, with train consist and controlling engine with number of units of operative dynamic brake indicated below, maximum speed for freight trains is as follows:

No. Units Operative Dyn. Brake	Tons	Average Weight Per Car	District Speed MPH
2 or more	1750 or less	46 to 50 tons	65
		45 tons or less	70
3 or more	3249 or less	46 to 50 tons	65
		45 tons or less	70
4 or more	3250 or less	Number of Cars	
		50 to 54	65
4 or more	3251 to 3500	55 or more	70
		58 to 69	65
4 or more	3501 to 3750	70 or more	70
		68 to 89	65
		90 or more	70

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

No. Units Operative Dyn. Brake	Tons	Number of Cars	District Speed MPH
4 or more	3751 to 4000	73 to 109 110 or more	65 70
4 or more	4001 to 4250	80 or more	65
4 or more	4251 to 4500	90 or more	65
4 or more	4501 to 4750	100 or more	65

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed

FIRST DISTRICT

2 Curves, M.P. 0.0 to 0.3	30	30
Curve, M.P. 0.7 to 0.9	65	65
Curve, M.P. 2.8 to 3.3	55	55
Curve, M.P. 3.7 to 3.9	65	65
2 Curves, M.P. 6.3 to 6.5	65	65
Curve, M.P. 8.8 to 9.3	65	65
4 Curves, M.P. 15.1 to 16.1	65	65
4 Curves, M.P. 18.3 to 19.5	60	55
Curve, M.P. 23.4 to 23.6	55	50
Curve, M.P. 24.6 to 24.8	65	65
2 Curves, M.P. 25.2 to 25.9	55	50
6 Curves, M.P. 26.2 to 27.4	30	25
2 Curves, M.P. 28.7 to 30.3	65	65
2 Curves, M.P. 34.3 to 34.7	65	65
2 Curves, M.P. 34.8 to 35.2	55	55
2 Curves, M.P. 36.9 to 37.3	60	60
2 Curves, M.P. 37.4 to 37.8 (Lecompton)	65	65
3 Curves, M.P. 51.1 to 52.0	65	65
M.P. 52.2 (Viaduct) to Fourth Street (Topeka)	20	20
Curve, M.P. 58.9 to 59.1	65	65
Curve, M.P. 59.8 to 60.0	65	65
Curve, M.P. 60.3 to 60.6	70	70
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	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	70	70
Curve, M.P. 69.0 to 69.4	65	55
Curve, M.P. 69.8 to 70.0	75	75
Curve, M.P. 70.6 to 70.9	80	80
Curve, M.P. 75.1 to 75.3	65	65
2 Curves, M.P. 76.0 to 77.1 (Burlingame)	55	55
Curve, M.P. 84.0 to 84.4	55	50
Curve, M.P. 88.5 to 88.9	55	55
Curve, M.P. 89.5 to 90.2	65	65
Curve, M.P. 93.7 to 94.0	65	65
Curve, M.P. 96.1 to 96.4	65	65
2 Curves, M.P. 97.8 to 98.3	55	50
2 Curves, M.P. 107.3 to 108.1	55	55
Curve, M.P. 110.0 to 110.3	55	55
Curve, M.P. 110.8 to 111.0	30	30

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed

SECOND DISTRICT

Curve, M.P. 1.7	15	15
4 Curves, M.P. 2.1 to 3.7	55	45
Curve, M.P. 6.7 to 6.8	65	65
Curve, M.P. 7.1 to 7.8 Tracks Nos. 1 & 3	79	60
M.P. 13.4 to 14.4, Track No. 3 only	40	40
Curves, M.P. 14.0 to 25.0	75	70
Curve, M.P. 28.1 to 28.9	70	70
Curve, M.P. 29.4 to 29.6	70	70
2 Curves, M.P. 30.4 to 31.4	60	60
2 Curves, M.P. 34.5 to 35.1 Track No. 1 only	55	55
Curve, M.P. 38.5 to 39.1 Track No. 1 only	65	60
Curve, M.P. 39.5 to 39.8 Track No. 2 only	70	65
Curve, M.P. 39.6 to 40.0 Track No. 1 only	65	55
Curve, M.P. 43.4 to 43.9	80	70
Curve, M.P. 49.3 to 49.6	70	70
Curve, M.P. 57.2 to 57.5	70	65
2 Curves, M.P. 70.8 to 71.6	80	70
Curve, M.P. 77.5 to 77.9	80	70
Curve, M.P. 79.6 to 79.9 Track No. 2 Track No. 1	55 70	45 65
Curve, M.P. 83.4 to 83.6 Track No. 2 only	55	50
Curve, M.P. 84.4 to 84.6 Track No. 2 only	70	60
Curve, M.P. 85.7 to 86.0 Track No. 2 only	65	60
2 Curves, M.P. 84.3 to 86.0 Track No. 1 only	70	65
Curve, M.P. 92.9 to 93.3	80	70
4 Curves, M.P. 98.0 to 101.4	65	60

