

G. E. BECKER, Trainmaster.....Emporia, Kansas.  
M. E. SHEWMAKE, Trainmaster.....Emporia, Kansas.  
W. S. DICKENSHEETS, Chief Dispatcher.....Emporia, Kansas.  
L. A. ORMSBY, Asst. Chief Dispatcher.....Emporia, Kansas.  
M. F. KENNEDY, Asst. Chief Dispatcher.....Emporia, Kansas.

**TRAIN DISPATCHERS—EMPORIA, KANSAS**

J. W. WELLS F. T. McCABE  
A. D. JONES D. E. BERGERHOUSE  
C. F. BEHMER C. W. McCOY  
F. B. HOSTETTER A. E. JUDD  
C. J. BARRACLOUGH D. L. SEXTON  
W. K. GAGE A. E. BACON, JR.  
J. F. PURCELL

H. C. WHITTAKER, Asst. Superintendent.....Argentine, Kans.  
W. A. GOSSETT, Passenger Trainmaster.....Kansas City, Mo.  
V. K. WOODSIDE, Asst. Passenger Trainmaster.....Kansas City, Mo.  
H. E. HODGINS, Trainmaster.....Argentine, Kans.  
W. C. PARKS, Trainmaster.....Argentine, Kans.  
H. E. PHILLIPS, Asst. Trainmaster.....Argentine, Kans.  
J. V. NEELY, Asst. Trainmaster.....Argentine, Kans.

**AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY**

OVERSPEED Couplings are **DAMAGING** - Here's what happens:

4 miles per hour <input type="checkbox"/>	<b>SAFE COUPLING SPEED</b>
5 miles per hour <input type="checkbox"/>	Damage Begins
6 miles per hour <input type="checkbox"/>	2½ times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH

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

**HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.**

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

**SPEED TABLE.**

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

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

# The Atchison, Topeka and Santa Fe Railway Co.

**EASTERN LINES  
Western District**

**EASTERN DIVISION**

## TIME TABLE NO.

# 98

**IN EFFECT**

**Sunday, November 25, 1956**

**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.**

**J. E. LESTER,  
Asst. General Manager,  
Topeka, Kansas.**

**J. B. NOE,  
Asst. General Manager,  
Topeka, Kansas.**

**J. H. BLAKE,  
Superintendent,  
Emporia, Kansas.**

**E. R. ROBERTSON,  
Superintendent,  
Argentine, Kansas.**

**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
1-2	Streator Chillicothe Galesburg La Plata Marceline Carrollton	Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen and Scheduled stops Williams and beyond	Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen and Scheduled stops Williams and beyond	17-18	Joliet	Scheduled stops in Arizona and California	Scheduled stops in Arizona and California
					Streator Chillicothe Galesburg	Scheduled stops in California	Scheduled stops in California
6	Newton to Kansas City		Wichita and beyond	19-20	Streator Chillicothe Galesburg La Plata Emporia	St. John Garden City Lamar La Junta and North, and Scheduled stops beyond La Junta	St. John Garden City Lamar La Junta and North, and Scheduled stops beyond La Junta.
9	In Illinois	Kansas City and beyond		21-22	Streator Chillicothe	Scheduled stops in California	Scheduled stops Albuquerque and beyond
	Verona Dallas City		Chicago and beyond		Galesburg	Lamy and Scheduled stops in California	Lamy and Scheduled stops Albuquerque and beyond
10	East of Kansas City		Beyond Kansas City	23-24	Between Kan- sas City and Wellington	Beyond Wellington	Beyond Wellington
	Ransom Kinsman Verona Mazon Toluca Dallas City	Chicago and beyond		123	In Illinois	Stations in Illinois and beyond Newton	Stations in Illinois
11	Carrollton	Tulsa			Ft. Madison to Kansas City	Beyond Newton	
	East of Kansas City	Dodge City to Halstead inclusive		124	Newton to Kansas City		Beyond La Junta
	Newkirk	Oklahoma City and beyond	Wichita and beyond		Kansas City to Chicago		Beyond Newton
12	Newkirk	Wichita and beyond	Oklahoma City and beyond		Carrollton Henrietta	Chicago and beyond	
	East of Kansas City		Dodge City to Halstead inclusive	211	Collinsville		Kansas City and beyond
15	Marceline	Tulsa, Wichita and beyond	Chicago and beyond		Olathe	Cherryvale and beyond	Chicago and beyond
	Newkirk	Oklahoma City and beyond	Wichita and beyond	212	Olathe	Chicago and beyond	Cherryvale and beyond
16	Marceline		Wichita 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.**

