

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

TRAIN DISPATCHERS—EMPORIA, KANSAS

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

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

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

LOCAL WATCH INSPECTORS—EASTERN DIVISION

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

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

DR. R. G. SMITH.....Chief Surgeon.
 DR. ROBERT KINNEY.....Chief Medical Service.
 DR. CHARLES WOLFSON.....Medical Service.
 DR. O. G. ZACHARIAS.....Medical Service.
 DR. J. A. FARLEY.....Medical Service.
 DR. H. FRIEMAN.....Medical Service.
 DR. C. L. RAMSEY.....Medical Service.
 DR. VERNON FILLEY.....Surgical Service.
 DR. F. W. CHAPPELL.....Surgical Service.
 DR. ELDON FILLMAN.....Surgical Service.
 DR. GEORGE S. HOPKINS.....Surgical Service.
 DR. C. E. JOSS.....Surgical Consultant.
 DR. JOHN CAVANAUGH.....Surgical Consultant.
 DR. O. R. CLARK.....Surgical Consultant.
 DR. J. K. CHOY.....Urological Consultant.
 DR. B. M. MARSHALL.....Urological Consultant.
 DR. CLYDE TREES.....Orthopedic Consultant.
 DR. M. E. PUSITZ.....Orthopedic Consultant.
 DR. D. B. FOSTER.....Neurologist.
 DR. J. L. LATTIMORE.....Laboratory Consultant.
 DR. G. FINNEY.....X-Ray Consultant.
 DR. B. J. ASHLEY.....Eye Consultant
 DR. H. W. POWERS.....Ear, Nose & Throat Consultant.
 DR. H. L. KIRKPATRICK.....Ear, Nose & Throat Consultant.
 DR. G. M. HILL.....Consulting Dentist.
 DR. J. C. DePRIEST (Colored).....Consulting Dentist.
 DR. C. R. PRICE (Colored).....Consulting Dentist.
 DR. FRANK DICKSON (Kansas City).....Orthopedic Consultant.
 DR. C. L. FRANCISCO (Kansas City).....Orthopedic Consultant.
 DR. S. TEACHENOR AND COBURN (Kansas City).....Neuro Surgeons.
 DR. R. L. SUTTON (Kansas City).....Dermatologist.

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES
 Eastern District

EASTERN DIVISION

TIME TABLE NO.

80

IN EFFECT

Sunday, February 20, 1949

At 12:01 A. M.

Central Standard Time.

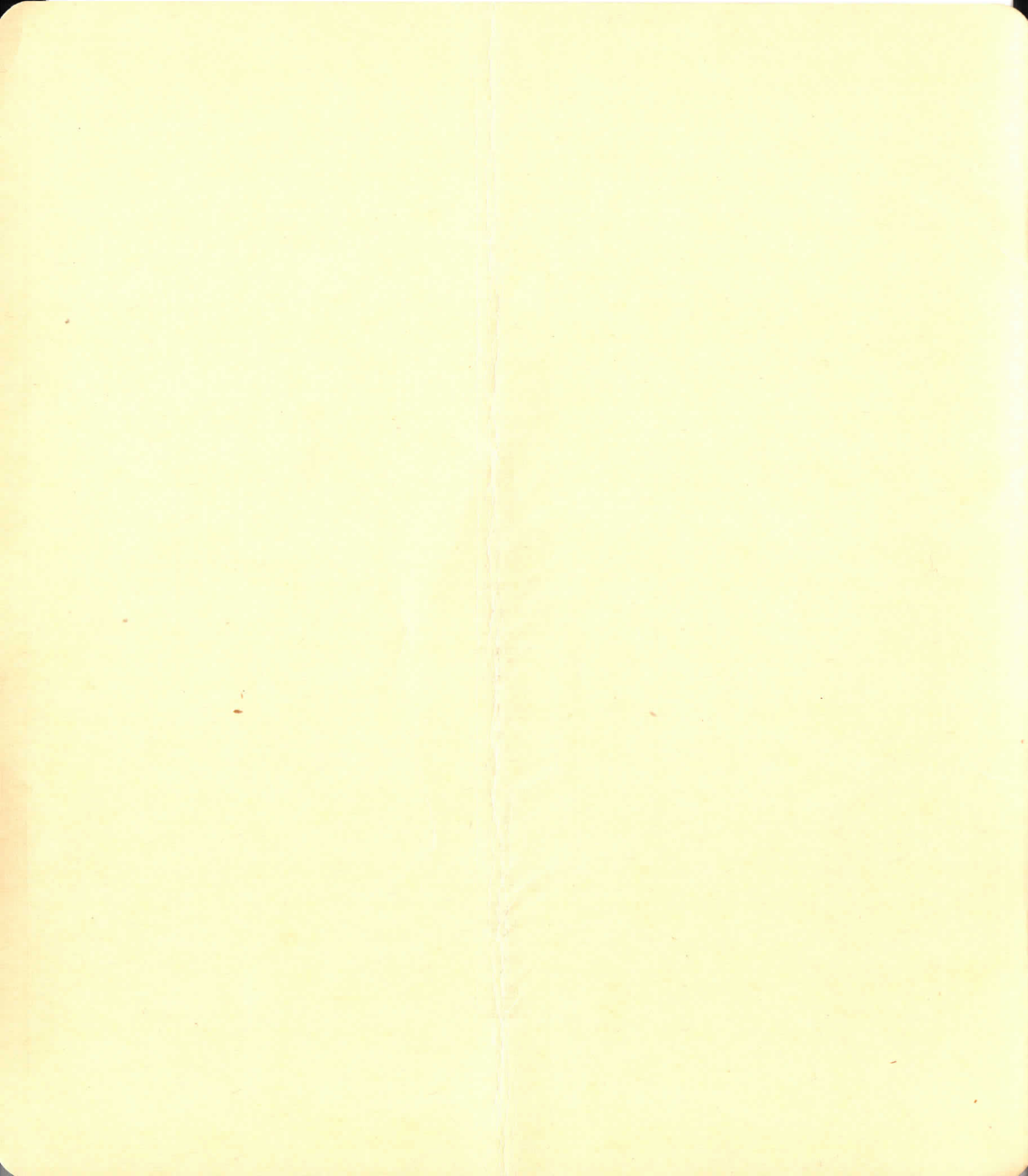
This Time Table is for the exclusive use and guidance
 of Employees.

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

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

O. H. OSBORN,
 Superintendent,
 Emporia, Kansas.

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



FIRST DISTRICT.