THIRD DISTRICT

3 Curves, M.P. 75.6 to 76.7	70	65
2 Curves, M.P. 76.9 to 78.0	65	55
Curve, M.P. 78.7 to 79.1	70	65
2 Curves, M.P. 79.3 to 79.8 (Rock Crusher)	40	40
Curve, M.P. 80.2 to 80.3	70	70
2 Curves, M.P. 87.2 to 88.6	70	70
4 Curves, Main to 14th St., Chanute	30	20
Curve, M.P. 156.1 to 156.3 (Independence-Tulsa)	25	25
Curve, M.P.0.0	20	20
2 Curves, M.P. 13.1 to 13.6	50	35
Curve, M.P. 14.9 to 15.2	70	50
2 Curves, M.P. 15.8 to 16.4	50	40
Curve, M.P. 22.7 to 23.0	45	35
Curve, M.P. 23.7 to 24.1	60	50
Curve, M.P. 37.3 to 37.7	40	40
9 Curves, M.P. 44.5 to 49.1	45	35
Curve, M.P. 58.0 to 58.2	60	40
Curve, M.P. 77.1 to 77.6	55	40
Curves, M.P. 78.4 to 79.6	55	40
Curve, M.P. 83.6 to 83.9	50	40
Curve, M.P. 86.0 to 86.4	50	40
Curve, M.P. 90.1 to Tulsa	5	5

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed

FOURTH DISTRICT

Turnout, Longton M.P. 188.8	15	15
Curve, M.P. 192.3 to 192.7	45	35
2 Curves, M.P. 194.9 to 195.5	50	35
Curve, M.P. 200.2 to 200.5	50	35
2 Curves, M.P. 204.8 to 205.7	50	35
8 Curves, M.P. 213.1 to 215.9	35	35
2 Curves, M.P. 227.1 to 227.5	50	40
4 Curves, M.P. 227.6 to 228.4	30	30
Curve, M.P. 238.1 to 238.2	50	35
Curve, M.P. 241.4 to 241.5	50	35
Curve, M.P. 242.6 to 243.0	45	40
Curve, M.P. 245.6 to 245.9	50	35

ATCHISON DISTRICT

Curves, except where further restricted	30	30
Curve, M.P. 49.5 to 49.6	15	15

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

ALMA DISTRICT

Curves, except where further restricted	20	20
M.P. 32.5 to 33.9 (Alma)	15	15

HOWARD DISTRICT

Curve, M.P. 0.3 to N.R. Jct. Switch	15	15
Curve, M.P. 2.8 to 3.0	25	25
3 Curves, M.P. 75.2 to 76.3	25	25
Moline wye switch	10	10

BALDWIN DISTRICT

Curve, M.P. 25.9 to 26.0	10	10
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13.

14. MAXIMUM SPEED OF ENGINES.

Diesel and Gas-Electric	MILES PER HOUR			
	Forward	Light	Backing Or When Not Controlled From Leading Unit	Dead In Train
11-15, 80-87	100	80	45	90
16-78, 300-314	100	90	45	90
325-344 (except units listed below)	80	80	45	80
325LAB-326LAB-328LAB-329LAB-330LAB-331LAB-332L-333AB-334LAB-335LAB-336A-337LAB	90	90	45	90
350-359	90	90	45	90
100-289, 407-430	70	70	45	70
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019, 1700-1719, 1800-1829	70	70	*45	70
460-468	35	35	35	20

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

Diesel and Gas-Electric	MILES PER HOUR			
	Forward	Light	Backing Or When Not Controlled From Leading Unit	Dead In Train
500-564, 625-653, 1500-1537, 2200-2299, 2302-2399, 2403-2441	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1460, 1600-1615	75	75	*45	75
RDC 191, 192	85	85	50	85
M160, 190	80	65	25	75

*Note: Forward speed applies when backing handling train controlled from leading unit.

