

G. A. ALEXANDER, Trainmaster.....Emporia, Kansas.
 G. E. BECKER, Trainmaster.....Emporia, Kansas.
 W. S. DICKENSHEETS, Chief Dispatcher.....Emporia, Kansas.
 A. D. JONES, Asst. Chief Dispatcher.....Emporia, Kansas.
 M. F. KENNEDY, Asst. Chief Dispatcher.....Emporia, Kansas.

TRAIN DISPATCHERS—EMPORIA, KANSAS

J. W. WELLS	F. T. McCABE
L. A. ORMSBY	D. E. BERGERHOUSE
C. F. BEHMER	R. L. BANION
F. B. HOSTETTER	C. W. McCOY
C. J. BARRACLOUGH	A. E. JUDD
W. K. GAGE	D. L. SEXTON

A. E. BACON, JR.

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

LOCAL TIME INSPECTORS—EASTERN DIVISION

J. H. MACE CO. (H. L. Carter), Union Station.....Kansas City, Mo.
 L. J. WITMER, 841 Minnesota Avenue.....Kansas City, Kans.
 C. C. JONES, 726 Minnesota Avenue.....Kansas City, Kans.
 REYNOLDS JEWELRY CO., 3010 Strong Ave.....Argentine.
 ROSS LENTZ, 1506 So. 21st.....Argentine.
 R. L. METZ, 3221 Strong Ave.....Argentine.
 L. G. FORT.....Emporia.
 HUGHES-TODD COMPANY.....Emporia.

R. S. DEHART.....St. Joseph.	A. G. MADTSON...Ottawa.
C. W. RUNYAN.....Atchison.	H. OPPENHEIM...Chanute.
H. C. BURDICK.....Topeka.	V. A. WOODRING...Chanute.
H. E. CASSITY.....Topeka.	D. C. DODSON...Moline.
V. E. UNDERWOOD...Osage City.	A. J. BENELLI...Pittsburg.

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

DR. GEORGE S. HOPKINS.....Chief Surgeon.
 DR. O. L. HANSON.....Chief of Medical Service.
 DR. O. G. ZACHARIAS.....Medical Service.
 DR. MICHAEL MARCHIGIANO.....Medical Service.
 DR. R. L. BRAUNSDORF.....Medical Service.
 DR. F. W. RAYBURN.....Medical Service.
 DR. OTTO M. SPURNY.....Assistant Surgeon.
 DR. ROBERT S. TERRILL.....Assistant Surgeon.
 DR. JOHN E. BIRDSELL.....Assistant Surgeon.
 DR. W. M. DELANEY.....Chief of Surgical Service.
 DR. OSCAR PROCTOR.....Surgical Service.
 DR. C. E. JOSS.....Surgical Consultant.
 DR. JOHN CAVANAUGH.....Surgical Consultant.
 DR. O. R. CLARK.....Surgical Consultant.
 DR. ROBERT M. BROOKER.....Thoracic Consultant.
 DR. J. K. CHOY.....Urological Consultant.
 DR. B. M. MARSHALL.....Urological Consultant.
 DR. WALTER MAU.....Urological Consultant.
 DR. CLYDE TREES.....Orthopedic Consultant.
 DR. GERALD JOYCE.....Orthopedic Consultant.
 DR. JOSEPH GENDEL.....Orthopedic Consultant.
 DR. D. B. FOSTER.....Neurologist.
 DR. J. L. LATTIMORE.....Laboratory Consultant.
 DR. A. A. FINK.....Laboratory Consultant.
 DR. G. FINNEY.....X-Ray Consultant.
 DR. H. L. HIEBERT.....X-Ray Consultant.
 DR. KARL W. STOCK.....Eye Specialist
 DR. ROBERT P. WOODS.....Neurological Consultant.
 DR. GILBERT M. HASSUR.....D.D.S.
 DR. B. J. ASHLEY.....Eye Consultant.
 DR. H. W. POWERS.....Ear, Nose & Throat Consultant.
 DR. H. L. KIRKPATRICK.....Ear, Nose & Throat Consultant.
 DR. RALPH R. PRESTON.....Ear, Nose & Throat Consultant.
 DR. H. L. HARRIS.....Dermatologist.
 DR. R. L. SUTTON (Kansas City).....Dermatologist.
 DR. G. M. HILL.....Consulting Dentist.
 DR. J. C. DEPRIEST (Colored).....Consulting Dentist.
 DR. C. R. PRICE (Colored).....Consulting Dentist.
 DR. FRANK DICKSON (Kansas City).....Orthopedic Consultant.
 DR. C. L. FRANCISCO (Kansas City).....Orthopedic Consultant.
 DR. COBURN (Kansas City).....Neuro Surgeon.
 DR. R. C. LEWIS (Kansas City).....Neuro Surgeon.

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

**EASTERN LINES
 Western District**

EASTERN DIVISION

TIME TABLE NO.

90



IN EFFECT

Sunday, April 25, 1954

At 12:01 A. M.

Central Standard Time.

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

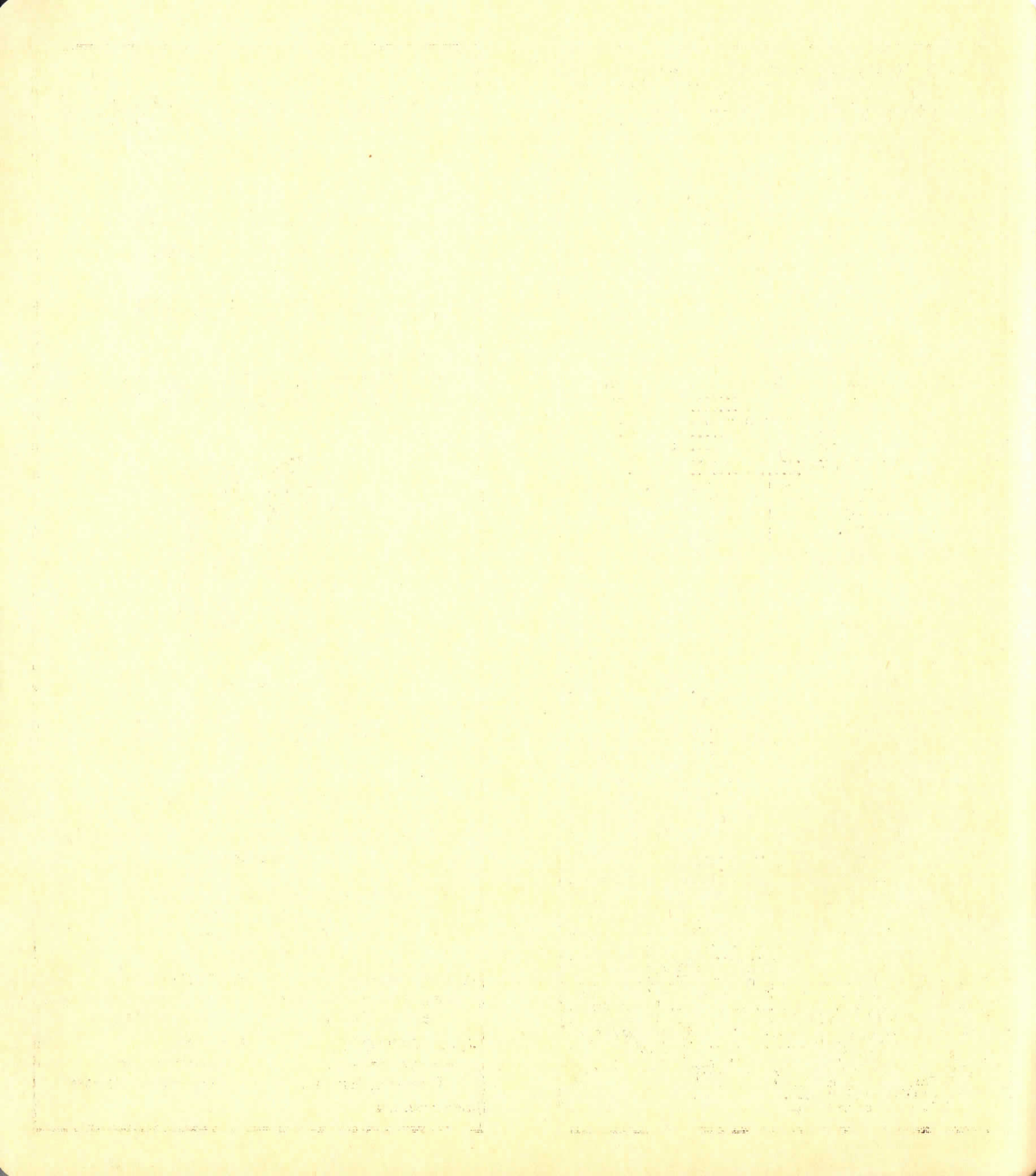
**J. N. LANDRETH,
 General Manager,
 Topeka, Kansas.**