**FIRST DISTRICT.**

**EASTERN DIVISION. 3**

Siding Capacity 30 ft. Per Car.	WESTWARD.				Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 98, November 25, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD.				
	First Class.										First Class.				
	1	123	11	5							2	124	24	12	6
	San Francisco Chief.	The Grand Canyon.	The Kansas Cityan.	Passenger.							San Francisco Chief.	The Grand Canyon.	The Grand Canyon.	The Chicagoan.	Passenger.
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.							Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
	PM 11.50	PM 9.46	PM 5.45	AM 8.47							AM 3.40	AM 5.29	AM 8.15	AM 11.44	PM 8.31
43	11.54	9.51	5.50	8.51		6.4									
41	11.56 AM	9.53	5.52	8.53		0		3.7			3.34	5.24	8.08	11.38	8.28
107	12.01	9.57	5.56	8.57		0		5.9			3.32	5.21	8.04	11.36	8.25
49	12.08	10.04	6.03	9.04		0		11.1	C		3.28	5.17	7.57	11.32	8.20
50	12.11	10.07	6.06	9.07		10.6		19.1	C		3.21	5.10	7.45	11.25	8.10
28	12.15	10.15	6.10	9.15	Y	9.2		23.2			3.16	5.05	7.35	11.20	8.05
50	12.21	10.22	6.17	9.21		10.6		26.5	C	s	3.10	5.00	7.30	11.15	8.00
50	12.27	10.28	6.23	9.26		0		31.6			3.05	4.50	7.15	11.10	7.51
65	12.30	10.32	6.26	9.29		0		37.4			3.00	4.44	7.09	11.05	7.46
50	12.33	10.36	6.29	9.32		5.5		40.9			2.57	4.41	7.03	11.02	7.43
82	12.36	10.39	6.32	9.35		10.6		45.0			2.54	4.38	6.58	10.59	7.39
41	12.45	11.00	6.40	9.50	FWT	7.0		48.2			2.51	4.35	6.53	10.56	7.35
62	12.53	11.10	6.48	9.57		26.4		52.6	C	s	2.45	4.30	6.45	10.50	7.30
81	12.58	11.15	6.53	10.02		40.9		50.6	C	s	2.45	4.30	6.40	10.50	7.30
44	1.03	11.23	6.58	10.08		52.8		57.3	C		2.32	4.17	6.31	10.41	7.03
60	1.06	11.27	7.01	10.11		52.8		62.7	C		2.26	4.11	6.22	10.35	6.53
68	1.10	11.33	7.06	10.19	Y	45.0		67.8	C		2.19	4.04	6.12	10.29	6.43
100	1.17	11.43	7.15	10.29		52.8		71.6	C		2.16	4.00	6.05	10.25	6.38
75	1.22	11.50	7.20	10.35		35.7		76.9	C		2.11	3.54	5.55	10.19	6.32
80	1.27	11.57 AM	7.25	10.41		10.8		84.8							
49	1.34	12.06	7.32	10.49		52.8		85.1	C		2.03	3.46	5.42	10.11	6.21
	1.40	12.15	7.39	10.56	Y	5.8		90.4	B		1.58	3.40	5.30	10.06	6.15
	1.55 AM	12.30 AM	7.45 PM	11.15 AM	FWT	5.8		96.5	C		1.53	3.34	5.21	10.01	6.09
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				104.8	B		1.46	3.26	5.10	9.54	6.00
	55.8	41.2	57.0	46.2				111.0			1.40	3.20	4.59	9.48	5.54
								112.1	C		1.35 AM	3.15 AM	4.55 AM	9.45 AM	5.50 PM
											Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
											54.8	51.0	35.1	57.4	42.4

AUTOMATIC BLOCK SYSTEM  
AUTOMATIC TRAIN STOP

(114.0)  
Average speed per hour

**SIGNAL SYSTEM TWO IN EFFECT:**

Holliday to Emporia.

**RULE 251 IN EFFECT:**

Constitution Street (MP 111.9) Emporia to Emporia.

**RULE 261 IN EFFECT:**

N.R. Jct. to Constitution Street (MP 111.9) Emporia on main tracks.

Wilder to Holliday, eastward trains from Leavenworth Dist. only.

Rule 273 indication on home signal at Wilder authorizes movement to First District as an eastward extra train.

Between N.R. Jct. and Constitution Street (MP 111.9) Emporia the north track is designated Main Track No. 1 and the first and second tracks south thereof are designated Main Tracks Nos. 2 and 3 respectively. On Main Track No. 1 the current of traffic is westward and on Main Track No. 2 the current of traffic is eastward.