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	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
11-15, 80-87, 600-611, 800-849, 1600-1615, 1700-1719, 1800-1829, 2099-2162	3	5	5
51-78, 650-653, 2302, 2310-2321, 3000-3019	4 4½	5 5	5 5
16-48, 99, 100-359, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

16.

17. DERRICKS, CRANES, ETC.

Derricks, cranes, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

DISTRICT	Wrecking Derricks MPH	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 MPH	Other Machines Including Derrick AT-199775 MPH
First, Second, and Third.	40	45	30
Atchison, Girard, Leavenworth, Coffeyville, Baldwin, Fourth and Howard	24	24	24
Burlington and Alma	20	20	20

Pile Drivers and Derrick AT-199775 must be handled in trains next to engine.

14 EASTERN DIVISION

18. SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches will not exceed speed prescribed for turnout.

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

"I"—Interlocking Switch.
"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT			
Holiday	I	Turnout First District	30
DeSoto	S	East end siding	15
	S	West end siding	30
Eudora	S	Both ends siding	15
Lawrence	S	Both ends siding	30
Lakeview	S	Both ends siding	15
Lecompton	S	Both ends siding	15
Tecumseh	S	Both ends siding	30
Topeka	S	Both ends siding	15
	S	West end of yards	15
Pauline	S	Both ends siding	15
Wakarusa	S	Both ends siding	30
Carbondale	S	West end siding	15
	S	East end siding	30
Scranton	S	Both ends siding	30
Burlingame	S	Both ends siding	30
Osage City	S	Both ends siding	30
Barclay	S	Both ends siding	30
Reading	S	Both ends siding	30
Lang	S	Both ends siding	30
N.R. Jct.	I	Turnout First Dist.	30

STATION	TYPE	LOCATION	MPH
SECOND DISTRICT			
K.C.T.	I	Second crossover west of Tower 3	30
Tower 3	I	Crossover east of 12th St.	15
A.Y. Tower	I	Crossover east of Tower	40
Argentine Yard	I	Crossover east of Yard Office	40
Turner	I	Crossover east of Key Road between Main Trks. 1 and 2	30
	I	Crossovers west of Key Road	30
	I	Crossovers at MP 7.4 between Main Trks. 2, 3, and 4. (From Departure Yard)	15
	I	Crossover at MP 7.5 between Main Trks. 1 and 2	40
	I	Crossover between Main Trks. 2 and 3. (MP 8)	40
	I	Crossover between Main Trks. 3 and 4 (MP 8)	30
Morris	I	Crossover east of station	30
	I	Crossovers west of station	40
Holiday	I	Crossover between Main Trks. 2 and 3	30
	I	Turnout Main Track 4	40
M.P. 14.4	I	Turnout Main Trk. 3	40
	I	Crossovers	50
Craig	I	Crossovers	50
Olathe	I	Both ends of siding east of station	30
	I	Crossover east end siding west of station	40
	I	Crossovers between Main Trks.	40
	I	West end siding west of station	40
Clare	I	Crossover	40
Gardner	I	Crossover	50

SPECIAL RULES

18. SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED—(Cont'd)

"I"—Interlocking Switch.
"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
SECOND DISTRICT—(Cont'd)			
Wellsville	I	Crossovers	50
Ottawa	I	Both ends siding	40
	I	Crossovers between main tracks	40
	I	Crossover between Main Track No. 2 and siding	40
M.P. 76	I	Crossovers	40
Ridgeton	I	Crossovers	40
Lebo	I	Crossovers	40
Wiggam	I	Turnout Main Track No. 3	40
	I	Crossovers	40
N.R. Jct.	I	East crossover between Main Tracks Nos. 1 and 3	30
	I	Other crossovers	40
Emporia	I	Crossover between Main Tracks Nos. 1 and 3 near Merchant Street, and Turnout from Main Track No. 3 to Track 10 near Constitution St.	15
	S	Turnout from Main Track No. 3 to Track 11 near Merchant St.	15
	I	West crossover between Main Tracks Nos. 3 and 1 and two west crossovers between Main Tracks Nos. 2 and 1.	50
Merrick	I	Other crossovers and turnout from Main Track No. 3 to yard lead.	30