EASTERN DIVISION. 2

Capacity of Sidings in 50 ft. Cars.	WESTWARD. First Class.						Fuel, Water, Turn Tables and Ways.	Ruling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	Ruling Grade Ascending.	Distance from Holliday and Atchison.	Communications	EASTWARD. First Class.					
	1	23	27	11	3	5							24	28	2	12	4	6
	Centennial Limited.	The Grand Canyon.	The Antelope.	The Kansas Cityan.	California Limited.	The Scout.							The Grand Canyon.	The Antelope.	Centennial Limited.	The Chicagoan.	California Limited.	The Scout.
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		STATIONS.		Miles.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
	PM 10.19	PM 10.04	PM 9.34	PM 5.29	AM 11.05	AM 8.19	W	HOLLIDAY.	0	0	C	AM 6.05	AM 6.29	AM 8.47	PM 1.39	PM 7.33	PM 9.50	
43	f10.24	10.09	9.39	5.35	11.10	8.24	Y	3.8 WILDER.	0	3.8	C	5.55	6.23	f 8.41	1.33	7.27	9.44	
41	10.26	10.11	⁶ 9.42	5.37	11.12	8.26		2.3 FRISBIE.	0	6.1		5.50	6.20	8.36	1.31	7.22	²⁷ 9.42	
10 ⁷	10.32	10.16	9.48	5.41	11.17	² 8.31		5.1 DE SOTO.	8.9	11.2	C	5.42	6.15	s ⁵ 8.31	1.27	7.15	9.36	
16	10.38	10.22	9.53	5.46	11.22	8.36		5.8 WEAVER.	0	17.0		5.33	6.09	8.19	1.22	7.04	9.30	
49	10.41	10.24	9.55	5.48	11.25	8.38		2.2 EUDORA.	10.6	19.2	C	5.30	6.07	s 8.17	1.20	7.02	9.28	
50	10.45	10.29	9.59	5.51	11.29	8.42		4.2 NORIA.	0	23.4		5.24	6.03	8.09	1.16	6.55	9.24	
28	s10.55	s10.35	s10.08	s5.56	s11.38	s 8.48	W Y	3.2 LAWRENCE. YL	0	26.6	C	s5.19	s5.59	s 8.02	s 1.12	s 6.50	s9.20	
50	11.02	10.42	10.15	6.02	11.46	8.55		5.1 LAKE VIEW.	10.6	31.7		5.09	5.50	f 7.52	1.05	6.39	9.11	
50	f11.08	10.48	10.21	6.08	11.52	9.01		5.8 LECOMPTON.	0	37.5		5.03	5.44	s 7.45	1.00	6.29	9.05	
65	11.12	10.52	10.25	6.11	11.56	9.05		3.9 GROVER.	0	41.4		4.58	5.40	f 7.40	12.57	6.21	9.01	
50	11.16	10.56	10.29	⁴ 6.14	11.59	9.09		3.8 SPENCER.	5.5	45.2		4.53	5.36	f 7.36	12.54	¹¹ 6.14	8.57	
32	11.20	11.02	10.32	6.17	12.02	9.12		3.2 TECUMSEH.	10.6	48.4		4.48	5.32	s 7.32	12.51	6.07	8.53	
41	s11.30	s11.10	s10.40	s6.25	s12.10	s 9.20	FWT	4.3 TOPEKA. YL	0	52.7	C	4.40	5.25	7.25	s12.45	6.00	8.45	
52	11.50	11.25	10.55	6.33	¹² 12.36	9.35		6.5 PAULINE.	0	50.6	C	s4.35	s5.20	s 7.15	s 5.50	s8.40		
31	11.56 AM	11.34	11.01	6.38	12.43	9.41		5.4 WAKARUSA.	49.5	57.8	C	4.27	5.12	f 7.05	³ 12.36	5.40	8.32	
44	12.03	11.42	11.07	6.44	12.53	9.47		5.1 CARBONDALE.	50.7	62.7	C	4.20	5.05	s 6.56	12.30	5.33	8.26	
60	12.08	11.50	11.11	6.47	12.58	9.51		3.7 SCRANTON.	44.2	67.8	C	4.13	4.58	s 6.48	12.23	5.26	8.20	
68	f12.15	11.57 AM	11.17	6.52	1.05	9.57	W Y	5.3 BURLINGAME.	52.8	71.5	C	4.08	4.53	s 6.41	12.20	5.22	8.16	
52	s12.27	12.06	11.26	7.00	f 1.17	10.07	W	7.9 OC	51.6	76.8	C	4.02	4.47	s 6.31	12.15	f 5.13	8.10	
60	f12.34	12.12	11.32	7.05	1.25	10.14		0.3 Mo. Pac. Crossing.	0	84.7	C							
53	f12.43	12.19	11.38	7.11	1.32	10.21		0.3 OSAGE CITY.	10.8	85.0		3.53	4.38	s 6.19	12.07	f 5.02	8.02	
49	12.52	12.28	11.47	7.19	1.42	10.31		5.4 BARCLAY.	52.8	90.4		3.47	4.32	f 6.09	12.02 PM	4.55	7.55	
	1.00	12.35	11.56 AM	7.26	1.52	10.40	Y	6.2 READING.	35.7	96.6	C	3.41	4.26	s 6.00	11.57	4.48	7.49	
	s 1.05 AM	s12.40 AM	s12.01 AM	s7.30 PM	s 2.00 PM	s10.45 AM	FWT	8.1 LANG.	52.8	104.7		3.33	4.18	5.45	11.50	4.39	7.42	
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		6.3 M.K.T. Crossing.	49.8	111.0	C	3.25	4.10	5.35	11.44	4.30	7.35	
	43.9	45.4	48.3	56.6	41.5	48.6		1.1 N.R. JCT. YL	15.8	112.1	C	3.20 AM	4.05 AM	5.30 AM	11.40 AM	4.25 PM	7.30 PM	
								Emporia. YL				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
								(114.2)				42.8	49.3	36.6	57.6	38.5	50.8	
								Average speed per hour.										

SIGNAL SYSTEM ONE IN EFFECT:

Holliday to Emporia.

RULE 251 IN EFFECT:

N.R. Jct. to Emporia.

RULE 261 IN EFFECT:

For eastward trains from Leavenworth District, Wilder to Holliday.

First track south of eastward main track between crossover located at east end of platform, Emporia passenger station, and N.R. Jct. may be used as follows: Eastward trains on hand signal from switch tender; Westward trains on signal indication at N.R. Jct.

3 EASTERN DIVISION.

SECOND DISTRICT.

WESTWARD.														TIME TABLE No. 80, February 20, 1949.	Ruling Grade Ascending.	Distance from Kansas City.	Fuel, Water, Turn Tables and Wyes.	
First Class.																		
19	1	123	23	27	11	211	3	7	5	13	17	47	15					21	STATIONS.	Miles.
The Chief.	Centennial Limited.	The Grand Canyon.	The Grand Canyon.	The Antelope.	The Kansas Cityan.	The Tulsan.	California Limited.	Fast Mail Express.	The Scout.	Motor.	Super Chief.	Oil Flyer.	Texas Chief.	El Capitan.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				
PM 10.15	PM 9.55	PM 9.50	PM 9.45	PM 9.15	PM 5.15	PM 5.10	AM 10.45	AM 8.55	AM 8.00	AM 6.00	AM 2.35	AM 2.00	AM 1.50	AM 1.20	KANSAS CITY. Union Station.			
10.19	9.59	9.55	9.50	9.20	5.18	5.14	10.50	9.00	8.05	6.06	2.39	2.04	1.54	1.24	1.4 A.T.& S.F. JCT.	0	1.4	Y
10.22	s10.05	9.58	9.53	9.24			10.54	9.03	8.09	s 6.12		2.08			2.8 Kansas City, Ks. (Argentine.) YL	18.8	4.2	FW TY
10.25	10.09	10.01	9.56	9.27	5.23	5.19	10.57	9.06	8.12	s 6.18	2.44	2.11	2.00	1.29	2.6 TURNER. YL	10.4	6.8	
10.28	10.14	10.04	9.59	9.30			11.01	9.09	8.15	f 6.24		2.14			3.1 MORRIS.	4.2	9.9	
10.31	s10.19 PM	10.09	10.04 PM	9.34 PM	5.29 PM	5.25	11.05 AM	9.12	8.19 AM	s 6.30	2.50	2.17	2.06	1.35	3.2 HOLLIDAY.	4.2	13.1	W
										s 6.36					2.8 ZARAH.	22.3	15.9	
															2.9 CRAIG.	28.2	18.8	
10.47		10.25				5.41		9.28		s 6.55	3.06	2.33	2.22	1.51	6.8 OLATHE. YL	31.7	25.6	
	Via First District.		Via First District.	Via First District.	Via First District.		Via First District.		Via First District.	f 7.04					5.1 CLARE.	21.1	30.7	
								9.38		s 7.10		2.43			3.5 GARDNER.	20.4	34.2	Y
11.01		10.39				5.54		9.44		s 7.18	3.19	2.48	2.35	2.04	5.3 EDGERTON.	21.1	39.5	W
										s 7.28		2.53			5.6 WELLSVILLE.	21.1	45.1	
11.10		10.47				6.03		9.53		f 7.35	3.27	2.57	2.43	2.12	4.4 LE LOUP.	0	49.5	
11.17		s10.55				6.10 PM		10.00		f 7.45 AM	3.34	3.05 AM	2.50	2.19	7.4 OTTAWA JCT. YL	21.1		
															2.7 A.T.& S.F. Cross'g.	12.0	56.9	WY
															HU.	21.1	59.6	
															3.4 Mo. Pac. Crossing.	21.1	63.0	
11.27		11.06						10.10			3.43		2.59	2.28	4.2 RICHTER.	5.1	67.2	
		11.10						10.14							4.2 POMONA.	5.1	71.4	W
11.38		11.17				Via Third District.		10.22		Via Third District.	3.53	Via Third District.	3.10	2.38	7.8 QUENEMO.	17.1	79.2	
															8.1 MELVERN.	21.1	87.3	
11.51		11.33						10.38			4.04		3.21	2.49	6.1 RIDGETON.	21.1	93.4	
11.59 AM		11.41						10.46			4.11		3.29	2.56	7.9 LEBO.	18.1	101.3	
															5.5 NEOSHO RAPIDS.	5.4	106.8	
															4.2 WIGGAM.	21.1		
12.10		11.50						10.55			4.22		3.40	3.07	M.K.T. Crossing.		111.0	Y
12.15 AM		s11.55 PM						11.00 AM			4.25 AM		s3.45 AM	3.10 AM	1.1 N.R. JCT. YL	5.8	112.1	FW T
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				
56.1	32.8	53.8	41.4	41.4	56.2	56.9	39.3	53.8	41.4	32.5	61.2	52.5	58.5	61.2	(112.1)			
														Average speed per hour.				

SIGNAL SYSTEM ONE IN EFFECT:

A.T.& S.F. Jct. to Emporia, except Morris Interlocking.

SIGNAL SYSTEM TWO IN EFFECT:

Morris Interlocking.

RULE 251 IN EFFECT:

A.T.& S.F. Jct. to Holliday.