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

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

WESTWARD.													TIME TABLE No. 98, November 25, 1956.	Ruling Grade Ascending.	Mile Post.	Fuel, Water, Turn Tables and Wyes.
First Class.																
1	123	23	11	211	19	3	7	5	17	47	15	21				
San Francisco Chief.	The Grand Canyon.	The Grand Canyon.	The Kansas Cityan.	The Tulsan.	The Chief.	Passenger.	Fast Mail Express.	Passenger.	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 11.35	PM 9.30	PM 9.15	PM 5.30	PM 5.25	PM 4.35	AM 10.00	AM 9.00	AM 8.30	AM 2.45	AM 2.00	AM 1.50	AM 1.15				
11.39	9.34	9.19	5.34	5.29	4.39	10.04	9.04	8.35	2.49	2.05	1.54	1.19				
11.44	9.40	9.25	5.39	5.35	4.45	10.10	9.10	8.41	2.55	2.13	2.00	1.25				
11.50 PM	9.46 PM	9.31	5.45 PM	5.41	4.51	10.16	9.16	8.47 AM	3.01	2.19	2.06	1.31				
Via First District.	Via First District.	9.45	Via First District.	5.55	5.05	10.30	9.30		3.15	2.40	2.20	1.45				
								Via First District.								
		9.59		6.08	5.18	10.45	9.44		3.28	2.57	2.33	1.58				
										3.04						
		10.07		6.17	5.26	10.54	9.52		3.36	3.08	2.41	2.06				
		10.14		6.25 PM	5.35	11.00	9.59		3.43	3.20 AM	2.48	2.13				
		10.24		5.46	11.12	10.09			3.52		2.57	2.22				
					11.17											
		10.34		5.57	11.27	10.19			4.02	Via Third District.	3.08	2.32				
		10.48		6.08	11.40	10.33			4.13		3.19	2.43				
		11.03			6.25	11.59 PM	10.54		4.30		3.36	3.00				
		11.15 PM			6.30 PM	12.15 PM	11.00 AM		4.35 AM		3.45 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.				
52.4	49.1	56.0	52.4	56.9	58.6	49.8	56.0	46.2	61.3	44.2	58.6	61.2				

KANSAS CITY.		KCT Rr.	Ruling Grade Ascending.	Mile Post.	Fuel, Water, Turn Tables and Wyes.
Union Station.					
1.4		0			
K.C.T. TOWER 3. YL	2.2	0		1.7	Y
A. Y. TOWER. YL	0.7	18.8		3.9	
KANSAS CITY, KS. (Argentine.) YL	2.5	10.4		4.6	FW TY
TURNER. YL	3.2			7.1	
MORRIS.	3.1			10.3	
HOLLIDAY.	2.8			13.4	
ZARAH.	2.9			16.2	
CRAIG.	6.8			19.1	
OLATHE. YL	5.1			25.9	
CLARE.	3.6			31.0	
GARDNER	5.2			34.6	Y
EDGERTON.	5.7			39.8	
WELLSVILLE.	4.4			45.5	
LE LOUP.	7.3			49.9	
OTTAWA JCT.	2.7			57.2	Y
HU.	7.6			59.9	
Mo. Pac. Crossing.	4.3			67.5	
POMONA.	7.8			71.8	
QUENEMO.	8.0			79.6	
MELVERN.	6.2			87.6	
RIDGETON.	7.8			93.8	
LEBO.	5.5			101.6	
NEOSHORAPIDS.	4.2			107.1	
WIGGAM.	1.1			111.8	Y
M.K.T. Crossing.				112.1	FW T
N.R. JCT. YL					
EMPORIA. YL					

(112.1)  
Average speed per hour.

SIGNAL SYSTEM TWO IN EFFECT:  
K.C.T. Tower 3 to Emporia.

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

RULE 261 IN EFFECT:  
K.C.T. Tower 3 to Olathe on main tracks.  
Wiggam to Constitution Street (MP 111.9) Emporia on main tracks.

Trains must secure numbered clearance card before leaving originating stations.

Trains must keep to the left between Jct. at MP 14.4 and Wiggam, unless otherwise provided.

Between Turner and MP 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 Nos. 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 Nos. 1 and 3 the current of traffic is westward and on Main Track No. 2 the current of traffic is eastward.

Between Wiggam and Constitution Street (MP 111.9) Emporia the north track is designated Main Track No. 1 and the first and second tracks south thereof are designated Main Tracks Nos. 2 and 3 respectively. On Main Track No. 1 the current of traffic is westward and on Main Track No. 2 the current of traffic is eastward.