STATION	TYPE	LOCATION	MPH
THIRD DISTRICT			
Ottawa	I	Turnout Third Dist. to Second Dist.	15
	S	Both Ends Siding	15
Colony	S	Both Ends Siding	15
Iola	S	Both Ends Siding	15
Chanute	I	Freight lead 0.8 mile east of station	30
Morehead	S	East end siding	15
Cherryvale	S	East end Storage track	15
Independence	S	East switch MP 165.3	15
Dewey	I	West end siding	20
DY Jct.	I	Junction switch to or from MKT	15
Bartlesville	I	East switch MP 40.3	30
BE Jct.	S	Junction switch to or from MKT	15
Collinsville	S	East end siding	15

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

STATION	TYPE	LOCATION	MPH
N.R. Jct.	I	Turnout Howard District	15

19. YARD LIMITS

Noria	Burlingame (Alma District only)	Argentine Yard
Lawrence	K.C.T. Tower 3	Turner
Topeka	A.Y. Tower	Emporia
Pauline		Alma

SPECIAL RULES

19. YARD LIMITS—(Cont'd)

Ottawa (Baldwin and Third Dists. only)	A.U. Jct. Atchison	Dewey (Includes Bartlesville)
Baldwin District	Terminal Yard	Tulsa Yard (includes Mohawk)
N.R. Jct. (First and Howard Dists. only)	Coffeyville	Gridley
Garnett	Liberty	Fredonia
Iola	Winfield	Longton
Humboldt	Wellington (Eastern Division only)	Frontenac
Chanute	Cherryvale	Pittsburg
	Independence	Moline
	Caney	Eureka

20. BULLETIN BOOKS

Kansas City	Trainmaster's Office, Union Station
Argentine Yard	Yard and Roundhouse Offices
Turner	Yard Office
Morris	Station
Olathe	Station
Emporia	Telegraph, Yard and Roundhouse Offices
Topeka	Yard Office
Ottawa	Passenger Station
Lawrence	Passenger Station
Atchison	Station
Chanute	Telegraph and Roundhouse Offices
Moline	Station
Wellington	Telegraph, Yard and Roundhouse Offices
Newton	Telegraph and Roundhouse Offices
Bartlesville	Yard Office
Tulsa Yard	Yard Office
Tulsa	Passenger Station
Winfield	Yard Office
Coffeyville	Yard Office, Passenger Station and Roundhouse

21. STANDARD CLOCKS

Argentine Yard	Yard and Roundhouse Offices
Topeka	Yard Office
Lawrence	Baggage Room
Turner	Yard Office
Kansas City	Union Station Telegraph Office
Emporia	Telegraph, Yard and Roundhouse Offices
Ottawa	Telegraph Office
Terminal Yard	Yard Office
Atchison	Freight Station
Chanute	Telegraph and Roundhouse Offices
Bartlesville	Yard Office
Tulsa Yard	Yard Office
Tulsa	Passenger Station
Winfield	Yard Office
Wellington	Telegraph, Yard and Roundhouse Offices
Coffeyville	Passenger Station

22. STANDARD THERMOMETERS

Topeka	Atchison	Joplin
Argentine Yard	Chanute	Moline
Emporia	Longton	Howard
Ottawa	Erie	Eureka
Gridley	Pittsburg	Madison
Cherryvale	Bartlesville	Wellington
Independence	Tulsa	Coffeyville
Caney	Cambridge	

23. OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
FIRST DISTRICT	
19.6	De Soto, Highway Viaduct, Ordnance Plant Track
26.9	Wakarusa River
51.7	Lawrence, Overhead Conveyor
52.2	Topeka, Pedestrian Viaduct
52.4	Topeka, Branner Street Viaduct
94.9	Pedestrian Viaduct, Second Street, Topeka
107.9	Marais des Cygnes River
	Neosho River