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

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

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

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



3 EASTERN DIVISION.

SECOND DISTRICT.

WESTWARD.													TIME TABLE No. 90, April 25, 1954.	Ruling Grade Ascending	Mile Post.	Fuel, Water, Turn Tables and Wyes.
First Class.																
27	23	123	11	211	19	7	5	3	17	47	15	21	STATIONS.			
The Antelope.	The Grand Canyon.	The Grand Canyon.	The Kansas Cityan.	The Tulsan.	The Chief.	Fast Mail Express.	Passenger.	California Limited.	Super Chief.	Oil Flyer.	Texas Chief.	El Capitan.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				
PM 10.00	PM 9.50	PM 9.30	PM 5.15	PM 5.10	PM 4.30	AM 9.00	AM 8.50	AM 8.00	AM 2.45	AM 2.00	AM 1.50	AM 1.15				
10.05	9.55	9.35	5.19	5.14	4.35	9.05	8.55	8.05	2.50	2.05	1.55	1.20				
s10.13										2.10						
10.19	10.00	9.42	5.24	5.19	4.40	9.11	9.01	8.12	2.55	2.13	2.01	1.25				
f10.27 PM	10.07	9.48 PM	5.30 PM	5.25	4.46	9.17	9.07	8.19 AM	3.01	2.19	2.07	1.31				
Via First District.	10.23	Via First District.	Via First District.	5.40	5.01	9.33	9.23	Via First District.	3.16	s2.40	2.22	1.46				
	10.37			5.53	5.14	9.49	9.38		3.29	s2.57	2.35	1.59				
	10.45			6.02	5.22	9.57	9.46		3.37	3.08	2.43	2.07				
	f10.52			6.10 PM	5.29	10.05	s 9.54		3.44	3.20 AM	2.50	2.14				
	11.02				5.38	10.16	s10.05		3.53		2.59	2.23				
	11.12			Via Third District.	5.48	10.27	s10.17		4.03	Via Third District.	3.10	2.33				
	11.26				5.59	10.41	s10.31		4.14		3.21	2.44				
	11.45				6.17	11.00	10.50		4.32		3.40	3.02				
	s11.50 PM				6.20 PM	11.05 AM	s10.55 AM		4.35 AM		s3.45 AM	3.05 AM				
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				
29.3	56.0	44.0	52.8	56.8	61.2	53.9	53.9	42.2	61.2	44.2	58.6	61.2				

KANSAS CITY. Union Station.		KCT Ry. Two Tracks	Mile Post.	Fuel, Water, Turn Tables and Wyes.
0	1.7				Y
0	3.9			
18.8	4.6	FW TY		
10.4	7.1			
4.2	10.3			
4.2	13.4			
22.3	16.2			
28.2	19.1			
31.7	25.9			
21.1	31.0			
21.1	34.6	Y		
20.4	39.8			
21.1	45.5			
0	49.9			
21.1	57.2	WY		
12.0	59.9			
21.1	67.5			
5.1	71.8	W		
17.1	79.6			
21.1	87.6			
21.1	98.8			
18.1	101.6			
5.4	107.1			
21.1	111.8	Y		
5.8	112.1	FW T		

(112.1)
Average speed per hour.

SIGNAL SYSTEM TWO IN EFFECT:

K.C.T. Tower 3 to Emporia.

RULE 251 IN EFFECT:

Olathe to Emporia.

RULE 261 IN EFFECT:

K.C.T. Tower 3 to Olathe on Main Tracks.

Trains must secure numbered clearance cards before leaving originating stations.

Trains must keep to the left between Jct. at M.P. 14.4 and N.R. Jct. unless otherwise provided.

Between Turner and M.P. 14.4 (Near Holliday), south track (High Line) is designated Main Track No. 1 and the first and second tracks north thereof are designated Main Tracks Numbers 2 and 3 respectively. Between Turner and Holliday the third track north of Main Track No. 1 is designated Main Track No. 4, on which trains have no time table superiority. Trains using this track will retain their identity but must observe Rule 93. On Main Tracks Numbers 1 and 3 the current of traffic is westward and on Main Track No. 2 the current of traffic is eastward.

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

Between Kansas City Union Station and K.C.T. Tower 3 be governed by Kansas City Terminal Ry. Co. Rules and Regulations.

5 EASTERN DIVISION.

THIRD DISTRICT.

SIGNAL SYSTEM ONE IN EFFECT:

Ottawa Jct. to Chanutte except Ottawa Jct., Ottawa-Mo. Pac. and Garnett-Mo. Pac. Interlockings.

SIGNAL SYSTEM TWO IN EFFECT:

Ottawa Jct., Ottawa-Mo. Pac. and Garnett-Mo. Pac. interlockings.

RULE 251 IN EFFECT:

Ottawa Jct. to Ottawa.

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

Siding Capacity 50 ft. per Car.	WESTWARD. First Class.		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 90, April 25, 1954.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class.	
	211	47							212	48
	The Tulsa.	Oil Flyer.							The Tulsa.	Oil Flyer.
	Leave Daily.	Leave Daily.			STATIONS.				Arrive Daily.	Arrive Daily.
	PM 6.10	AM 3.20	WY	0	OTTAWA JCT. YL 0.9	84.4	57.2	C	AM 10.53	PM 7.03
	s 6.15	s 3.25 3.35	F	17.5	OTTAWA. YL 0.3	0	58.1	C	s 10.50	s 7.00 6.40
				87.0	Mo. Pac. Crossing. 3.8	85.6	58.4			
70	6.21	3.43		26.8	B.N. JCT. 5.0	16.6	62.2	B	10.41	6.32
57	6.26 ⁴⁸	3.48		29.3	PRINCETON. 6.1	24.1	67.2	C	10.37	s 211 6.26
68	6.32	s 3.58		42.2	RICHMOND. 9.4	37.0	78.3	C	10.32	s 6.15
				0	Mo. Pac. Crossing. 0.1	29.9	82.7			
48	s 6.45	s 4.18		37.0	GARNETT. YL 8.2	37.0	82.8	C	s 10.20	s 6.00
71	6.52	s 4.28		37.0	WELDA. 8.1	83.4	91.0	C	10.11	s 5.50
97	6.59	s 4.40		0	COLONY. 5.4	87.0	99.1	C	10.04	s 5.40
	7.04	f 4.48		20.2	CARLYLE. 4.9	87.0	104.5	B	9.59	s 5.31
				0	Mo. Pac. Crossing. 0.3	11.5	109.4			
92	s 7.10	s 5.09		37.0	IOLA. YL 7.7	87.0	109.7	C	s 9.55	s 5.25
82	7.20	s 5.20		87.0	HUMBOLDT. YL 8.3	87.0	117.4	C	9.44	s 5.08
				87.0	M.K.T. Crossing. 0.8	0	126.7			
	s 7.30 PM	s 5.45 AM	FW TY		CHANUTE. YL		126.5	C	9.35 AM	4.55 PM
	Arrive Daily.	Arrive Daily.			(69.3)				Leave Daily.	Leave Daily.
	61.8	30.7			Average speed per hour.				53.3	38.5