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

**SECOND DISTRICT.**

**EASTERN DIVISION. 5**

Siding Capacity 50 ft. Per Car.	Communications.	Ruling Grade Ascending.	TIME TABLE No. 98, November 25, 1956.	EASTWARD.												
				First Class.												
				2	18	124	20	24	212	12	4	8	6	48	22	16
				San Francisco Chief.	Super Chief.	The Grand Canyon.	The Chief.	The Grand Canyon.	The Tulsan.	The Chicagoan.	Passenger.	Fast Mail Express.	Passenger.	Oil Flyer.	El Capitan.	Texas Chief.
			<b>STATIONS.</b>	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.
			<b>KANSAS CITY Union Station.</b>	AM 4.10	AM 4.35	AM 6.00	AM 7.05	AM 9.00	PM 12.01	PM 12.05	PM 3.00	PM 7.05	PM 9.00	PM 10.45	PM 11.05	AM 12.50
			1.4 K.C.T. TOWER 3. YL	3.52	4.25	5.43	6.55	8.45	11.53	11.56	2.44	6.41	8.43	10.30	10.55	12.41
			2.2 A. Y. TOWER. YL													
			0.7 KANSAS CITY, KS. (Argentine.) YL					s 8.35						s 10.25		
			2.5 TURNER. YL	3.47	4.19	5.37	6.49	s 8.29	11.48	11.51	2.37	6.35	8.37	10.17	10.49	12.35
			3.2 MORRIS.					s 8.22								
			3.1 HOLLIDAY.	3.40	4.13	5.29	6.43	8.15	11.42	11.44	2.30	6.29	8.31	10.11	10.43	12.29
			2.8 ZARAH.	AM		AM		AM	AM							
			2.9 CRAIG.													
			6.8													
E186 W140			21.1 OLATHE. YL		3.59		6.29		11.28		2.14	6.15		s 9.56	10.29	12.15
			5.1 CLARE.	Via First District.		Via First District.		Via First District.		Via First District.			Via First District.			
E60			18.7 GARDNER.								s 2.02			9.40		
			3.5													
E186 W107			21.1 EDGERTON.		3.45		6.15		11.14		s 1.57	5.58		f 9.31	10.15	12.03
			5.7 WELLSVILLE.								s 1.49			s 9.23		AM
			4.4 LE LOUP.											f 9.17		
			7.3													
E120 W120			17.2 OTTAWA JCT.		3.30		6.00		10.58		s 1.34	s 5.40		s 9.08	10.00	11.48
			2.7 HU.											PM		
E267			15.8 Mo. Pac. Crossing.													
			7.6 POMONA.								s 1.22					
			4.3 QUENEMO.								f 1.15					
W116			9.8													
E111 EW60			11.1 MELVERN.		3.12		5.42		Via Third District		s 1.07	5.22		Via Third District.	9.42	11.32
			6.6 OLIVET.								s 12.56					
			1.4 RIDGETON.													
E140			21.1 LEBO.		2.59		5.29				s 12.42	5.09			9.29	11.19
E101 W117			21.1 NEOSHO RAPIDS.													
			7.8 WIGGAM.													
			5.5													
			4.2 M.K.T. Crossing.													
			15.8 N.R. JCT. YL		2.44		5.14				12.25	4.54			9.14	11.04
			1.1		2.40		5.10				12.20	4.50			9.10	11.00
			0 EMPORIA. YL		AM		AM				PM	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.
			Average speed per hour.	26.2	58.5	25.4	58.5	17.5	54.5	37.5	42.0	49.8	27.7	35.4	58.5	61.2

**SIGNAL SYSTEM TWO IN EFFECT:**

Emporia to K.C.T. Tower 3.

**RULE 251 IN EFFECT:**

Emporia to Constitution Street (MP 111.9) Emporia.  
Wiggam to Olathe.

**RULE 261 IN EFFECT:**

Constitution Street (MP 111.9) Emporia to Wiggam on main tracks.

Olathe to K.C.T. Tower 3 on main tracks.

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

Trains must keep to the left between Wiggam and Jct. at MP 14.4, unless otherwise provided.

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

Between Constitution Street (MP 111.9) Emporia and Wiggam the north track is designated Main Track No. 1 and the first and second tracks south thereof are designated Main Tracks Nos. 2 and 3 respectively. On Main Track No. 1 the current of traffic is westward and on Main Track No. 2 the current of traffic is eastward.

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

**6 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 card 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. 98, November 25, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class.	
	211	47							212	48
	The Tulsan.	Oil Flyer.							The Tulsan.	Oil Flyer.
	Leave Daily.	Leave Daily.			<b>STATIONS.</b>				Arrive Daily.	Arrive Daily.
	PM 6.25	AM 3.20	Y	0	OTTAWA JCT. YL 0.9	34.4	57.2	C	AM 10.58	PM 9.08
	s 6.30	s 3.35	F	17.5	OTTAWA. YL 0.3	0	58.1	C	s 10.55	s 9.05
				37.0	Mo. Pac. Crossing. 8.8	35.6	58.4			
70	6.34	3.43		26.8	B.N. JCT. 5.0	16.6	62.2	B	10.46	8.39
57	6.39	s 3.48		29.8	PRINCETON. 6.1	24.1	67.2	C	10.42	s 8.31
68	6.46	s 3.53		42.2	RICHMOND. 9.4	37.0	73.8	C	10.37	s 8.23
				0	Mo. Pac. Crossing. 0.1	29.9	82.7			
48	s 7.00	s 4.18		37.0	GARNETT. YL 8.2	37.0	82.8	C	s 10.25	s 8.12
71	7.07	s 4.28		37.0	WELDA. 8.1	33.4	91.0	C	10.16	s 8.04
97	7.14	s 4.40		0	COLONY. 5.4	37.0	99.1	C	10.09	s 7.56
	7.19	f 4.46		20.2	CARLYLE. 4.9	37.0	104.5	B	10.04	s 7.49
				0	Mo. Pac. Crossing. 0.3	11.5	109.4			
92	s 7.24	s 5.03		37.0	IOLA. YL 7.7	37.0	109.7	C	s 10.00	s 7.44
82	7.30 <sup>48</sup>	s 5.20		37.0	HUMBOLDT. YL 8.3	37.0	117.4	C	9.53	s 7.30 <sup>211</sup>
				37.0	M.K.T. Crossing. 0.8	0	125.7			
	s 7.45 PM	s 5.45 AM	FW TY		CHANUTE. YL		126.5	C	9.45 AM	7.15 PM
	Arrive Daily.	Arrive Daily.			(69.3)				Leave Daily.	Leave Daily.
	52.0	80.7			Average speed per hour.				55.4	44.7