EASTERN DIVISION 15

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

Mile Post	Name
SECOND DISTRICT	
34.4	Highway Viaduct
45.1	Highway Viaduct
57.0	Signal Bridge
69.0	Marais des Cygnes River
71.3	Marais des Cygnes River
79.7	Highway Viaduct
79.8	Highway Viaduct
92.5	Highway Viaduct
102.9	Neosho River
ATCHISON DISTRICT	
0.2	Atchison, Highway Viaduct
25.7	Delaware River
48.9	Soldier Creek
50.4	Topeka Pedestrian Viaduct
LEAVENWORTH DISTRICT	
20.7	Highway Viaduct
	Highway Viaduct, Grant Avenue over U.P. Spur to Ft. Leavenworth
ALMA DISTRICT	
33.5	Mill Creek
BURLINGTON DISTRICT	
41.1	Neosho River
HOWARD DISTRICT	
51.5	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. STATIONS, INDUSTRY AND OTHER TRACKS BETWEEN STATIONS, NOT SHOWN ON SCHEDULE PAGE

Name	Location	Capacity
FIRST DISTRICT		
Cooperative Farm Chem. Assn. (spur)	M.P. 24.6	179 Cars
Callery Chemical Co. (spur)	M.P. 28.7	54 Cars
Kansas Power and Light Co. (spur)	M.P. 30.3	36 Cars
Spur	M.P. 31.7	2 Cars
Dupont Cellophane Plant (spur)	M.P. 46.0	100 Cars
SECOND DISTRICT		
Midcontinent Gr. Co. (spur)	M.P. 44.7	17 Cars
THIRD DISTRICT		
Crusher	M.P. 79.4	50 Cars
Carlyle	M.P. 104.5	20 Cars
Wayside	M.P. 11.6	4 Cars
Owen	M.P. 24.1	3 Cars
Dewey Dehydrating Spur	M.P. 35.8	2 Cars
Phillips Spur	M.P. 38.4	9 Cars
Modification Center Tracks	M.P. 82.4	19 Cars
FOURTH DISTRICT		
Ash Grove Shale Pit (spur)	M.P. 130.1	48 Cars
Crusher Storage	M.P. 200.0	27 Cars
Crusher Tracks	M.P. 200.1	177 Cars
Asylum Spur	M.P. 245.0	4 Cars
ATCHISON DISTRICT		
Skelly Oil Co. (spur)	M.P. 47.8	6 Cars

SURGEONS OF THE A.T.&S.F. HOSPITAL ASSOCIATION
 DR. O. L. HANSON, CHIEF SURGEON Topeka

LOCAL SURGEONS

LOCATION	DOCTORS
Atchison	R. O. BROWN
Bartlesville	C. L. JOHNSON, JR.
"	R. G. ALLEN
"	M. D. FOX
"	V. L. VINYARD
"	E. M. AMEN
Bethel	Q. C. HUERTER
"	R. P. MCCARTHY
Bonner Springs	E. W. MITTS
Burlington	A. B. MCCONNELL
Caney	F. E. MUCK
"	R. J. MOORE
Chanute	D. R. ABBUEHL
"	G. L. ASHLEY
"	GLEN ASHLEY
"	D. E. RAY
"	J. D. GOUGH
"	A. A. KIHM
"	E. B. GEHRT
Cherryvale	D. E. ARTHUR
"	F. GASSER
Coffeyville	A. E. MARTIN
"	J. F. COYLE
Collinsville	O. E. LAYTON
Colony	T. O. OSBORN (Osteopath)
Desoto	M. V. ROBBINS
Dewey	J. P. VANSANT
Emporia	F. J. ECKDALL
"	C. R. HOPPER
"	R. L. PETERSON
Erie	E. C. BRYAN
Eskridge	WM. H. WALKER
Eureka	J. H. BASHAM
Fredonia	L. E. BEAL
Gardner	A. D. REECE
Garnett	C. B. HARRIS
Girard	ROBT. FRIGGERI
Howard	J. G. CLAYPOOL
Humboldt	E. E. LONG
"	J. B. SATTERFIELD
Independence, Kans.	P. E. BARBERA
"	E. L. ROBINSON
"	A. E. BAIR
Independence, Mo.	V. E. LINK
"	C. F. GRABOKE
"	D. A. POTTS
Iola	W. E. MYERS
Joplin	J. R. KUHN, JR.
Kansas City, Kans.	P. R. CARPENTER
"	F. G. BICHLMEIER
"	G. R. PETERS
"	ALVIN SILVERS
"	W. D. FRANCISCO
"	JOHN HUFF
"	C. G. DAVIS
"	J. E. INGRAM
"	K. R. KENNEDY
"	J. O. YULICK
Kansas City, Mo.	GRAHAM OWEN
"	E. G. KETTNER
"	R. H. DUNHAM
"	W. B. ALLEN
"	K. L. SHIREMAN
"	DONALD FERGUSON
"	W. R. PETERSON