Lawrence District.

SIGNAL SYSTEM TWO IN EFFECT:

Ottawa Jct. Interlocking.

Trains must secure numbered clearance cards before leaving originating stations.

Nos. 73 and 74 have no Time Table Authority.

No switch lights on Lawrence District.

WESTWARD. 73	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 90, April 25, 1954.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. 74		
								Mixed.	Mixed.
								Leave Daily Ex. Sun.	Arrive Daily Ex. Sun.
PM 4.00	Y	42.9	LAWRENCE. YL 9.7	57.9		C	AM 11.00		
4.30		85.5	VINLAND. 5.7	50.4	9.7		10.30		
4.55		65.0	BALDWIN. 10.8	64.7	15.4	C	10.15		
5.20 PM	W Y		A.T. & S.F. Crossing. OTTAWA JCT. YL		26.2	C	9.50 AM		
Arrive Daily Ex. Sun.			(26.1)				Leave Daily Ex. Sun.		
19.5			Average speed per hour.				22.3		

Siding Capacity 50 ft. Per Car.	WEST- WARD.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 90, April 25, 1954.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST- WARD.
	First Class.							First Class.
	55							56
	Motor.							Motor.
	Leave Daily Ex. Sun.			STATIONS.				Arrive Daily Ex. Sun.
		Y	0	ST. JOSEPH U. S. YL 0.3	0	484.2	C	
		FWT	0	TERMINAL YARD. YL 0.5	0	484.5	C	
			0	M.K. JCT. 0.1	0	485.0		
			12.4	TERMINAL JCT. 19.5	17.4	485.1		
			17.8	WINTHROP. 0.4	0	504.6		
	PM			C.B.& Q. Crossing.				PM
	s 4.00		34.8	ATCHISON U. S. YL Mo. Pac. Crossing.	0	505.0	C	s 1.00
	s 4.05	FT	25.6	ATCHISON F. S. YL 0.6	0	0.5	C	s 12.50
			58.6	Mo. Pac. Crossing. 5.3	0	1.1		
	f 4.15		0	PARNELL. 2.3	50.9	3.4		f 12.40
	17 f 4.18	Y	24.8	HAWTHORNE. 2.0	0	3.7		f 12.36
	f 4.22		68.9	CUMMINGS. 6.1	0	10.7		f 12.32
	15 s 4.35		0	NORTONVILLE. 9.2	64.3	16.8	C	s 12.23
	84 s 4.50		69.9	VALLEY FALLS. 8.9	64.0	26.0	C	s 12.05 PM
	s 5.05		62.4	ROCK CREEK. 4.5	63.4	34.9		s 11.53
	s 5.15		63.4	MERIDEN. 10.1	59.3	39.4	C	s 11.45
	4 f 5.30	Y	33.4	NORTH TOPEKA. YL U.P. Crossing.	0	49.5		f 11.29
	s 5.40 PM	FWT		TOPEKA. YL		50.6	C	11.25 AM
	Arrive Daily Ex. Sun.			(71.5)				Leave Daily Ex. Sun.
	30.4			Average speed per hour.				31.9

SIGNAL SYSTEM ONE IN EFFECT:

Defense Project, Inc. Bridge, Winthrop to Atchison U.S. North Topeka Interlocking.

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

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

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

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

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

Over Defense Project, 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.

7 EASTERN DIVISION.

GIRARD DISTRICT.

Siding Capacity 50 ft. per Car.	WEST WARD.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 90, April 25, 1954.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST WARD.
	Second Class.							Second Class.
	77							78
	Mixed.							Mixed.
	Leave Daily Ex. Sun.			STATIONS.				Arrive Daily Ex. Sun.
	AM 3.15	F W T Y	0	A. U. JCT. YL	31.4			AM 11.25
			0	1.9 M.K.T. Crossing.	0	1.9		
	f 3.30		31.7	4.1 ROLLIN.	0	6.0		f 11.10
	f 3.40		0	4.0 SHAW.	29.0	10.0		f 11.00
	f 3.55		20.5	4.4 ERIE.	0	14.4		f 10.50
				0.5 M.K.T. Crossing.		14.9	C	
			44.4	9.9 WALNUT.	42.2			
	f 4.25		52.8	M.K.T. Crossing.	42.2	24.8	C	f 10.20
	f 4.40		51.8	7.1 BRAZILTON.	43.8	31.9	B	f 10.05
			0	7.6 S.L.-S.F. Crossing.	0	39.5		
22	f 5.00		48.0	0.2 GIRARD.	42.2	39.7	C	f 9.50
	s 5.30	F Y	0	9.4 FRONTENAC. YL	37.0	49.1	C	s 9.30
			0	3.0 K.C.S. Crossing.	0	52.1		
			0	0.1 Mo. Pac. Crossing.	31.7	52.2		
			0	0.4 PITTSBURG. K.C.S.	0	52.6		
			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 5.45 AM			0.1 PITTSBURG. YL		53.0	C	9.15 AM
				PITTSBURG. K.C.S.				
				25.2 K.C.S. Br.				
				JOPLIN.				
	Arrive Daily Ex. Sun.			(77.8)				Leave Daily Ex. Sun.
	21.2			Average speed per hour.				24.4

SIGNAL SYSTEM TWO IN EFFECT:

Erie-M.K.T. Interlocking.
Walnut-M.K.T. Interlocking.
Girard-S.L.-S.F. Interlocking.

Trains must secure numbered clearance cards before leaving originating stations, except A.U. Jct. and Pittsburg. No. 78 must secure numbered clearance card at Frontenac.

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

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

No. 77 is superior to No. 78.

No switch lights on Girard District.

Burlington District.

WEST- WARD. Second Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 90, April 25, 1954.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST- WARD. Second Class.
Mixed.							Mixed.
Leave Mon., Wed., Fri.			STATIONS.				Arrive Mon., Wed., Fri.
AM 9.50		87.1	B.N. JCT. 7.0	39.6		B	PM 4.45
f 10.10		91.2	HOMEWOOD. 2.7	0	7.0		f 4.25
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 4.10
f		80.9	SILKVILLE. 3.4	99.8	15.4		f
f 10.45		83.4	AGRICOLA. 4.0	102.1	18.8		f 3.50
s 11.01		105.3	WAVERLY. 5.4	45.8	22.8	C	s 3.35
s 11.15		42.8	HALL'S SUMMIT. 5.1	33.0	28.2		s 3.15
s 11.30		92.2	SHARPE. 8.3	5.0	33.8		s 3.00
s 12.15		0	BURLINGTON. 0.2	0	41.6	C	s 2.35
f		54.4	M.K.T. Crossing. 5.1	61.0	41.8		f
s 12.45		57.1	VIVA. 5.1	56.7	46.9		f
PM	Y		GRIDLEY. YL		52.0	C	2.00 PM
Arrive Mon., Wed., Fri.			(52.0)				Leave Mon., Wed., Fri.
17.8			Average speed per hour.				18.9

Leavenworth District.