**LAWRENCE DISTRICT.**

Trains must secure numbered clearance card before leaving originating stations.

No switch lights on Lawrence District.

WEST- WARD.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 98, November 25, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST- WARD.
			<b>STATIONS.</b>				
	Y	42.9	LAWRENCE. YL 9.7	57.9		C	
		85.5	VINLAND. 5.7	50.4	9.7		
		65.0	BALDWIN. 10.7	64.7	15.4	C	
	Y		OTTAWA JCT. YL		26.2	C	
			(26.1)				
			Average speed per hour.				

**ATCHISON DISTRICT.**

Siding Capacity 50 ft. Per Car.	WEST- WARD.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Mile Post.	Communications.	EAST- WARD.
	First Class.			No. 98,						First Class.
	55			November 25, 1956.						56
	Motor.								Motor.	
	Leave Daily Ex. Sun.								Arrive Daily Ex. Sun.	
				STATIONS.						
		Y	0	ST. JOSEPH U.S. YL 0.3	St. Joseph Iron Co.	0	484.2	0		
		FWT	0	TERMINAL YARD. 0.3		0	484.5	0		
			0	M.K. JCT. 0.1		0	485.0			
			12.4	TERMINAL JCT. 19.5	C.R.I.&P. Co.	17.4	485.1			
	PM		17.8	WINTHROP. 0.4		0	504.6		PM	
	4.00			C.B.&Q. Crossing.						
			34.3	ATCHISON U.S. YL Mo. Pac. Crossing.		0	505.0	0	1.00	
	s 4.05	FT	25.6	ATCHISON F. S. YL 0.5		0	0.5	0	12.50	
			58.6	Mo. Pac. Crossing. 5.3		0	1.1			
	f 4.15		0	PARNELL. 2.3		50.9	6.4		12.40	
17	f 4.18	Y	24.8	HAWTHORNE. 2.0		0	8.7		12.36	
	f 4.22		68.9	CUMMINGS. 6.1		0	10.7		12.32	
15	s 4.35		0	NORTONVILLE. 9.2		64.3	16.8	0	12.23	
84	s 4.50		69.9	VALLEY FALLS. 8.9		64.0	26.0	0	12.05 PM	
	f 5.05		62.4	ROCK CREEK. 4.5		68.4	34.9		11.53	
	s 5.15		68.4	MERIDEN. 10.1		59.8	39.4	0	11.45	
4		Y	88.4	U.P. Crossing. YL 1.1		0	49.5			
	s 5.40 PM	FWT		TOPEKA. YL		0	50.6	0	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:**

Atchison Br. Co., Inc. Bridge, Winthrop to Atchison U.S.  
Topeka - U.P. Interlocking.

Trains must secure numbered clearance card 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, Operating Rules.

Over Atchison Br. Co., 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.

**LEAVENWORTH DISTRICT.**

Siding Capacity 50 ft. Per Car.	WEST- WARD.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Mile Post.	Communications.	EAST- WARD.
	Second Class.			No. 98,						Second Class.
	83			November 25, 1956.						84
	Mixed.								Mixed.	
	Leave Daily Ex. Sun.								Arrive Daily Ex. Sun.	
				STATIONS.						
	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		0	1.5	0	1.40	
	f 8.45		30.1	STONE. 5.0		0	7.5		12.55	
	f 9.00		33.2	EAST FAIRMOUNT. 4.4		52.8	11.9		12.45	
	s 9.30		0	LANSING. 4.9		55.4	16.8	C	12.35	
	s 9.40		31.7	WADSWORTH. 1.7		10.6	18.5	0	12.25	
			52.8	C.B. & Q. Crossing. 1.3		52.8	20.7			
			0	LEAVENWORTH. YL		66.0	22.0	C	12.10 PM	
	s 10.10 AM	T	66.0	LOWERMONT. 11.0		66.0	33.0			
			10.9	POTTER. 6.4		66.0	39.4			
			66.0	HAWTHORNE. 5.9		68.4	45.8			
	Arrive Daily Ex. Sun.	Y		(45.3)					Leave Daily Ex. Sun.	
	11.5			Average speed per hour.					11.7	