LOCAL SURGEONS—(Cont'd)

LOCATION	DOCTORS
Lawrence	G. E. MANAHAN
Leavenworth	G. R. COMBS
"	P. S. COMBS
Leawood	G. O. HARPSTER
Lebo	KENNETH HUNTER
Lyndon	NILES STOUT
Madison	FRED LOSE
Mission	D. L. GOOD
Moline	G. R. LOCKETT
Nortonville	W. A. MADISON
Olathe	W. E. McMANN
Osage City	H. J. WILLIAMS
Ottawa	R. A. GOLLIER
"	J. F. BARR
Pittsburg	D. B. MCKEE
"	C. H. FAIN
"	P. B. LEFFLER
Richmond	J. R. SMITHHEISLER
St. Joseph	R. W. KIEBER
"	S. E. SENOR
"	J. H. RYAN
Tulsa	C. S. SUMMERS
"	R. A. MCGILL
"	C. BATE
"	P. E. CRAIG
Valley Falls	C. P. ARNOLD
Walnut	E. C. BRYAN
Wellington	W. M. COLE
Wellsville	N. E. NAYLOR
Winfield	H. SNYDER
"	J. H. DEPOE

EYE, EAR, NOSE AND THROAT SPECIALISTS
 AT LOCAL POINTS

LOCATION	DOCTORS
Bartlesville	C. D. PITTMAN
Coffeyville	R. W. DIVER
Emporia	D. P. TRIMBLE
"	E. L. GANN
Kansas City, Kans.	F. N. BOSILEVAC (Eye Only)
"	C. H. STEELE (ENT)
Kansas City, Mo.	W. R. EUBANK (Eye Only)
"	DRS. ALTRINGER, BUNTING & KNIGHT (ENT)
"	A. J. BAER (Eye Only)
"	R. D. WILLIAMS (ENT)
"	B. A. NELSON (ENT)
"	W. J. WURSTER (Otolaryngologist)
Topeka	K. W. STOCK (Eye Only)
"	B. J. ASHLEY (Eye Only)
"	B. J. ASHLEY, JR. (Ophthalmologist)
"	H. W. POWERS (ENT)
"	J. W. MCCLELLAN
"	R. R. PRESTON (ENT)
"	R. E. BRIDWELL (ENT)
"	B. S. PROKOP (Ophthalmologist)
"	R. S. KIRKEGAARD (Ophthalmologist)
Tulsa	H. J. EVANS

A. J. STROBEL, General Watch Inspector Topeka
 R. W. GOOCH, Asst. General Watch Inspector Topeka

LOCAL TIME INSPECTORS

Atchison	C. W. RUNYAN
Bartlesville	R. J. LUDLUM
Chanute	JACK WOOD
Coffeyville	A. C. HAMILIN
Emporia	D. H. ROSENBALM
Independence, Kans.	P. B. MYSER
Kansas City, Kans.	L. M. CONNOR, JR., 3120 Strong Ave.
"	ROSS LENTZ, 3221 Strong Ave.
"	J. F. GAMBRILL, 709 Central
"	H. M. FAERBER, 821 No. 7th
Kansas City, Mo.	E. C. GORDON, 4610 Troost Ave.
"	N. C. SCHELBAR, Union Station
Moline	D. C. DODSON
Muncie, Kans.	E. R. BLANSIT, 6534 Kaw Dr.
Ottawa	A. G. MADTSON
Pittsburg	A. J. BENELLI
St. Joseph	W. G. HARDEN
Shawnee Mission	R. L. METZ, 3006 W. 47th Terr.
Topeka	AL. W. SMITH
"	W. F. IVES
Tulsa	A. E. ROBERTS
Wellington	R. H. RILEY
Winfield	E. H. RUPPELIUS