WEST- WARD. Second Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 90, April 25, 1954.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST- WARD. Second Class.
Mixed.							Mixed.
Leave Daily Ex. Sun.			STATIONS.				Arrive Daily Ex. Sun.
AM 8.15		21.1	WILDER. 1.5	0			PM 1.55
s 8.30			U.P. Crossing. K.C.K.V. & W. Crossing. BONNER SPRINGS. YL		1.5	C	s 1.40
f 8.45		30.1	STONE. 6.0	0	7.5		f 12.55
f 9.00		33.2	EAST FAIRMOUNT. 4.4	52.8	11.9		f 12.45
s 9.30		0	LANSING. 4.9	55.4	16.8	C	s 12.35
s 9.40		31.7	WADSWORTH. 1.7	10.6	18.5	C	s 12.25
		52.8	C.B. & Q. Crossing. 2.2	52.8	20.7		
		0	LEAVENWORTH. YL 1.3	66.0	22.0	C	12.10 PM
s 10.10	T	66.0	LOWEMONT. 11.0	66.0	33.0		
AM		10.9	POTTER. 6.4	66.0	39.4		
		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.				11.7

Trains must secure numbered clearance cards before leaving originating stations.

No. 79 is superior to No. 80.

No switch lights on Burlington District.

SIGNAL SYSTEM TWO IN EFFECT:

Bonner Springs Interlocking.

Trains must secure numbered clearance cards before leaving originating stations.

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

No. 83 is superior to No. 84.

No switch lights on Leavenworth District.

Alma District.

WEST- WARD. Second Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 90, April 25, 1954.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST- WARD. Second Class.
Mixed.							Mixed.
Leave Daily Ex. Sun.			STATIONS.				Arrive Daily Ex. Sun.
AM 11.00	Y	58.1	BURLINGAME. YL 8.4	52.8	8.4	C	PM 3.20
s 11.20		52.8	HARVEYVILLE. 5.0	0	13.4	C	s 3.00
f		58.1	BRADFORD. 4.6	0	18.0		f
PM 12.01		58.1	ESKRIDGE. 7.5	70.0	25.6	C	s 2.30
s 12.30		52.8	HESSDALE. 6.7	70.2	32.2		s 2.05
f		50.7	ALLENBORPH. 1.6	40.6	32.2		f
s 1.10	Y		ALMA.		33.8	C	1.45 PM
Arrive Daily Ex. Sun.			(33.8)				Leave Daily Ex. Sun.
15.6			Average speed per hour.				21.3

Trains must secure numbered clearance cards before leaving originating stations.

No. 51 is superior to No. 52.

No switch lights on Alma District.

Virgil District.

WEST- WARD. Second Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 90, April 25, 1954.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST- WARD. Second Class.
			STATIONS.				
		10.6	VIRGIL. 5.4	0	30.6	C	
		33.4	HILLTOP. 4.6	0	36.0	B	
			M.D. JCT. YL		40.6	B	
			(10.0)				
			Average speed per hour.				

Trains must secure numbered clearance cards before leaving originating stations.

No switch lights on Virgil District.

9 EASTERN DIVISION.

FREDONIA DISTRICT.

SIGNAL SYSTEM TWO IN EFFECT:

Benedict Interlocking.

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

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

No switch lights on Fredonia District.

Siding Capacity 50 ft. Per Car.	WEST- WARD.	Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 90, April 25, 1954.	Rolling Grade Ascending.	Mile Post.	Communications.	EAST- WARD.
				STATIONS				
				A. U. JCT. YL		127.7		
			42.2	7.1 VILAS.	40.9	134.8		
58			42.2	4.2 REST.	42.2	139.0		
			0	5.0 BENEDICT.	42.2	144.0	C	
			0	0.2 Mo. Pac. Crossing.	25.2	144.2		
			0	6.8 Mo. Pac. Crossing.	26.4	151.0		
			0	1.4 FREDONIA YL	10.5			
			42.2	S.L.-S.F. Crossing. 7.6	24.1	152.4	C	
54			42.2	BUXTON.	42.2	160.0	B	
			42.2	5.3 UPOLA.	42.2	165.3		
			42.2	5.7 LONGTON. YL		171.0	C	
				(43.4)				
				Average speed per hour.				

HOWARD DISTRICT.

SIGNAL SYSTEM TWO IN EFFECT:

N.R. Jct. Interlocking.

Trains must secure numbered clearance cards before leaving originating stations.

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

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

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

No switch lights on Howard District.

Siding Capacity 50 ft. Per Car.	WEST- WARD.	Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 90, April 25, 1954.	Rolling Grade Ascending.	Mile Post.	Communications.	EAST- WARD.
	Second Class.							Second Class.
	97			STATIONS.				98
	Mixed.							Mixed.
	Leave Daily							Arrive Daily
	PM 12.45	Y		MOLINE. YL		83.6	C	AM 11.40
	s 1.05		41.4	8.1 HOWARD.	41.7	75.5	C	s 11.10
	f 1.20		43.2	6.9 FIAT.	39.8	68.6		f 10.50
			41.2	5.7 SEVERY.	32.3			
24	s 1.35	Y	44.8	S.L.-S.F. Crossing. 7.1	46.9	62.9	C	s 10.35
	s 1.50		41.7	5.7 CLIMAX.	40.7	55.8		s 10.05
	f 2.05		41.7	3.5 SMALL.	40.7	50.1		f 9.55
62	s 2.15		42.0	2.9 EUREKA. YL	34.3	46.6	C	s 9.45
			47.2	4.6 Mo. Pac. Crossing.	44.7	43.7		
21	f 2.35		37.6	7.0 UTOPIA.	38.8	39.1		f 9.26
	s 2.50		35.5	6.2 HAMILTON.	38.2	32.1	C	s 9.10
	f 3.05		0	2.9 BISBEE.	41.0	25.9		f 8.55
	s 3.15			M. D. JCT. YL		23.0	B	8.50
	s 4.45		28.9	3.6 MADISON.	23.5	19.4	C	s 8.40
	f 5.00		42.2	4.8 ROOT.	0	14.6	B	f 8.20
58	s 5.15		44.6	4.5 OLPE.	47.2	10.1	C	s 8.10
	5.45	Y	51.7	10.1 N.R. JCT. YL	48.1		C	7.40
	s 5.55 PM	FWT	0	0.8 EMPORIA. YL	0			7.30 AM
	112.1					112.1	C	
	Arrive Daily			(84.4)				Leave Daily
	20.3			Average speed per hour.				20.3