**SIGNAL SYSTEM TWO IN EFFECT:**

Bonner Springs Interlocking.  
Trains must secure numbered clearance card 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.**

Siding Capacity 50 ft. Per Car.	WEST- WARD.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Mile Post.	Communications.	EAST- WARD.
	Second Class.			No. 98,						Second Class.
	51			November 25, 1956.						52
	Mixed.								Mixed.	
	Leave Mon., Wed., Fri.								Arrive Mon., Wed., Fri.	
				STATIONS.						
	AM 11.00	Y	58.1	BURLINGAME. YL 8.4		52.8		C	PM 3.20	
	s 11.20		52.8	HARVEYVILLE. 5.0		0	8.4	0	3.00	
	f 12.01		58.1	BRADFORD. 4.6		0	13.4		12.55	
	s 12.30		58.1	ESKRIDGE. 7.5		70.0	18.0	0	2.30	
	f 1.10 PM	Y	52.8	HESSDALE. 6.7		70.2	25.5		2.05	
	Arrive Mon., Wed., Fri.		50.7	ALLENBORPH. 1.6		40.6	32.2		1.45 PM	
				ALMA.			33.8	C		
				(33.8)					Leave Mon., Wed., Fri.	
	15.6			Average speed per hour.					21.3	

Trains must secure numbered clearance card before leaving originating stations.  
No. 51 is superior to No. 52.  
No switch lights on Alma District.

**8 EASTERN DIVISION.**

**BURLINGTON DISTRICT.**

WEST-WARD. Second Class. <b>79</b>	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 98, November 25, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST-WARD. Second Class. <b>80</b>
Mixed.							Mixed.
Leave Mon., Wed., Fri.			<b>STATIONS.</b>				Arrive Mon., Wed., Fri.
AM 9.50		87.1	B.N. JCT. 7.0	39.6		B s	PM 4.10
f 10.10		91.2	HOMESWOOD. 2.7	0	7.0	f	3.50
f		83.8	RANSOMVILLE. 2.9	54.4	9.7	f	
s 10.30		126.0	WILLIAMSBURG. 2.8	146.9	12.6	C s	3.35
f		80.9	SILKVILLE. 3.4	99.8	15.4	f	
f 10.45		83.4	AGRICOLA. 4.0	102.1	18.8	f	3.15
s 11.01		105.8	WAVERLY. 5.4	45.8	22.8	C s	3.00
s 11.15		42.8	HALL'S SUMMIT. 5.1	83.0	28.2	s	2.40
s 11.30		92.2	SHARPE. 8.3	5.0	33.8	s	2.25
PM 12.15		0	BURLINGTON. 0.2	0	41.6	C s	2.00
		54.4	M.K.T. Crossing. 5.1	61.0	41.8		
f		57.1	VIVA. 5.1	56.7	46.9	f	
s 12.45	Y		GRIDLEY. YL		52.0	C	1.25 PM
Arrive Mon., Wed., Fri.			(52.0)				Leave Mon., Wed., Fri.
17.8			Average speed per hour.				18.9

Trains must secure numbered clearance card before leaving originating stations.

No. 79 is superior to No. 80.

No switch lights on Burlington District.

**VIRGIL DISTRICT.**

WEST-WARD.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 98, November 25, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST-WARD.
			<b>STATIONS.</b>				
		10.6	VIRGIL 5.4	0	30.6	C	
		83.4	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 card before leaving originating stations.

No switch lights on Virgil District.

**GIRARD DISTRICT.**

WEST-WARD. Second Class. <b>77</b>	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 98, November 25, 1956.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST-WARD. Second Class. <b>78</b>
Mixed.							Mixed.
Leave Daily. Ex. Sun.			<b>STATIONS.</b>				Arrive Daily. Ex. Sun.
AM 2.15	TY	0	A. U. JCT. YL 1.9	31.4			AM 9.40
		0	M.K.T. Crossing. 4.1	0	1.9		
f 2.30		81.7	ROLLIN. 4.0	0	6.0	f	9.25
f 2.40		0	SHAW. 4.4	29.0	10.0	f	9.15
f 2.55		20.6	ERIE. 0.5	0	14.4	C f	9.05
		44.4	M.K.T. Crossing. 9.9	42.2	14.9		
f 3.25		52.8	WALNUT. M.K.T. Crossing. 7.1	42.2	24.8	C f	8.35
f 3.40		51.3	BRAZILTON. 7.6	43.8	31.9	f	8.20
		0	S.L.-S.F. Crossing. 0.2	0	39.5		
f 4.00		48.0	GIRARD. 9.4	42.2	39.7	C f	8.05
s 4.30	FY	0	FRONTENAC. YL 3.0	37.0	49.1	C s	7.45
		0	K.C.S. Crossing. 0.1	0	52.1		
		0	Mo. Pac. Crossing. 0.5	31.7	52.2		
		0	K.C.S. Cr'g.-S.L.-S.F. Cr'g. 0.2	0	52.7		
		0	S.L.-S.F. Crossing. 0.1	0	52.9		
s 4.45	AM		PITTSBURG. YL		53.0	C	7.30 AM
			PITTSBURG. K.C.S. 24.8				
			JOPLIN. } K.C.S. Ry.				
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. Semi-Automatic Interlocking.
- Walnut-M.K.T. Interlocking.
- Girard-S.L.-S.F. Interlocking.