Olathe to Emporia.

RULE 261 IN EFFECT:

Holliday to Olathe.

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

Main Track No. 3 between Turner and Holliday is the first track north of westward main track. Main Track No. 4 between Turner and Morris is the second track north of westward main track. Trains have no time table superiority on these tracks and will use same only as authorized by train order. Manual Block Rules govern. Train order signal at Morris governs only movement of trains on Track 3 and eastward movements of trains on Track 4. On Tracks 3 and 4 trains or engines finding Signals 83, 85, or 114 indicating "stop," observe Rule 509(c).

First track south of eastward main track between N.R. Jct. and crossover located at east end of platform, Emporia passenger station, may be used as follows: Westward trains on signal indication at N.R. Jct. Eastward trains on hand signal from switch tender.

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

SECOND DISTRICT.

EASTERN DIVISION. 4

Capacity of Sidings in 80 ft. Cars.	Communications.	Ruling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	EASTWARD First Class														
				20	124	18	24	28	2	212	12	8	14	48	4	6	22	16
				The Chief.	The Grand Canyon.	Super Chief.	The Grand Canyon.	The Antelope.	Centennial Limited.	The Tulsan.	The Chicagoan.	Fast Mail Express.	Motor.	Oil Flyer.	California Limited.	The Scout.	El Capitan.	Texas Chief.
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
			KANSAS CITY Union Station.	s AM 2.40	s AM 6.15	s AM 5.35	s AM 6.30	s AM 6.50	s AM 9.15	s PM 1.30	s PM 2.00	s PM 7.00	s PM 7.30	s PM 7.40	s PM 8.00	s PM 10.15	s PM 11.05	s AM 12.50
			A.T.&S.F. JCT. 1.4 2.8	2.34	6.05	5.28	6.22	6.43	9.07	1.24	1.52	6.53	7.23	7.31	7.51	10.07	10.58	12.43
			Kansas City, Ks. (Argentine.) YL	2.30	5.57		6.18	6.39	s 9.02			6.47	s 7.18	7.26	7.46	10.03		
			TURNER. YL 2.6	2.28	5.52	5.22	6.15	6.36	f 8.57	1.19	1.45	6.44	f 7.12	7.23	7.42	9.59	10.52	12.37
			MORRIS. 3.1	2.25	5.47		6.10	6.33	f 8.52			6.41	s 7.06	7.20	7.38	9.55		
			HOLLIDAY. 3.2	2.22	5.42	5.16	6.05	6.29	8.47	1.13	1.39	6.38	s 7.00	7.17	7.33	9.50	10.46	12.31
			ZARAH. 2.8				AM	AM	AM			f 6.55						
			CRAIG. 2.9															
			OLATHE. YL 6.8	2.06	5.23	5.00				12.57		6.21	s 6.40	7.01			10.30	12.15
			CLARE. 5.1				Via First District.	Via First District.	Via First District.						Via First District.	Via First District.		
			GARDNER. 3.5	1.56					12.48			6.11	s 6.23	6.51				
			EDGERTON. 5.3	1.51	5.01	4.46			12.43			6.05	s 6.14	6.45			10.16	12.03
			WELLSVILLE. 5.6									s 6.05	6.39					
			LE LOUP. 4.4	1.41	4.50				12.32			5.53	f 5.58	6.34				
			OTTAWA JCT. YL 7.4	1.33	4.40	4.31			12.27			5.44	5.48	6.25			10.01	11.48
			A.T.&S.F. Cross'g. 2.7						PM									
			Mo. Pac. Crossing. 3.4															
			RICHTER. 4.2									5.34						
			POMONA. 4.2	1.23	4.30							5.30						
			QUENEMO. 7.8	1.20	4.26							5.22					9.43	11.30
			MELVERN. 6.7	1.13	4.18	4.13				Via Third District		5.14	Via Third District.	# Via Third District.				
			OLIVET. 1.4	1.07	4.08													
			RIDGETON. 6.1															
			LEBO. 7.9	1.01	4.00	4.00						5.07					9.30	11.18
			NEOSHO RAPIDS. 5.5	12.54	3.46							4.59						
			WIGGAM. 4.2															
			M.K.T. Crossing. 1.1	12.45	3.35	3.44						4.49					9.14	11.03
			EMPORIA. YL	12.40	3.30	3.40						4.45					9.10	11.00
				AM	AM	AM						PM					PM	PM
			(112.1)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	56.1	40.8	58.5	31.4	37.4	28.1	54.2	37.4	49.8	33.5	45.5	29.1	31.4	58.5	61.2

SIGNAL SYSTEM ONE IN EFFECT:
Emporia to A.T.&S.F. Jct., except Morris Interlocking.

SIGNAL SYSTEM TWO IN EFFECT:
Morris Interlocking.

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

RULE 261 IN EFFECT:
Olathe to Holliday.

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

Main Track No. 3 between Holliday and Turner is the first track north of westward main track. Main Track No. 4 between Morris and Turner is the second track north of westward main track. Trains have no time table superiority on these tracks and will use same only as authorized by train order. Manual Block Rules govern. Train order signal at Morris governs only movement of trains on Track 3 and eastward movements of trains on Track 4. On Tracks 3 and 4 trains or engines finding Signals 83, 85, or 114 indicating "stop," observe Rule 509 (c).

First track south of eastward main track between crossover located at east end of platform, Emporia passenger station, and N.R. Jct., may be used as follows: Eastward trains on hand signal from switch tender. Westward trains on signal indication at N.R. Jct.

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

5 EASTERN DIVISION.

THIRD DISTRICT.

SIGNAL SYSTEM ONE IN EFFECT:

Ottawa Jct. to Chanute.

RULE 251 IN EFFECT:

Ottawa Jct. to Ottawa.

Capacity of Sidings in 50 ft. Carr.	WESTWARD. First Class.			Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	Ruling Grade Ascending.	Distance from Kansas City.	Communications	EASTWARD. First Class.		
	211	13	47							212	14	48
	The Tulsan.	Motor.	Oil Flyer.							The Tulsan.	Motor.	Oil Flyer.
	Leave Daily.	Leave Daily.	Leave Daily.			STATIONS.		Miles.		Arrive Daily.	Arrive Daily.	Arrive Daily.
	PM 6.10	AM 7.45	AM 3.05	WY	0	OTTAWA JCT. YL 0.9	34.4	56.9	C	PM 12.27	PM 5.48	PM 6.25
	⁴⁸ s 6.15	s 7.55	s 3.25	FW	17.5	OTTAWA. YL 0.2	0	57.8	C	s 12.24	s 5.42	s ²¹¹ 6.15
					37.0	Mo. Pac. Crossing. 3.8	35.6	58.0				
70	6.20	8.03	3.31		26.8	B.N. JCT. 5.0	16.6	61.8	B	12.16	5.12	6.09
57	6.25	s 8.11	3.36		29.3	PRINCETON. 6.2	24.1	66.8	C	12.12	s 5.06	6.05
68	6.32	s 8.21	3.42		42.2	RICHMOND. 9.3	37.0	73.0	C	12.07 PM	s 4.58	5.59
					0	Mo. Pac. Crossing. 0.1	29.9	82.3				
48	s 6.44	s 8.38	s 3.57	W	37.0	GARNETT. YL 8.3	37.0	82.4	C	s 11.57	s 4.44	s 5.48
71	6.52	s 8.50	4.06		37.0	WELDA. 8.1	33.4	90.7	C	11.48	s 4.32	5.38
97	6.59	s 9.02	4.14		0	COLONY. 5.4	37.0	98.8	C	11.41	s 4.20	5.31
	7.04	s 9.09	4.19		20.2	CARLYLE. 4.9	37.0	104.2	B	11.35	s 4.10	5.25
					0	Mo. Pac. Crossing. 0.3	11.5	109.1				
92	s 7.12	s 9.19	s 4.35	W	37.0	IOLA. YL 7.7	37.0	109.4	C	s 11.29	s 4.03	s 5.19
82	7.20	s 9.30	s 4.44		37.0	HUMBOLDT. YL 4.1	27.5	117.1	C	11.21	s 3.46	s 5.09
50	7.24	9.36	4.50		0	ENA. 4.2	37.0	121.2	B	11.16	3.37	5.03
					37.0	M.K.T. Crossing. 0.8	0	125.4				
	s 7.30 PM	s 9.50 AM	s 5.05 AM	FW TY	37.0	CHANUTE. YL	0	126.2	C	11.10 AM	3.30 PM	4.58 PM
	Arrive Daily.	Arrive Daily.	Arrive Daily.			(69.3)				Leave Daily.	Leave Daily.	Leave Daily.
	52.0	33.3	34.7			Average speed per hour.				54.0	30.1	47.8

Lawrence District.