Freight Train Terminals, and Junctions.	WESTWARD																			
	29	35	37	39	41	43	45	49	53	59	67	69	79	81	83	85	91	161	337	339
	Fast Freight.	Kansas Mds.	Okl.-Texas Freight.	Okl.-Texas Fast Freight.	Colorado Kansas Oklahoma Fast Freight.	Kansas City-California Fast Freight.	Way Freight.	Chicago-California Fast Freight.	Kansas City-California Fast Freight.	Kansas City-California Fast Freight.	Way Freight.	Southern Kansas Fast Freight.	Mixed.	Kansas City-Amarillo Fast Freight.	Way Freight.	Way Freight.	Kansas City-Belen Fast Freight.	Way Freight.	Okl.-Texas Fast Freight.	Okl.-Texas Fast Freight.
STATIONS.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.
KANSAS CITY, KANS. (Argentine.)		PM 7.40	PM 7.30	AM 10.00	PM 12.15	AM 12.01		PM 11.30	PM 1.00	PM 12.01	PM 10.15	PM 7.30		AM 10.00	AM 7.15	AM 7.00	PM 11.00	AM 9.00	PM 9.30	AM 11.30
HOLLIDAY.											11.00	7.55							9.45	
LAWRENCE.															7.45 AM				11.10	
OTTAWA.												9.45	AM 9.35			10.30				
B.N. JCT.													9.50 AM							
CHANUTE.												AM 12.45	AM			PM 4.40				
ST. JOSEPH.	PM 5.45																			
ATCHISON F. S.	7.00																			
TOPEKA.	10.00 AM			PM 1.00				AM 3.30				AM 2.30							PM 4.00	
EMPORIA.	12.40 AM	10.25 PM	11.00 PM	PM 1.00	4.00 PM	4.15 AM	6.00 PM	3.30 AM	5.00 PM	3.15 PM				PM 1.15			AM 3.00	AM 1.00	PM 3.00	
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	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.	Arrive Daily.

Freight Train Terminals, and Junctions.	EASTWARD.																
	30	32	34	36	38	40	42	46	68	70	80	84	86	94	162	BCX	
	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.	Way Freight.	Southern Kansas Freight.	Chicago Fast Frt.	Way Freight.	Fast Freight.	
STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	
KANS. CITY, KANS. (Argentine.)		PM 10.00	AM 7.00	PM 1.00	PM 10.00	AM 6.30	AM 6.45			AM 8.00	AM 10.30		PM 3.15	AM 4.45	AM 6.45	PM 9.00	
HOLLIDAY.									7.30				2.10 PM	4.15		5.00	
LAWRENCE.																3.05	
OTTAWA.										7.00	PM 5.00		12.25 AM				
B.N. JCT.											4.45 PM						
CHANUTE.										4.00 AM			9.30 PM				
ST. JOSEPH.	AM 7.30																
ATCHISON F. S.	6.15																
TOPEKA.	2.30 AM								12.30 PM	3.30 AM						1.00 PM	
EMPORIA.	11.00 PM	4.45 PM	2.00 AM	8.45 AM	6.15 PM	2.15 AM	2.45 AM	8.00 AM						2.45 AM		2.00 PM	
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	

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. 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.
Argentine (Yard Office)....	Originating or terminating.

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

Holliday.....	First District.
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.

8.

4. JUNCTION SWITCHES. (Rule 98)

LOCATION	NORMAL POSITION
ATCHISON DISTRICT	
M.K. Jct.	Missouri Division.
Terminal Jct.	C.R.I. & P. Ry.
Winthrop-Defense Project Inc.	C.R.I. & P. Ry.
Atchison-Defense Project 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—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.

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 Defense Project, Inc. Bridge between Winthrop and west end of bridge. Will use

5. JOINT TRACK FACILITIES—(Cont'd).

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 Turner and Olathe where Rule 261 is in effect, Operators will not display proceed signal for movement against the current of traffic or for movement on Main Track No. 4 without train order authority.

Between K.C.T. Tower 3 and Olathe, if a train or engine is stopped by a stop signal (Rule 292) it must not proceed without permission from the operator. If authorized to proceed, be governed by Rule 606. If unable to communicate, after complying with Rule 606 (b), be governed by Rule 509 (a).

Between Turner and Olathe, switch indicators are operative only with normal direction of traffic. At switches where there is no head-out signal, obtain permission from Operator before occupying main track regardless of position of switch indicator. If communication fails, main track may be used under flag protection with front and rear protected until next home signal is passed.

8.

9.

10. FIXED SIGNALS.

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

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

11. RAILROAD CROSSINGS AT GRADE.

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

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

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

HU—Mo. Pac. Interlocking.

N.R. JCT.—M.K.T. Interlocking.

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

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

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

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

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

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

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

SPECIAL RULES.

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

NORTH TOPEKA—U.P. Interlocking. Maximum speed 20 MPH.
 BONNER SPRINGS—U.P. and K.C.K.V. & W. 0.1 mile east of station. Interlocking. Maximum speed 10 MPH.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT	90	60
SECOND DISTRICT		
Kansas City (Union Station) to K.C.T. Tower 3	20	10
K.C.T. Tower 3 to Olathe	79	60
Olathe to Emporia	90	60
THIRD DISTRICT	79	60
ATCHISON DISTRICT	45	35
LAWRENCE DISTRICT	35	30
LEAVENWORTH DISTRICT	30	30
ALMA DISTRICT	30	25
BURLINGTON DISTRICT	25	25
FREDONIA DISTRICT	40	35
VIRGIL DISTRICT	40	30
GIRARD DISTRICT	40	35
HOWARD DISTRICT	35	35

FIRST DISTRICT

2 Curves, M.P. 0.0 to 0.3	30	30
Curve, M.P. 0.7 to 0.9	65	.....
2 Curves, M.P. 2.8 to 3.3	55	55
Curve, M.P. 3.7 to 3.9	65	.....
Curve, M.P. 6.3 to 6.5	70	.....
Curve, M.P. 8.8 to 9.3	65	.....
4 Curves, M.P. 15.1 to 16.1	70	.....
4 Curves, M.P. 18.3 to 19.5	60	55
Curve, M.P. 23.4 to 23.6	55	50
Curve, M.P. 24.6 to 24.8	70	.....
2 Curves, M.P. 25.2 to 25.9	55	50