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

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

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.





Rule 104(A) of the Rules, Operating Department, revised 1953.

104(A). At meeting or passing points, the employe attending the switch must not unlock derail or main track switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed.

When complying with Rule S-89(A), after lining and locking switch, he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until opposing train enters siding.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

Rule 16 of the Rules, Operating Department, revised 1953, is amended as follows:

(e): Canceled.

(l): \_\_\_\_\_ When standing — apply or release air brakes.

(m): \_\_\_\_\_ When running — brakes sticking; look back for hand signals.

NOTE:—Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

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 (Bowl 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.

3. . . . .

4. JUNCTION SWITCHES. (Rule 98).

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

4. JUNCTION SWITCHES. (Rule 98).—(Cont'd).

LOCATION	NORMAL POSITION
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 Atchison Br. Co., 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 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, and between Wiggam and Constitution Street (MP 111.9) Emporia, if a train or engine is stopped by a stop signal (Rule 292) it must not proceed without permission from interlocking station. 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 and between Wiggam and Constitution Street (MP 111.9) Emporia, at switches where there is no head out signal, obtain permission from interlocking station 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. . . . .

11. RAILROAD CROSSINGS AT GRADE.

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

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

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.

**SPECIAL RULES.**

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

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.

TOPEKA—U.P. Interlocking 1.1 mile east of station. 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. Semi-Automatic 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 east 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... K.C.T. Tower 3 to Olathe (Except Main Track No. 4)	20	10
Between Holliday and Turner, Main Track No. 4.. Olathe to Emporia (Except Main Track No. 3)...	79	60
Between Wiggam and N.R. Jct., Main Track No. 3.	45	45
THIRD DISTRICT	90	60
ATCHISON DISTRICT	79	60
LAWRENCE DISTRICT	45	35
LEAVENWORTH DISTRICT	35	30
ALMA DISTRICT	30	30
BURLINGTON DISTRICT	30	25
FREDONIA DISTRICT	30	25
VIRGIL DISTRICT	40	30
GIRARD DISTRICT	40	30
HOWARD DISTRICT	40	35
FIRST DISTRICT.	35	35
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	.....

**EASTERN DIVISION. 11**

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT—(Cont'd).		
4 Curves, M.P. 18.3 to 19.5	60	55
Curve, M.P. 23.4 to 23.6	55	50
Curve, M.P. 24.6 to 24.8	70	.....
2 Curves, M.P. 25.2 to 25.9	55	50
6 Curves, M.P. 26.2 to 27.4	30	25
2 Curves, M.P. 28.7 to 30.3	70	.....
2 Curves, M.P. 34.3 to 34.7	65	.....
2 Curves, M.P. 34.8 to 35.2	55	55
2 Curves, M.P. 36.9 to 37.3	60	.....
2 Curves, M.P. 37.4 to 37.8 (Lecompton)	65	.....
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
2 Curves, M.P. 107.3 to 108.1	55	55
Curve, M.P. 110.0 to 110.3	55	55
Curve, M.P. 110.8 to 111.0	30	30
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
Curve, M.P. 6.7 to 6.8	65	45
M.P. 13.4 to 14.4, Track No. 3	40	40
M.P. 25.3 to 26.5 (Olathe)	40	30
Curve, M.P. 26.7 to 27.2	65	50
Curve, M.P. 28.1 to 28.9	75	.....
Curve, M.P. 29.4 to 29.6	80	.....
Curve, M.P. 30.4 to 30.8	65	55
Curve, M.P. 31.0 to 31.4 (Clare)	70	.....
2 Curves, M.P. 34.5 to 35.1, Westward Track (Gardner)	50	50
Curve, M.P. 38.5 to 39.1, Westward Track	65	50
Curve, M.P. 39.8 to 39.5, Eastward Track	75	.....