WESTWARD.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	Ruling Grade Ascending.	Distance from Lawrence.	Communications	EASTWARD.
73							74
Mixed.							Mixed.
Leave Tues., Thurs., Sat.							Arrive Mon., Wed., Fri.
PM 4.00	W Y	42.9	LAWRENCE. YL 9.7	57.9	0	C	AM 11.00
4.30		85.5	VINLAND. 5.7	50.4	9.7		10.30
4.55		65.0	BALDWIN. 10.8	64.7	15.4	C	10.15
5.20 PM	W Y		A.T. & S.F. Crossing. OTTAWA JCT. YL		26.2	C	9.50 AM
Arrive Tues., Thurs., Sat.			(26.2)				Leave Mon., Wed., Fri.
19.6			Average speed per hour.				22.5

Nos. 73 and 74 have no Time Table Authority.

No switch lights on Lawrence District.

Capacity of Sidings in 80 ft. Cars.	WEST- WARD.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE		Ruling Grade Ascending.	Distances from Chicago and Atchison.	Communications.	EAST- WARD.
	First Class.			No. 80, February 20, 1949.	First Class.				
	55								56
	Motor.								Motor.
	Leave Daily Ex. Sun.			STATIONS.			Miles.		Arrive Daily Ex. Sun.
	AM 7.00	Y	0	ST. JOSEPH U. S. YL 0.3	St. Joseph Term. Co.	0	484.2	C	PM 6.00
		FWT	0	TERMINAL YARD. YL 0.5		0	484.5	C	
	7.08		0	M.K. JCT. 0.1		0	485.0		5.50
			12.4	TERMINAL JCT. 19.5	C.R.I. & P. Ry. 1938 Euclid Inc.	17.4	486.1		
			17.8	WINTHROP. 0.4		0	504.6		
	s 7.50			C.B. & Q. Crossing.					
			34.3	ATCHISON U. S. YL Mo. Pac. Crossing. 0.6		0	505.0	C	s 5.15
	s 7.55	FWT	25.6	ATCHISON F. S. YL 0.6		0	0.6	C	s 5.07
			58.6	Mo. Pac. Crossing. 5.3		0	1.2		
	f 8.05		0	PARNELL. 2.3		50.9	6.5		f 4.56
17	f 8.08	Y	24.8	HAWTHORNE. 2.0		0	8.8		f 4.52
	s 8.13		68.9	CUMMINGS. 6.0		0	10.8		s 4.48
15	s 8.25		0	NORTONVILLE. 9.2		64.3	16.8	C	s 4.39
34	s 8.40	W	69.9	VALLEY FALLS. 8.9		64.0	26.0	C	s 4.22
	s 8.55		62.4	ROCK CREEK. 4.5		63.4	34.9	C	s 4.09
	s 9.02		63.4	MERIDEN. 10.1		59.3	39.4	C	s 4.01
4	f 9.15	Y	33.4	NORTH TOPEKA. YL U.P. Crossing. 1.1		0	49.5		f 3.45
	s 9.20 AM	FWT		TOPEKA. YL			50.6	C	3.40 PM
	Arrive Daily Ex. Sun.			(71.4)					Leave Daily Ex. Sun.
	30.6			Average speed per hour.					30.6

SIGNAL SYSTEM ONE IN EFFECT:

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

Between the following points there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 M.P.H.; between these points main track may be used not protecting against regular and extra trains and engines:

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

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

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

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

No switch lights on Atchison District.

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

Capacity of Sidings in 50 Ft. Cars.	WESTWARD.		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	Ruling Grade Ascending.	Distance from A.U. Jct.	Communications.	EASTWARD.	
	Second Class.	First Class.							First Class.	Second Class.
	77	57							58	78
	Way Freight.	Motor.							Motor.	Way Freight.
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.					Miles.		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
	AM 3.00	AM 7.35	F W T Y	0	A.U. JCT. YL	31.4	0.0	C	AM 10.45	PM 12.50
				0	2.0 M.K.T. Crossing.	0	2.0			
	3.15	7.47		0	4.0 ROLLIN.	0	6.0		f 10.37	12.35
	3.25	7.53		31.7	4.0 SHAW.	0	10.0		s 10.30	12.25
51	3.40	8.01	W	0	4.4 ERIE.	29.0	14.4		s 10.23	12.15
				20.5	0.5 M.K.T. Crossing.	0	14.9	C		
49	3.55	8.07		44.4	3.2 TRENT.	34.3	18.1		f 10.17	12.01 PM
	4.10	8.16		44.4	6.7 WALNUT.	42.2				
46	4.25	8.26		52.8	M.K.T. Crossing.	42.2	24.8	C	s 10.07	11.40
				51.3	7.1 BRAZILTON.	43.8	31.9	B	s 9.57	11.20
				0	7.6 S.L.-S.F. Crossing.	0	39.5			
22	4.45	8.40		0	0.2 GIRARD.	0	39.7	C	s 9.45	11.00
	4.55	8.48		31.7	5.1 RADLEY.	42.2	44.8		f 9.37	10.40
				28.5	3.4 J.P. Crossing.	42.2	48.2			
	5.30	8.56	FWY	48.0	0.9 FRONTENAC. YL	0	49.1	C	s 9.30	10.30
				0	3.0 K.C.S. Crossing.	37.0	52.1			
				0	0.1 Mo. Pac. Crossing.	0	52.2			
	5.45 AM	9.05		0	0.4 PITTSBURG. K.C.S.	31.7	52.6		9.19	9.30 AM
				0	0.1 K.C.S. Crs'g.-S.L.-S.F. Crs'g.	0	52.7			
				0	0.2 S.L.-S.F. Crossing.	0	52.9			
		s 9.10 AM		0	0.1 PITTSBURG. YL	0	53.0	C	9.15 AM	
					53.0 PITTSBURG. K.C.S.					
					25.4 JOPLIN.					
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.			(77.6)				Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
	10.1	33.5			Average speed per hour.				35.3	15.8

SIGNAL SYSTEM ONE IN EFFECT:

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

Between J.P. Crossing, M.P. 48.2 and Pittsburg there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 M.P.H.; between these points main track may be used not protecting against regular and extra trains and engines.

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

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

No. 57 is superior to No. 58.

No. 77 is superior to No. 78.

No switch lights on Girard District.

Burlington District.

WEST-WARD. Second Class. 79	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	Ruling Grade Ascending.	Distance from B.N. Jct.	Communications	EAST-WARD. Second Class. 80
Mixed.							Mixed.
Leave Daily Ex. Sun.			STATIONS.		Miles.		Arrive Daily Ex. Sun.
AM 9.50		87.1	B.N. JCT. 7.0	39.6	0	B	PM 4.50
s 10.10		91.2	HOMEWOOD. 2.7	0	7.0	s	4.30
f		83.3	RANSOMVILLE. 2.9	54.4	9.7	f	
s 10.30		126.0	WILLIAMSBURG. 2.8	146.9	12.6	C	s 4.15
f		80.9	SILKVILLE. 3.4	99.8	15.4	f	
s 10.45		83.4	AGRICOLA. 4.2	102.1	18.8	s	3.55
s 11.01		105.3	WAVERLY. 5.2	45.8	23.0	C	s 3.40
s 11.15		42.8	HALL'S SUMMIT. 5.1	83.0	28.2	s	3.20
s 11.30		92.2	SHARPE. 8.3	5.0	33.3	s	3.00
s 12.15	W	0	BURLINGTON. 0.2	0	41.6	C	s 2.35
		54.4	M.K.T. Crossing. 5.1	61.0	41.8		
		57.1	VIVA. 5.1	56.7	46.9	f	
s 12.45	Y		GRIDLEY. YL		52.0	C	2.00 PM
Arrive Daily Ex. Sun.			(52.0)				Leave Daily Ex. Sun.
17.8			Average speed per hour.				18.4

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

Leavenworth District.

WEST-WARD. Second Class. 83	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	Ruling Grade Ascending.	Distance from Wilder.	Communications	EAST-WARD. Second Class. 84
Mixed.							Mixed.
Leave Daily Ex. Sun.			STATIONS.		Miles.		Arrive Daily Ex. Sun.
AM 8.15	Y	21.1	WILDER. 1.5	0	0	C	PM 3.10
s 8.30		30.1	U.P. Crossing. K.C.K.V. & W. Crossing. BONNER SPRINGS. YL	0	1.5	C	s 3.00
f 8.45		33.2	STONE. 6.0	52.8	7.5	f	2.20
f 9.00		0	EAST FAIRMOUNT. 4.3	55.4	11.8	f	2.05
s 9.30		31.7	LANSING. 4.9	10.6	16.7	C	s 1.50
s 9.40		52.8	WADSWORTH. 1.8	52.8	18.5	C	s 1.20
		0	C.B. & Q. Crossing. 2.2	66.0	20.7		
s 10.10	W T	66.0	LEAVENWORTH. YL	66.0	22.0	C	1.00 PM
AM		10.9	LOWEMONT. 11.0	66.0	33.0		
		66.0	POTTER. 6.4	66.0	39.4		
	Y	66.0	HAWTHORNE. 5.9	63.4	45.3		
Arrive Daily Ex. Sun.			(45.3)				Leave Daily Ex. Sun.
11.5			Average speed per hour.				10.2

SIGNAL SYSTEM ONE IN EFFECT:
Bonner Springs Interlocking.
Rule 273 indication on home signal at Wilder authorizes movement to First District.
No. 83 is superior to No. 84.
No switch lights on Leavenworth District.