EASTERN DIVISION. 12

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT—(Cont'd).		
6 Curves, M.P. 26.2 to 27.4	30	25
2 Curves, M.P. 28.7 to 30.3	70	.....
2 Curves, M.P. 34.3 to 34.7	65	.....
2 Curves, M.P. 34.8 to 35.2	55	55
2 Curves, M.P. 36.9 to 37.3	60	.....
2 Curves, M.P. 37.4 to 37.8 (Lecompton)	65	.....
Curve, M.P. 48.8 to 48.9	65	.....
Curve, M.P. 49.7 to 49.9	60	55
3 Curves, M.P. 51.1 to 52.0	65	.....
M.P. 52.2 (Viaduct), to Tenth Street (Topeka)	20	20
Curve, M.P. 58.9 to 59.1	70	.....
Curve, M.P. 59.8 to 60.0	65	.....
Curve, M.P. 60.3 to 60.6	75	.....
7 Curves, M.P. 61.0 to 62.8 (Wakarusa)	50	50
2 Curves, M.P. 63.0 to 63.6	55	55
2 Curves, M.P. 63.7 to 64.2	45	45
Curve, M.P. 64.5 to 64.7	60	55
Curve, M.P. 65.0 to 65.3	65	.....
2 Curves, M.P. 66.5 to 67.2	45	45
Curve, M.P. 67.5 to 67.6	50	45
Curve, M.P. 67.7 to 67.8 (Carbondale)	55	55
Curve, M.P. 68.2 to 68.8	75	.....
Curve, M.P. 69.0 to 69.4	65	55
Curve, M.P. 69.8 to 70.0	80	.....
Curve, M.P. 70.6 to 70.9	85	.....
Curve, M.P. 75.1 to 75.3	70	.....
2 Curves, M.P. 76.0 to 77.1 (Burlingame)	55	55
Curve, M.P. 84.0 to 84.4	55	50
Mo. Pac. Crossing to west siding switch (Osage City)	40	40
Curve, M.P. 88.5 to 88.9	55	55
Curve, M.P. 89.5 to 90.2	70	.....
Curve, M.P. 93.7 to 94.0	70	.....
Curve, M.P. 96.1 to 96.4	70	.....
2 Curves, M.P. 97.8 to 98.3	55	50
3 Curves, M.P. 107.3 to 110.3	55	55
Curve, M.P. 110.8 to 111.0	15	15
N.R. Jct. to M.P. 112.3	20	20
SECOND DISTRICT.		
Curve, M.P. 1.7	15	15
4 Curves, M.P. 2.1 to 3.7	55	40
Holliday and Turner, Track No. 4	45	45
Curve, M.P. 6.7 to 6.8	65	45
M.P. 13.4 to 14.4, Track No. 3	40	40
2 Curves, M.P. 20.3 to 21.6	50	40
10 Curves, M.P. 21.8 to 25.3	40	40
M.P. 25.3 to 26.5 (Olathe)	40	30
Curve, M.P. 26.7 to 27.2	65	50
Curve, M.P. 28.1 to 28.9	75	.....
Curve, M.P. 29.4 to 29.6	80	.....
Curve, M.P. 30.4 to 30.8	65	55
Curve, M.P. 31.0 to 31.4 (Clare)	70	.....
2 Curves, M.P. 34.5 to 35.1, Westward Track (Gardner)	50	50
Curve, M.P. 38.5 to 39.1, Westward Track	65	50
Curve, M.P. 39.8 to 39.9, Eastward Track	75	.....
Curve, M.P. 39.6 to 40.0, Westward Track (Edgerton)	65	50

13 EASTERN DIVISION.

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
SECOND DISTRICT—(Cont'd).		
Curve, M.P. 43.4 to 43.9	85	.....
Curve, M.P. 49.3 to 49.6	75	.....
Siding between Ottawa Jct. and H.U.	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. 77.5 to 77.9	85	.....
Curve, M.P. 79.9 to 79.6, (Melvern)	55	45
	75	.....
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
Siding between Wiggam and N. R. Jct.	30	30
N.R. Jct. to M.P. 112.3	20	20

THIRD DISTRICT.

Ottawa Jct. to M.P. 60.0	20	20
3 Curves, M.P. 75.6 to 76.7	75	
2 Curves, M.P. 76.9 to 78.0	65	55
Curve, M.P. 78.7 to 79.1	75	
2 Curves, M.P. 79.3 to 79.8 (Rock Crusher)	40	40
Curve, M.P. 80.2 to 80.3	75	
2 Curves, M.P. 87.2 to 88.6	75	
Garnett, First St. to Seventh St.	15	15
Iola, over Street Crossings	15	15
Chanute, over Street Crossings	25	25

ATCHISON DISTRICT

Curves except where further restricted	40	30
--	----	----

LAWRENCE DISTRICT.

Lawrence, over street crossings	30	.....
M.P. 3.0 to M.P. 4.0	20	20
Curves, M.P. 6.1 to M.P. 15.4	30	30

LEAVENWORTH DISTRICT.

Curves except where further restricted	20	20
Stone, over hard surfaced highway	15	15
Between viaduct east and hard surfaced highway west of Wadsworth	15	15
Curves between C.B.& Q. crossing and west end Leavenworth Yards	15	15
Between Leavenworth and Hawthorne, except where further restricted	20	20
Curves between Leavenworth and Hawthorne	15	15

ALMA DISTRICT.

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

SPECIAL RULES.

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
HOWARD DISTRICT		
Curve, M.P. 0.3 to N.R. Jct. Switch	15	15
Moline wye switch	10	10

13. SPEED REGULATIONS, PASSENGER TRAINS.

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

14. MAXIMUM SPEED OF LOCOMOTIVES.

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-280, 400-430	65	45	45	60
2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				
Steam				
6 wheel & 8 wheel switch	20	20	20	
762-768, 777, 811-816, 856, 900-984, 1600-1698, 1902-1981, 2542-2569	35	35	25	
885-898, 3102-3158	45	35	25	
1001-1148, 1801-1882, 3168-3277, 4005-4115, 4197, 5000-5035	60	40	25	
3516-3520, 3751-3775	90	40	25	
2900-2929, 3403-3439, 3450-3465, 3776-3785	100	40	25	
2507-2525	55	40	25	
3700-3746	70	40	25	
3801-3940	50	40	25	

SPECIAL RULES.

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 (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines, Classes			
450-451.....	2	5	5
11-50-80-2099-2100.....	3	5	5
51-90-650-2300-2301-2310-2600-3000.....	4	5	5
460-2400.....	4½	5	5
16-37-100-200-300-325-500-501-503-625-1500-2201-2207-2260-2303-2322-2394-2403-2418-2650.....	5	5	5
Diesel-Electric and Gas Electric Motor Cars.....	3	5	5
Steam Engines			
Roller Bearings.....	9	5	5
Passenger Cars			
Roller Bearings.....	8	5	..
Friction Bearings.....	12	5	..

16. DEAD ENGINES.

Trains handling steam engines dead in train must not exceed 20 MPH without special instructions.

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

17. DERRICKS, CRANES, ETC.

Trains handling derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear must not exceed 30 MPH at any point on First, Second and Third Districts and 20 MPH at any point on all other Districts. Such equipment must not be moved in any train except on authority of Trainmaster.

18. SWITCHES—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.

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT			
Holliday	I	Turnout First District	30
Frisbie	S	Both ends siding	15
DeSoto	S	East end siding	15
	S	West end siding	30
Eudora	S	Both ends siding	15
Lawrence	S	West end siding	15
Lakeview	S	Both ends siding	15
Lecompton	S	Both ends siding	15
Topeka	S	West end of yards	15
	S	West end siding	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

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

"I"—Interlocked Switch

"S"—Spring Switch

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT—(Cont'd).			
Burlingame	S	East end siding	15
	S	West end siding	30
Osage City	S	West end siding	15
Barclay	S	East end siding	15
	S	West end siding	30
Reading	S	Both ends siding	15
Lang	S	Both ends siding	30
SECOND DISTRICT			
K.C.T. Tower 3	I	Second crossover west of Tower 3	30
A.Y. Tower	I	Crossover east of Argentine Passenger Station	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
Holliday	I	Crossover between Main Trks. 2 and 3 at Tower	30
	I	Turnout Main Track 4	40
M.P. 14.4	I	Turnout Main Trk. 3 and crossovers	40
Craig	I	Crossovers	40
Olathe	I	Both ends of siding east of stat.	30
	I	East end siding west of station	40
	I	Crossovers	40
	S	West end siding west of station	30
Edgerton	I	West end eastward siding	30
	I	East end westward siding	15
	S	East end eastward siding	30
	S	West end westward siding	15
Ottawa Jct.	I	East ends of sidings	30
	I	Crossover west of Tower	30
HU	I	West end siding	40
	I	Crossover west of Tower	30
Quenemo	I	East end siding	30
	S	West end siding	30
Melvern	S	East end eastward siding	30
	S	West end middle siding	15
Ridgeton	S	East end siding	30
	I	West end siding	30
Lebo	I	West end eastward siding	30
	I	East end westward siding	30
	S	East end eastward siding	30
	S	West end westward siding	30
Wiggam	I	East end siding	30
	I	Crossover between main tracks	30
N.R. Jct.	I	West end siding	30
	I	Crossovers	30
Merrick	I	Crossovers	30
THIRD DISTRICT			
Ottawa	S	End of two tracks M.P. 58.3	15
Colony	S	Both ends siding	15
Iola	S	Both ends siding	15
Chanute	I	Freight lead 0.8 mile east of station	30

15 EASTERN DIVISION.

SPECIAL RULES.