Alma District.

WEST-WARD. Second Class. 51	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	Ruling Grade Ascending.	Distance from Burlingame.	Communications	EAST-WARD. Second Class. 52
Mixed.							Mixed.
Leave Daily Ex. Sun.			STATIONS.		Miles.		Arrive Daily Ex. Sun.
AM 11.15	W Y	58.1	BURLINGAME. YL 8.5	52.8	0	C	PM 4.35
s 11.35		52.8	HARVEYVILLE. 4.9	0	8.5	C	s 4.15
f		58.1	BRADFORD. 4.7	0	13.4	f	
s 12.15		58.1	ESKRIDGE. 7.4	70.0	18.1	C	s 3.45
s 12.45		52.8	HESSDALE. 6.7	70.2	25.5	s	3.20
f		50.7	ALLENDRPH. 1.6	40.6	32.2	f	
s 1.25	W Y		ALMA.		33.8	C	3.00 PM
Arrive Daily Ex. Sun.			(33.8)				Leave Daily Ex. Sun.
15.6			Average speed per hour.				21.3

No. 51 is superior to No. 52.
No switch lights on Alma District.

Virgil District.

WEST-WARD. Second Class. 195	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	Ruling Grade Ascending.	Local Mile Posts.	Communications	EAST-WARD. Second Class. 196
Mixed.							Mixed.
Leave Daily Ex. Sun.			STATIONS.		Miles.		Arrive Daily Ex. Sun.
PM 2.10		10.6	VIRGIL. 5.4	0	30.6	C	PM 2.00
f 2.25		33.4	HILLTOP. 4.6	0	36.0	B	f 1.45
s 2.40	Y		M.D. JCT. YL		40.6	B	1.30 PM
Arrive Daily Ex. Sun.			(10.0)				Leave Daily Ex. Sun.
20.0			Average speed per hour.				20.0

No switch lights on Virgil District.
Nos. 195 and 196 have no Time Table Authority.

9 EASTERN DIVISION.

HOWARD DISTRICT.

Capacity of Sidings in 50 ft. Cars.	WESTWARD.		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	Ruling Grade Ascending.	Distance from N.R. Jct.	Communications.	EASTWARD.	
	Second Class.	First Class.							Second Class.	First Class.
	95	63							96	96
	Mixed.								Mixed.	
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.			STATIONS.		Miles.		Arrive Daily Ex. Sun.	
	AM 11.00	AM 5.50	FWY		MOLINE. YL		83.6	C	AM 10.40	
	s 11.20	f 6.00		41.4	8.1 HOWARD.	41.7	75.5	C	s 10.20	
	f 11.35	f 6.08		43.2	6.9 FIAT.	39.8	68.6		f 10.00	
		f 6.15		41.2	5.7 SEVERY.	32.3				
24	s 11.50 PM		Y	44.8	S.L.-S.F. Crossing.	46.9	62.9	C	s 9.45	
	s 12.05			41.7	7.1 CLIMAX.	40.7	55.8		s 9.05	
	f 12.20			41.7	5.7 SMALL.	40.7	50.1		f 8.55	
62	s 12.30		W	42.0	3.5 EUREKA. YL	34.3	46.6	C	s 8.45	
				47.2	2.9 Mo. Pac. Crossing.	44.7	43.7			
21	f 12.50			37.6	4.7 UTOPIA.	38.8	39.0		f 8.30	
	s 1.05			35.5	6.9 HAMILTON.	38.2	32.1	C	s 8.10	
	f 1.20			0	6.2 BISBEE.	41.0	25.9		f 7.55	
	s 1.30 2.40		Y	28.9	2.9 M. D. JCT. YL	23.5	23.0	B	7.50	
	s 3.05		W	42.2	3.6 MADISON.	0	19.4	C	s 7.40	
	f 3.20			44.6	4.9 ROOT.	47.2	14.5	B	f 7.20	
56	s 3.35			51.7	4.4 OLPE.	43.1	10.1	C	s 7.10	
	4.05		Y	0	10.1 N.R. JCT. YL	0	0.0	C	6.40	
	s 4.10 PM		FWT		0.8 EMPORIA. YL	0	0.8	C	6.30 AM	
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.			(84.4)				Leave Daily Ex. Sun.	
	15.3				Average speed per hour.				20.3	

SIGNAL SYSTEM ONE IN EFFECT:

N.R. Jct. Interlocking.

Unless otherwise instructed, trains to and from the Howard District will use first track south of eastward main track between N. R. Jct and crossover located at east end of platform, Emporia passenger station as follows: Eastward trains on hand signal from switch tender; westward trains on signal indication at N. R. Jct.

No switch lights on Howard District.

Fredonia District.

Capacity of Sidings in 50 ft. Cars.	WESTWARD.		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 80, February 20, 1949.	Ruling Grade Ascending.	Distance from Kansas City.	Communications.	EASTWARD.	
	Second Class.	First Class.							First Class.	Second Class.
	97	63							64	98
	Way Freight.	Motor.							Motor.	Way Freight.
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.			STATIONS		Miles.		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
	PM 12.45	AM 5.50	FW TY		A.U. JCT. YL		127.6	C	AM 7.22	PM 5.40
	s 1.05	f 6.00		42.2	7.2 VILAS.	40.9	134.8		s 7.10	f 5.28
58	s 1.15	f 6.08		42.2	4.2 REST.	42.2	139.0		s 7.04	f 5.22
	s 1.30	f 6.15		0	5.0 BENEDICT.	42.2	144.0	C	s 6.58	f 5.15
				0	0.2 Mo. Pac. Crossing.	25.2	144.2			
	1.35	6.20	Y	0	1.6 SPAHT. YL	26.4	145.8		6.55	5.10
				34.8	5.2 Mo. Pac. Crossing.	9.0	151.0			
				0	1.4 FREDONIA. YL	10.5				
	s 2.00 PM	s 6.40 AM	W	42.2	S.L.-S.F. Crossing.	24.1	152.4	C	6.45 AM	4.55 PM
54				42.2	7.6 BUXTON.	42.2	160.0	B		
				42.2	5.3 UPOLA.	42.2	165.3			
				42.2	5.7 LONGTON. YL	42.2	171.0	C		
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.			(43.4)				Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
	19.8	29.8			Average speed per hour.				40.0	33.1

SIGNAL SYSTEM ONE IN EFFECT:

Benedict Interlocking.

Within yard limits Fredonia there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 M.P.M.; within these limits main track may be used not protecting against regular and extra trains and engines.

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

No. 63 is superior to No. 64.

No. 97 is superior to No. 98.

No switch lights on Fredonia District.

Freight Train Terminals, and Junctions.	WESTWARD																		
	29	35	37	39	41	43	49	53	59	61	67	69	79	81	83	85	91	93	97
	Fast Freight.	Kansas Mdse.	Okla.- Texas Freight.	Okla.- Texas Fast Freight.	Colorado Kansas Oklahoma Fast Freight.	Kansas City- California Fast Freight.	Chicago- California Fast Freight.	Kansas City- California Fast Freight.	Kansas City- California Fast Freight.	Way Freight.	Way Freight.	Southern Kansas Fast Freight.	Mixed.	Kansas City- Amarillo Fast Freight.	Mixed.	Way Freight.	Kansas City- Belen Fast Freight.	Way Freight.	Way Freight.
STATIONS.	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 Ex. Sun.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
KANSAS CITY, KANS. (Argentine)		PM 7.40	PM 7.30	AM 10.00	AM 8.15	AM 3.00	AM 12.01	PM 3.00	PM 12.01	AM 9.00	PM 10.15	PM 7.30		PM 1.00	AM 7.15	AM 7.00	PM 11.00		
HOLLIDAY.										9.45	11.00	7.55			7.45				
LAWRENCE.										11.10									
OTTAWA JCT.																			
OTTAWA.												9.45	AM 9.35			10.30			
B.N. JCT.																			
CHANUTE.												AM 12.45	AM 9.50			PM 4.40			
FREDONIA.												AM 12.45	AM 9.50			PM 4.40			PM 2.05
LONGTON.																			2.45 PM
ST. JOSEPH.	PM 7.45																		
ATCHISON F. S.	9.00																		
LEAVENWORTH.																			
TOPEKA.	11.15 11.59 AM 2.40 AM									PM 4.00	AM 2.30								PM 3.00
EMPORIA.		10.25 PM	11.00 PM	1.00 PM	11.45 AM	8.00 AM	4.45 AM	7.45 PM	4.30 PM					5.45 PM			AM 3.00 AM	6.00 PM	
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.

Freight Train Terminals, and Junctions.	EASTWARD.															
	30	32	34	36	38	40	42	62	68	70	80	84	86	94	98	
	St. Joseph Stock.	Chicago Fast Frt.	So. Calif. Chicago Fast Frt.	Fast Freight.	Fast Freight.	Texas- Chicago Fast Frt.	Colo- Chicago Fast Frt.	Way Freight.	Way Freight.	Fast Freight.	Mixed.	Mixed.	Southern Kansas Freight.	Way Freight.	Way Freight.	
STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	
KANS. CITY, KANS. (Argentine.)		AM 1.00 AM	PM 5.00 PM	PM 1.00 PM	PM 10.00	AM 6.30	AM 6.45	PM 9.00	AM 8.00	AM 10.30		PM 4.15	AM 4.45			
HOLLIDAY.								5.00	7.30			3.30	4.15			
LAWRENCE.								3.05								
OTTAWA JCT.													12.25 AM			
OTTAWA.										7.00	PM 5.10					
B.N. JCT.												4.50 PM				
CHANUTE.										4.00 AM			9.30 PM			
FREDONIA.															PM 3.35	
LONGTON.															2.55 PM	
ST. JOSEPH.	AM 7.30															
ATCHISON F. S.	6.15															
LEAVENWORTH.												1.00 PM		PM		
TOPEKA.	2.30 AM 11.00 PM							1.00 PM	3.30 AM					12.30 PM 8.00 AM		
EMPORIA.		8.00 PM	11.00 AM	8.45 AM	6.15 PM	2.15 AM	2.45 AM									
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

1. Except as otherwise provided, Eastward Trains are superior to Westward Trains of the same class.
2. STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED. (Rule 83)

Station	Designated Trains
Topeka.....	Other than First District First Class.
Emporia—Emporia Yard	Originating or terminating either place.
Argentine.....	Originating or terminating.
Chanute.....	Originating or terminating.
Longton.....	Trains specified by train order.
Fredonia.....	Regular trains.
Following trains will register by Form 903:	
Holliday.....	First Dist.
Emporia.....	Trains on which engine or train crews do not change.
Ottawa.....	No. 211.
Ottawa Jct.....	Trains to and from Third District.
Terminal Yard.....	First Class.
Chanute.....	Nos. 47, 48, 211 and 212.
A.U. Jct.....	Regular trains.

3. TRAINS MUST SECURE NUMBERED CLEARANCE CARDS BEFORE LEAVING ORIGINATING STATIONS, EXCEPT:

Holliday.....	Eastward First Class from First Dist.
Wilder.....	Trains from Leavenworth Dist.
Pittsburg, K.C.S.....	No. 78.

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

4. JUNCTION SWITCHES. (Rule 98)

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

5. JOINT TRACK FACILITIES.

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

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

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

ATCHISON—A.T. & S.F. trains will use tracks of 1938 Euclid, Inc. Bridge between Winthrop and west end of bridge. Will use tracks of Atchison Union Depot Co. between west end of bridge and Mo. Pac. crossing at Atchison U.S., and Mo. Pac. main track between Mo. Pac. crossing and crossover to A.T. & S.F. main track 384 feet west of Mo. Pac. crossing. C.R.I. & P. trains will use A.T. & S.F. main and yard tracks between Atchison U.S. and Atchison yards and will be governed by A.T. & S.F. Time Table and Rules.

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

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

6.

7. TRAFFIC REVERSAL.

Between Olathe and Holliday (control station Holliday) where Rule 261 is in effect, operators will not display proceed signal for movement against current of traffic without train order authorizing.

If a train or engine is stopped by a stop signal (Rule 271), it must not proceed without permission given by operator. If authorized to proceed, be governed by Rule 509 (c). If unable to communicate with operator, be governed by Rule 509 (a). (Additional instructions pertaining to general operation in this territory is covered by bulletin.)

8.

9. FIXED SIGNALS.

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

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

10. RAILROAD CROSSINGS AT GRADE.

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

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

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

HU—Mo. Pac. Interlocking.

N.R. JCT.—M.K.T. Interlocking.

OTTAWA—Mo. Pac. 0.2 mile west of station. Automatic Interlocking. Maximum speed 20 M.P.H.

GARNETT—Mo. Pac. 0.1 mile east of station. Automatic Interlocking. Maximum speed 20 M.P.H.

IOLA—Mo. Pac. 0.3 mile east of station. Automatic Interlocking. Maximum speed 20 M.P.H.

CHANUTE—M.K.T. 0.8 mile east of station is protected by electric locked gate set normally across M.K.T. track. When gate is normal and signal indicates proceed, may proceed at speed not to exceed 40 M.P.H.

ATCHISON U.S.—C.B. & Q. is protected by gate set normally across C.B. & Q. track. When gate is normal, may proceed at speed not to exceed 10 M.P.H.

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

ATCHISON F.S.—Mo. Pac. 0.6 mile west of station is protected by gate set normally across Mo. Pac. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 10 M.P.H.

SPECIAL RULES.

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

NORTH TOPEKA—U.P. Interlocking. Maximum speed 20 M. P.H.

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

LEAVENWORTH—C.B.& Q. 1.3 mile east of station. Stop. See Rules 98, A, B, C and D.

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

BENEDICT—Mo. Pac. 0.2 mile west of station. Automatic interlocking. Maximum speed 20 M.P.H.

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

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

A.U. JCT.—Girard District. M.K.T. 2.0 miles west of station is protected by gate set normally across M.K.T. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 15 M.P.H.

ERIE—M.K.T. Interlocking. Maximum speed 20 M.P.H.

WALNUT—M.K.T. Interlocking. Maximum speed 20 M.P.H.

GIRARD—S.L.-S.F. 0.2 mile east of station is protected by gate set normally across A.T.&S.F. track. Stop, open and close gate.

FRONTENAC—J.P. 0.9 mile east of station is protected by gate set normally across J.P. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 15 M.P.H.

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

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

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

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

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

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

11. MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR			
	Light Engines Forward	All Engines Backward	Passenger	Freight and Mixed
First District.....	40	25	90	60
Second District.				
A.T.&S.F. Jct. to Olathe.....	40	25	75	60
Olathe to Emporia.....	40	25	90	60
Third District.....	40	25	75	60
Atchison District.....	35	20	45	35
Lawrence District.....	30	20	35	30
Leavenworth District.....	30	20	30	30
Alma District.....	25	15	30	25
Burlington District.....	25	15	25	25
Fredonia Dist.....	30	25	40	35
Virgil District.....	30	20	40	30
Girard District.....	35	25	50	35
Howard District.....	30	20	40	30

FIRST DISTRICT

Curve, M.P. 0.0 to 0.2	15	15
Curve, M.P. 0.7 to 0.9	75
2 Curves, M.P. 2.8 to 3.3	65	55
Curve, M.P. 3.7 to 3.9	75
Curve, M.P. 6.3 to 6.5	80