19. YARD LIMITS.

Lawrence.		
Topeka.		
North Topeka.	Ottawa.	Bonner Springs.
Burlingame (Alma District only).	Emporia.	Leavenworth.
K.C.T. Tower 3.	N.R. Jct.	Gridley.
Argentine.	Garnett.	Frederia.
Turner.	Iola.	Longton.
Morris (Track 4 only).	Humboldt.	Frontenac.
Holliday (Track 4 only).	Chanute.	Pittsburg.
Olathe.	A.U. Jct.	Moline.
Ottawa Jct. (Except Second District Eastward Main Track).	Atchison.	Eureka.
	St. Joseph.	M. D. Jct.
	Terminal Yard.	

20. BULLETIN BOOKS.

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

21. STANDARD CLOCKS.

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

22. STANDARD THERMOMETERS.

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

23. OVERHEAD OBSTRUCTIONS. (Rule 761)

Mile Post	Name
FIRST DISTRICT	
.....	De Soto, Highway Viaduct, Ordnance Plant Track.
51.7	Topeka, Pedestrian Viaduct.
52.2	Topeka, Branner Street Viaduct.
94.9	Marais des Cygnes River.
SECOND DISTRICT	
34.4	Highway Viaduct.
34.6	Highway Viaduct.
45.4	Highway Viaduct.
79.7	Highway Viaduct.
79.8	Highway Viaduct.
92.5	Highway Viaduct.
ATCHISON DISTRICT	
0.2	Atchison, Highway Viaduct.
25.7	Delaware River.
48.9	Soldier Creek.
50.4	Topeka, Highway Viaduct.

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

Mile Post	Name	
LEAVENWORTH DISTRICT		
1.2	Bonner Springs—KCKV&W Trolley Wire.	
20.7	Highway Viaduct.	
.....	Wadsworth, Highway Viaduct, Boiler House Track.	
41.4	Stranger Creek.	
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. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.		
Name	Location	Capacity
FIRST DISTRICT		
Cooperative Farm Chem. Assn. (spur).....	M.P. 24.6	75 cars
Kansas Power and Light Co. (spur).....	M.P. 30.3	36 cars
Spur.....	M.P. 31.7	2 cars
Kansas Power and Light Co.....	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 (spur).....	M.P. 8.4	43 cars
Peerless Crushed Rock Company (spur).....	M.P. 8.7	84 cars
Gravel pit (spur).....	M.P. 14.5	43 cars
Spur.....	M.P. 22.1	30 cars
THIRD DISTRICT		
Industrial Spur.....	M.P. 60.0	3 cars
Union Gas Spur.....	M.P. 61.0	4 cars
Buildex Spur.....	M.P. 62.0	25 cars
Crusher.....	M.P. 79.4	77 cars
LEAVENWORTH DISTRICT		
Spur.....	M.P. 43.1	4 cars
ATCHISON DISTRICT		
Skelly Oil Co. (spur).....	M.P. 47.8	6 cars

SPECIAL RULES.

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

Name	Location	Capacity
FREDONIA DISTRICT.		
Neosho Fertilizer (spur).....	M.P. 129.6	8 cars
Ash Grove Shale Pit (spur).....	M.P. 130.1	48 cars
City light plant (spur).....	M.P. 153.6	2 cars
HOWARD DISTRICT.		
Stock track, Eureka.....	M.P. 45.4	24 cars
Stock track, Madison.....	M.P. 20.1	23 cars

25. STATUTORY REGULATIONS.

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

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

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

26. SPEED TABLE.

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

Time Per Mile		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	81.3	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	29.8
..	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

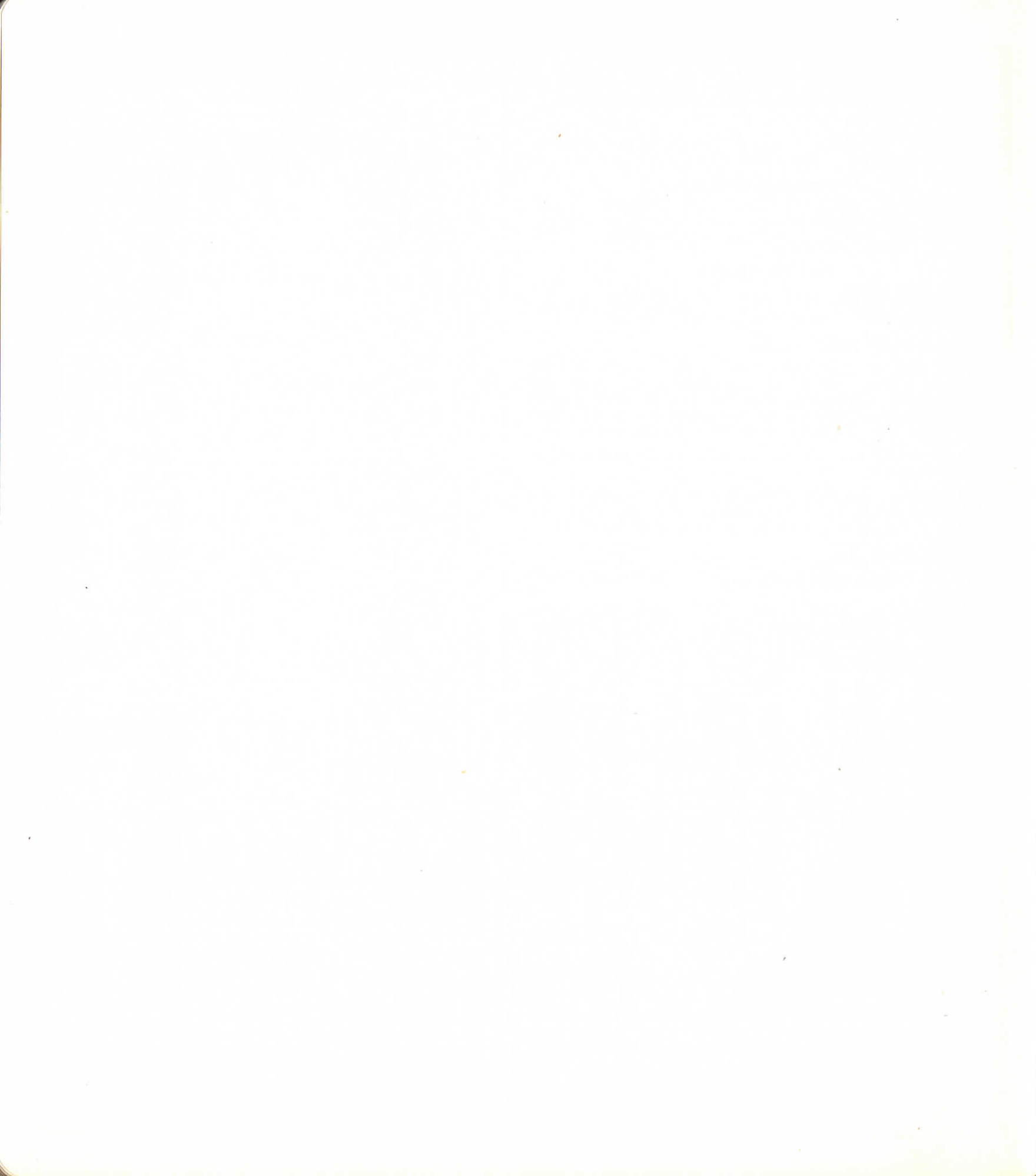
EASTERN DIVISION. 16

LOCAL SURGEONS.

DR. LEE HAYNES, 820 Archibald.....	Kansas City, Mo.
DR. GRAHAM OWENS.....	Kansas City, Mo.
DR. ROBERT D. IRLAND (Office Calls Only)....	Kansas City, Mo.
DR. DONALD FERGUSON (Colored).....	Kansas City, Mo.
DR. WALTER R. PETERSON (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. HARVEY L. LLOYD.....	Kansas City, Kans.
DR. ALVIN SILVERS.....	Kansas City, Kans.
DR. W. D. FRANCISCO.....	Kansas City, Kans.
DR. FINDLEY LAW.....	Kansas City, Kans.
DR. JOHN HUFF.....	Kansas City, Kans.
DR. W. H. DYER (Colored).....	Kansas City, Kans.
DR. E. S. MILLER.....	Kansas City, Kans.
DR. K. C. HAAS.....	Kansas City, Kans.
DR. CHRISTOPHER G. DAVIS.....	Kansas City, Kans.
DR. G. E. MANAHAN.....	Lawrence.
DR. F. G. SCHENCK.....	Burlingame.
DR. O. C. FRITTS.....	Osage City.
DR. NILES STOUT.....	Lyndon, Kans.
DR. F. A. ECKDALL.....	Emporia.
DR. F. J. ECKDALL.....	Emporia.
DR. A. W. CORBETT.....	Emporia.
DR. ARTHUR WHITAKER.....	Atchison.
DR. W. A. MADISON.....	Nortonville.
DR. D. C. NIEDERLUECKE.....	Valley Falls.
DR. C. W. WALKER.....	Esbridge.
DR. J. H. RYAN.....	St. Joseph, Mo.
DR. G. R. COMBS.....	Leavenworth.
DR. GEORGE J. PIERRON.....	Olathe.
DR. ADELBERT S. REECE.....	Gardner.
DR. J. F. BARR.....	Ottawa.
DR. JOHN CARTER.....	Ottawa.
DR. N. E. NAYLOR.....	Wellsville.
DR. W. O. POSTON.....	Queenemo.
DR. J. H. BUCKLES.....	Waverly.
DR. A. B. MCCONNELL.....	Burlington.
DR. J. R. SMITHHEISLER.....	Richmond.
DR. J. N. CARTER.....	Garnett.
DR. C. B. HARRIS.....	Garnett.
DR. T. O. OSBORN - Osteopath.....	Colony.
DR. R. O. CHRISTIAN.....	Iola.
DR. A. M. GARTON.....	Chanute.
DR. JAMES D. GOUGH.....	Chanute.
DR. CHARLES E. VESTLE.....	Humboldt.
DR. JAMES G. LEE.....	Bonner Springs.
DR. K. M. ROTTLUFF.....	Bonner Springs.
DR. KENNETH HUNTER.....	Lebo.
DR. VICTOR HILDYARD.....	Baldwin.
DR. JOHN H. BASHAM.....	Eureka.
DR. FRED LOSE.....	Madison.
DR. H. W. BERTHELSON.....	Moline, Kans.
DR. E. C. BRYAN.....	Erie.
DR. E. C. BRYAN.....	Walnut.
DR. EARL C. LIGHTFOOT.....	Girard.
DR. GEO. J. P. GISH.....	Frontenac.
DR. LYNN E. BEAL.....	Fredonia.
DR. D. B. MCKEE.....	Pittsburg.
DR. C. H. FAIN.....	Pittsburg.
DR. PAUL B. LEFFLER.....	Pittsburg.
DR. J. R. KUHN, JR.....	Joplin, Mo.

EYE, EAR, NOSE AND THROAT SPECIALISTS.

DR. JOHN N. SHERMAN.....	Chanute.
DR. D. P. TRIMBLE.....	Emporia.
DR. E. L. GANN.....	Emporia.
DR. W. R. EUBANK (Eye Only).....	Kansas City, Mo.
DR. W. R. BUNTING (E.N.T.).....	Kansas City, Mo.
DR. J. S. KNIGHT (E.N.T.).....	Kansas City, Mo.
DR. A. N. ALTRINGER (E.N.T.).....	Kansas City, Mo.
DR. A. J. BAER, 1102 Grand Ave.....	Kansas City, Mo.
DR. CECIL E. HASSIG.....	Kansas City, Kans.
DR. FRED N. BOSILEVAC (Eye Only).....	Kansas City, Kans.
DR. ROBERT WILSON (E.N.T.).....	Kansas City, Kans.
DR. C. H. STEELE (E.N.T.).....	Kansas City, Kans.



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

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

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
3	In Illinois Dallas City	Kansas City and beyond	Chicago	19—20	Joliet Streator Chillicothe Galesburg La Plata Marceline Carrollton Emporia	Hutchinson Stafford St. John Macksville Garden City Lamar Valmora Glorieta and Scheduled Stops in Kansas Colorado New Mexico Arizona California	Hutchinson Stafford St. John Macksville Garden City Lamar Valmora Glorieta and Scheduled Stops in Kansas Colorado California Arizona New Mexico
	Verona Strong City Florence }		Beyond Newton					Chicago and beyond Emporia and beyond
4	Newton to Kansas City		Wichita and beyond	21—22	Joliet Streator Chillicothe }	Scheduled stops in California	Scheduled stops Albuquerque and West
	East of Kansas City		Beyond Kansas City				
	Toluca Dallas City	Chicago and beyond			Galesburg	Lamy and Scheduled stops in California	Lamy and Scheduled stops Albuquerque and West
	Ransom Kinsman Verona Mazon }	Beyond Chicago					
6	Newton to Kansas City		Wichita and beyond	23	Chicago to Wellington Chicago to Kansas City	Belen and beyond Beyond Newton	
8	Ottawa Jct.		Beyond Emporia				
11	Carrollton	Tulsa		24	Wellington to Chicago Kansas City to Chicago	Chicago	California Arizona Beyond Newton
	Newkirk	Oklahoma City and beyond	Wichita and beyond				
12	Newkirk	Wichita and beyond	Oklahoma City and beyond	27	Seranton	Chicago	Kansas City and beyond
15	Marceline	Tulsa, Wichita and beyond	Chicago				
16	Marceline La Plata }		Wichita and beyond	123—124	Between Kansas City and Newton	Beyond Newton	Beyond Newton
17—18	Joliet	Scheduled stops in Arizona and California	Scheduled stops in Arizona and California				
	Chillicothe Galesburg	Scheduled stops in California	Scheduled stops in California	211—212	Collinsville	Kansas City and beyond	Kansas City and beyond

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



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.)