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT—(Cont'd).		
Curve, M.P. 8.8 to 9.3	70	.....
Curve, M.P. 15.1 to 15.2	85	.....
3 Curves, M.P. 15.3 to 16.1	80	.....
3 Curves, M.P. 18.3 to 19.0	70	55
Curve, M.P. 19.3 to 19.5	70	.....
Curve, M.P. 23.4 to 23.6	60	50
Curve, M.P. 24.6 to 24.8	80	.....
2 Curves, M.P. 25.2 to 25.9	65	50
2 Curves, M.P. 26.2 to 26.3	30	30
M.P. 26.5 to 27.1 (Lawrence)	30	30
2 Curves, M.P. 27.1 to 27.4	35	25
2 Curves, M.P. 28.7 to 30.3	80	.....
2 Curves, M.P. 34.3 to 34.7	65	.....
2 Curves, M.P. 34.8 to 35.2	55	55
2 Curves, M.P. 36.9 to 37.3	60	.....
2 Curves, M.P. 37.4 to 37.8 (Lecompton)	65	.....
Curve, M.P. 48.8 to 48.9	75	.....
Curve, M.P. 49.7 to 49.9	70	55
Curve, M.P. 51.1 to 51.2	85	.....
Viaduct, 52-A, to Tenth Street (Topeka)	20	20
Curve, M.P. 58.9 to 59.1	80	.....
Curve, M.P. 59.8 to 60.0	75	.....
Curve, M.P. 60.3 to 60.6	85	.....
7 Curves, M.P. 61.0 to 62.8 (Wakarusa)	50	50
2 Curves, M.P. 63.0 to 63.6	55	55
2 Curves, M.P. 63.7 to 64.2	45	45
Curve, M.P. 64.5 to 64.7	70	55
Curve, M.P. 65.0 to 65.3	75	.....
2 Curves, M.P. 66.5 to 67.2	45	45
Curve, M.P. 67.5 to 67.6	60	45
Curve, M.P. 67.7 to 67.8 (Carbondale)	65	55
Curve, M.P. 68.2 to 68.8	85	.....
Curve, M.P. 69.0 to 69.4	65	55
2 Curves, M.P. 69.8 to 70.9	80	.....
Curve, M.P. 75.1 to 75.3	80	.....
2 Curves, M.P. 76.0 to 77.1 (Burlingame)	65	55
Curve, M.P. 84.0 to 84.4	65	50
Mo. Pac. Crossing to west siding switch (Osage City)	40	40
Curve, M.P. 88.5 to 88.9	65	55
Curve, M.P. 89.5 to 90.2	80	.....
Curve, M.P. 93.7 to 94.0	80	.....
Curve, M.P. 96.1 to 96.4	75	.....
2 Curves, M.P. 97.8 to 98.3	55	50
3 Curves, M.P. 107.3 to 110.3	65	55
Curve, M.P. 110.8 to 111.0	15	15
N.R. Jct. to M.P. 112.3	20	20
SECOND DISTRICT.		
Curve, M.P. 1.6	15	15
4 Curves, M.P. 2.0 to 3.5	60	.....
Curve, M.P. 3.5 to 3.7	55	.....
Holliday and Turner, Track No. 3	45	45
Turner and Morris, Track No. 4	45	30
Curve, M.P. 6.7 to 7.2	65	45
2 Curves, M.P. 7.2 to 7.7	50	45
Curve, M.P. 13.6 to 13.7 (Holliday)	55	35
4 Curves, M.P. 14.0 to 16.0	60	50
3 Curves, M.P. 16.5 to 17.2	45	45

13 EASTERN DIVISION.

SPECIAL RULES.

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
SECOND DISTRICT—(Cont'd)		
3 Curves, M.P. 17.5 to 18.0	40	40
Curve, M.P. 18.8 to 19.2	55	45
2 Curves, M.P. 20.4 to 21.6	50	40
10 Curves, M.P. 21.8 to 25.3	40	40
M.P. 25.3 to 26.5 (Olathe)	35	25
Curve, M.P. 26.7 to 27.2	65	50
Curve, M.P. 28.1 to 28.9	75	.....
Curve, M.P. 29.4 to 29.6	80	.....
Curve, M.P. 30.4 to 30.8	65	55
Curve, M.P. 31.0 to 31.4 (Clare)	70	.....
2 Curves, M.P. 34.5 to 35.1, Westward Track (Gardner)	50	50
Curve, M.P. 38.5 to 39.1, Westward Track	70	55
Curve, M.P. 39.8 to 39.5, Eastward Track	75	.....
Curve, M.P. 39.6 to 40.0, Westward Track (Edgerton)	65	50
Curve, M.P. 43.4 to 43.9	85	.....
Curve, M.P. 49.3 to 49.6	75	.....
Siding between Ottawa Jct. and HU.	25	25
Curve, M.P. 57.2 to 57.5	60	40
2 Curves, M.P. 70.8 to 71.6	85	.....
Curve, M.P. 73.2 to 73.5	85	.....
2 Curves, M.P. 74.2 to 75.1	80	.....
Curve, M.P. 77.5 to 77.9	85	.....
Curve, M.P. 79.9 to 79.6, {Eastward Track (Melvern) {Westward Track	55 75	45 50
Curve, M.P. 83.6 to 83.4, Eastward Track	55	45
Curve, M.P. 84.6 to 84.4, Eastward Track	75	.....
Curve, M.P. 86.0 to 85.8, Eastward Track	65	55
2 Curves, M.P. 84.3 to 86.0, Westward Track	75	.....
Curve, M.P. 92.9 to 93.3	85	.....
4 Curves, M.P. 98.0 to 101.4	65	55
Curve, M.P. 105.0 to 105.1	55	50
Siding between Wiggam and N. R. Jct.	30	30
N.R. Jct. to M.P. 112.3	20	20
THIRD DISTRICT.		
Ottawa Jct. to M.P. 58.8	20	20
2 Curves, M.P. 76.9 to 78.0	65	55
2 Curves, M.P. 79.3 to 79.8 (Rock Crusher)	40	40
Garnett, First St. to Seventh St.	15	15
Iola, over Street Crossings	15	15
Chanute, over Street Crossings	25	25
ATCHISON DISTRICT		
Curves except where further restricted	40	30
LAWRENCE DISTRICT.		
Lawrence, over street crossings	30	.....
M.P. 3.0 to M.P. 4.0	20	20
Curves, M.P. 6.1 to M.P. 15.4	30	25
LEAVENWORTH DISTRICT.		
Curves except where further restricted	20	20
Stone, over hard surfaced highway	15	15
Between viaduct east and hard surfaced highway west of Wadsworth	15	15
Curves between C.B.& Q. crossing and west end Leavenworth Yards	15	15
Between Leavenworth and Hawthorne, except where further restricted	20	20

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
LEAVENWORTH DISTRICT—(Cont'd)		
Curves between Leavenworth and Hawthorne	15	15
ALMA DISTRICT.		
Curves, except where further restricted	20	20
M.P. 32.5 to 33.9 (Alma)	15	15
BURLINGTON DISTRICT.		
Curves, M.P. 41.0 to Gridley	20	20
HOWARD DISTRICT		
Curves, M.P. 76.5 to 75.0	30	25
Curves, M.P. 57.0 to 56.5	30	20
Curves, M.P. 3.1 to 2.8	25	25
Curve, M.P. 0.3 to 0.0	15	15

12. SPEED REGULATIONS, PASSENGER TRAINS.

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

13. MAXIMUM SPEED OF ENGINES.

CLASS OR ENGINE NUMBER	Diameter of Drivers Inches	Miles Per Hour	MILES PER HOUR	
			Light Engines Forward	All Engines Backward
Diesels 1 to 90, inclusive, and 159		100	40	40
Diesels 158, 162 to 164, and 166 to 168, inclusive	40	95	40	40
Diesels 100 to 157, 160, 161, 165, and 169 to 185, inclusive, and 200	40	65	40	40
Motors M-105 to M-189, inclusive		60	60	25
Motor M-190		80	60	25
542-1400-1452-1480-1550 Classes	73	90	40	25
1226-1270 Classes	73	90	40	25
1400-1452 Classes	79	100	40	25
1309-1337 Classes	73	90	40	25
3400 Class	74	90	40	25
3400-3450 Classes	79	100	40	25
3460 Class	84	100	40	25
3500 Class	73	90	40	25
3700 Class	69	70	40	25
2900-3776 Classes	80	90	40	25
3751-3765 Classes	80	90	40	25
900-1600 Classes	57	35	35	20
1014-1050 Classes	69	50	40	25
1800 Class	69	60	40	25
2507 Class	63	60	40	25
2535 Class, except 2535	55	40	35	20
3100 Class	57	45	35	20
3160-4000 Classes	63	60	40	25
3800-3900 Classes	63	50	40	25
4101 Class	63	60	40	25
4193-4199, except 4197	63	50	40	25
4197	63	60	40	25
5000	69	60	40	25
5001-5011 Classes	74	60	40	25
Diesels 400-450 Classes		30	30	30
Other Diesel Yard Engines		35	35	35
All other engines		20	20	20

SPECIAL RULES.

14. MOVEMENTS OVER SUBMERGED TRACK. (Rule 817)

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

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

15. DEAD ENGINES.

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

Trains handling Diesel road engines dead in train must not exceed ninety miles per hour; Diesel yard engines, thirty miles per hour, except 400, 450 and 460 Classes, which should not exceed twenty miles per hour; gas or Diesel-electric motor cars, sixty miles per hour; other dead engines, twenty miles per hour.

16. STEAM WRECKING CRANES, ETC.

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

17. SPRING SWITCHES, TURNOUTS AND CROSSOVERS.

In heading in or out over the following spring switches, turnouts and crossovers, trains or engines must not exceed indicated speeds. On other main track turnouts and crossovers not listed herein, trains or engines must not exceed fifteen miles per hour. On all other turnouts or crossovers trains or engines must not exceed ten miles per hour.

STATION TYPE	LOCATION	MILES PER HOUR	
		Pass-enger	Freight and Mixed
FIRST DISTRICT			
DeSoto	S East end siding	15	15
	S West end siding	25	20
Lawrence	S West end siding	15	15
Topeka	S West end of yards	15	15
	S West end siding	15	15
	I East end siding	15	15
Pauline	S West end siding	15	15
Wakarusa	S Both ends siding	25	20
Carbondale	S West end siding	15	15
	S East end siding	25	20
Scranton	S Both ends siding	25	20
Burlingame	S East end siding	15	15
	S West end siding	25	20
Osage City	S West end siding	15	15
	I East end siding	15	15
Barclay	S Both ends siding	25	20
Reading	S West end siding	15	15
	S East end siding	25	20
Lang	S Both ends siding	25	20

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

STATION TYPE	LOCATION	MILES PER HOUR	
		Pass-enger	Freight and Mixed
SECOND DISTRICT			
Turner	I Crossovers	30	20
Morris	I West switch of South Storage track	15	15
	I Crossovers east of station	30	20
	I Turnout track No. 4 and crossovers west of station	40	30
Holliday	I Crossover at tower	30	20
	I Turnout track No. 3 and crossovers west of tower	40	30
Craig	I Crossovers	40	30
Olathe	I Both ends of siding east of station	30	20
	I Crossovers and head in switch west of station	40	30
	S West end westward siding	25	20
Edgerton	I West end eastward siding	30	20
Ottawa Jct.	I East ends of sidings	30	20
	I Crossovers west of tower	30	20
HU.	I Turnout siding	40	30
	I Crossover	30	20
Quenemo	I East end westward siding	30	20
	S West end westward siding	25	20
Melvern	S East end eastward siding	25	20
	S West end middle siding	15	15
Ridgeton	S East end siding	25	20
	I West end siding	30	20
Lebo	I Head in switches of sidings	30	20
	S Head out switches of sidings	25	20
Wiggam	I Turnout and crossover	30	20
N.R. Jct.	I West end siding and crossovers	30	20
Merrick	I Crossovers	30	20

THIRD DISTRICT

Ottawa	S End of two tracks M.P. 57.9	15	15
Chanute	I Freight lead 0.8 mile east of station	30	20

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

Moline—Wye switch, Howard Dist.....	10	10
Pittsburg—Switch to Fadler-United Iron Works spur.....	6	6

18. YARD LIMITS.

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

15 EASTERN DIVISION.

SPECIAL RULES.

19. BULLETIN BOOKS.

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

20. STANDARD CLOCKS.

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

21. STANDARD THERMOMETERS.

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

22. OVERHEAD OBSTRUCTIONS. (Rule 761)

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

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

Mile Post	Bridge Number	Name
BURLINGTON DISTRICT		
41.1	41-A	Neosho River.
HOWARD DISTRICT		
51.5	51-B	Fall River.

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

23. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
FIRST DISTRICT		
Potato track.....	M.P. 13.3	22 cars
Kansas Electric Power Company (spur)....	M.P. 30.3	36 cars
Kansas Power and Light Co. (spur).....	M.P. 46.8	29 cars
SECOND DISTRICT		
American Sand Company (spur).....	M.P. 7.3	4 cars
Stewart Sand Company (spur).....	M.P. 7.9	73 cars
American Sand Company.....	M.P. 8.0	39 cars
Reno Construction Company (spur).....	M.P. 8.7	34 cars
Gravel pit (spur).....	M.P. 14.5	34 cars
Spur.....	M.P. 22.1	30 cars
Newton's (spur).....	M.P. 44.7	13 cars
THIRD DISTRICT		
Industrial Spur.....	M.P. 60.0	3 cars
Union Gas Spur.....	M.P. 61.0	4 cars
Crusher.....	M.P. 79.4	77 cars
LEAVENWORTH DISTRICT		
Harvey (spur).....	M.P. 10.0	6 cars
Spur.....	M.P. 43.1	4 cars
ATCHISON DISTRICT		
Skelly Oil Co. (spur).....	M.P. 47.8	6 cars
FREDONIA DISTRICT.		
Ash Grove Shale Pit (spur).....	M.P. 130.1	48 cars
City light plant (spur).....	M.P. 153.6	2 cars
HOWARD DISTRICT.		
Stock track, Eureka.....	M.P. 45.4	24 cars
Stock track, Madison.....	M.P. 20.1	23 cars

24. STATUTORY REGULATIONS.

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

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

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

SPECIAL RULES.

25. 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

EASTERN DIVISION. 16

LOCAL SURGEONS.

DR. LEE HAYNES, 901 Westport Ave.....	Kansas City, Mo.
DR. GRAHAM OWEN.....	Kansas City, Mo.
DR. DONALD FERGUSON (Colored).....	Kansas City, Mo.
DR. MAURICE V. LAING.....	Kansas City, Kans.
DR. C. C. NESSELRODE.....	Kansas City, Kans.
DR. GLENN R. PETERS.....	Kansas City, Kans.
DR. JOHN LAMY.....	Kansas City, Kans.
DR. J. F. HASSIG.....	Kansas City, Kans.
DR. HARVEY L. LLOYD.....	Kansas City, Kans.
DR. W. H. DYER (Colored).....	Argentine.
DR. E. S. MILLER.....	Argentine.
DR. K. C. HAAS.....	Argentine.
DR. CHRISTOPHER G. DAVIS.....	Argentine.
DR. R. H. EDMISTON.....	Lawrence.
DR. F. G. SCHENCK.....	Burlingame.
DR. O. C. FRITTS.....	Osage City.
DR. F. J. ECKDALL.....	Emporia.
DR. A. W. CORBETT.....	Emporia.
DR. J. M. MARKS.....	Valley Falls.
DR. J. B. ANDERSON.....	Valley Falls.
DR. ARTHUR WHITAKER.....	Atchison.
DR. C. W. WALKER.....	Esksridge.
DR. J. H. RYAN.....	St. Joseph, Mo.
DR. G. R. COMBS.....	Leavenworth.
DR. C. W. JONES.....	Olathe.
DR. J. F. BARR.....	Ottawa.
DR. JOHN CARTER.....	Ottawa.
DR. G. B. KIERLUFF.....	Melvern.
DR. T. W. REID.....	Gardner.
DR. N. E. NAYLOR.....	Wellsville.
DR. W. O. POSTON.....	Quenemo.
DR. J. H. BUCKLES.....	Waverly.
DR. A. B. MCCONNELL.....	Burlington.
DR. J. R. SMITHHEISLER.....	Richmond.
DR. J. N. CARTER.....	Garnett.
DR. R. E. WHITE.....	Garnett.
DR. R. O. CHRISTIAN.....	Iola.
DR. R. A. LIGHT.....	Chanute.
DR. A. M. GARTON.....	Chanute.
DR. H. M. WEBB.....	Humboldt.
DR. JAMES G. LEE.....	Bonner Springs.
DR. KENNETH HUNTER.....	Lebo.
DR. C. E. YATES.....	Baldwin.
DR. JOHN H. BASHAM.....	Eureka.
DR. ROBERT B. STORTZ.....	Madison.
DR. E. C. BRYAN.....	Erie.
DR. J. A. SETTLE.....	Walnut.
DR. E. J. SCHULTE.....	Girard.
DR. GEO. J. P. GISH.....	Frontenac.
DR. LYNN E. BEAL.....	Fredonia.
DR. D. B. MCKEE.....	Pittsburg.
DR. C. H. FAIN.....	Pittsburg.
DR. A. M. GREGG.....	Joplin.
DR. R. W. LANCE.....	Moline.

EYE, EAR, NOSE AND THROAT SPECIALISTS.

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

²⁴
{19} 7- KC ^{mo} Newton

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
1	Kansas City to Emporia	Emporia and beyond	Kansas City and beyond	20	Carrollton Marceline La Plata Galesburg Chillicothe Streator Joliet		California Arizona New Mexico
3	Verona Strong City	Beyond Newton	Chicago and beyond Emporia and beyond				
5	In Illinois Toluca Osage City	Kansas City and beyond Wichita and beyond	Beyond Chicago Chicago	21		Joliet Streator Chillicothe Galesburg		Scheduled stops in California
6	Newton to Kansas City		Wichita and beyond	22	Galesburg Chillicothe Streator Joliet		Scheduled stops in California
	East of Kansas City		Beyond Kansas City				
	Toluca	Chicago and beyond		23		Chicago to Wellington Carrollton		Belen and beyond	Chicago
	Ransom Kinsman Verona Mazon	Beyond Chicago		24	Wellington to Chicago Carrollton		Chicago			California Arizona
8	Ottawa Jct.		Beyond Emporia	47	Colony		Kansas City and beyond
15	La Plata Marceline	Tulsa, Wichita and beyond	Chicago	48	Olathe		Beyond Chanute
16	Marceline La Plata		Wichita and beyond	123	Lebo	Newton and beyond	Kansas City and beyond
17	Galesburg	Scheduled stops in California		124	Lebo	Kansas City and beyond	Newton and beyond
18	Galesburg		Scheduled stops in California	211	Collinsville		Kansas City and beyond
19	Joliet Streator Chillicothe Galesburg La Plata Marceline Emporia	New Mexico Arizona California		212	Collinsville	Kansas City and beyond	

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



SANTA FE SAFETY FIRST



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

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