## 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 (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines, Classes			
450 - 451.....	2	5	5
11 - 50 - 80 - 600			
2099 - 2100.....	3	5	5
51 - 90 - 650 - 2300 -			
2301 - 2310 - 2600 - 3000.....	4	5	5
460 - 2400.....	4½	5	5
16 - 37 - 99 - 100 - 200 - 281 - 300 -			
325 - 500 - 501 - 503 - 541 - 625 -			
700 - 1500 - 2201 - 2207 - 2260 -			
2303 - 2322 - 2394 - 2403 -			
2418 - 2650.....	5	5	5
Diesel-Electric and Gas Electric Motor Cars.....	3	5	5
Passenger Cars			
Roller Bearings.....	8	5	0
Friction Bearings.....	12	5	0

### 16. 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	I	East end siding	15
	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
Burlingame	S	East end siding	15
	S	West end siding	30
Osage City	S	Both ends siding	30
Barclay	S	Both ends siding	30
Reading	S	Both ends siding	30
Lang	S	Both ends siding	30
N.R. Jct.	I	Turnout First Dist.	30

## EASTERN DIVISION. 13

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

STATION	TYPE	LOCATION	MPH
SECOND DISTRICT			
K.C.T. Tower 3	I	Second crossover west of Tower 3	30
	I	Crossover east of 12th St.	15
A.Y. Tower	I	Crossover east of Tower	40
Argentine	I	Crossover east of 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 station	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	West end westward siding	15
	I	Crossovers	15
HU	I	West end siding	40
	I	Crossover west of Tower	30
Quenemo	I	East end siding	30
	S	West end siding	30
Melvern	I	West end eastward siding	15
	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	Turnout Main Track No. 3	40
	I	Crossovers	40
N.R. Jct.	I	Crossovers	30
Emporia	S	Both ends crossover between Main Tracks Nos. 2 and 3 and Turnout from Main Track No. 3 to Track 11 near Merchant St.	15
	S	Turnout from Main Track No. 3 to Track 10 near Constitution St.	15
Merrick	I	Crossovers	30
THIRD DISTRICT			
Ottawa Jct.	I	Turnouts Third District	15
	I	Switch from eastward track to westward siding, Second Dist.	15
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
HOWARD DISTRICT.			
N.R. Jct.	I	Turnout Howard District	15

19. YARD LIMITS.

Lawrence.		
Topeka.		
Pauline.	N.R. Jct.	
Burlingame (Alma District only).	Garnett.	Gridley.
K.C.T. Tower 3.	Iola.	Fredonia.
Argentine.	Humboldt.	Longton.
Turner.	Chanute.	Frontenac.
Turner to Holliday (Track 4 only).	A.U. Jct.	Pittsburg.
Olathe.	Atchison.	Moline.
Ottawa.	St. Joseph.	Eureka.
Emporia.	Terminal Yard.	M. D. Jct.
Ottawa Jct. (Lawrence and Third Dists. Only)	Bonner Springs.	
	Leavenworth.	

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.
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.
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
<b>FIRST DISTRICT</b>	
.....	De Soto, Highway Viaduct, Ordnance Plant Track.
19.6	Wakarusa River.
26.9	Lawrence, Overhead Conveyor.
51.7	Topeka, Pedestrian Viaduct.
52.2	Topeka, Branner Street Viaduct.
52.4	Pedestrian Viaduct, Second Street, Topeka.
94.9	Marais des Cygnes River.
107.9	Neosho River.
<b>SECOND DISTRICT</b>	
34.4	Highway Viaduct.
45.1	Highway Viaduct.
57.0	Signal Bridge.
57.8	Highway Viaduct.
69.0	Marais des Cygnes River.
71.3	Marais des Cygnes River.
79.7	Highway Viaduct.
79.8	Highway Viaduct.
92.5	Highway Viaduct.
102.9	Neosho River.
<b>ATCHISON DISTRICT</b>	
0.2	Atchison, Highway Viaduct.
25.7	Delaware River.
48.9	Soldier Creek.
50.4	Topeka Pedestrian Viaduct.

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

Mile Post	Name
<b>LEAVENWORTH DISTRICT.</b>	
20.7	Highway Viaduct.
.....	Highway Viaduct, Grant Avenue over U.P. Spur to Ft. Leavenworth.
41.4	Stranger Creek.
<b>ALMA DISTRICT.</b>	
33.5	Mill Creek.
<b>BURLINGTON DISTRICT.</b>	
41.1	Neosho River.
<b>HOWARD DISTRICT.</b>	
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
<b>FIRST DISTRICT.</b>		
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
<b>SECOND DISTRICT.</b>		
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	34 cars
Gravel pit (spur) . . . . .	M.P. 14.5	43 cars
Spur . . . . .	M.P. 22.1	30 cars
Midcontinent Gr. Co. (spur) . . . . .	M.P. 44.7	12 cars
<b>THIRD DISTRICT.</b>		
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
<b>LEAVENWORTH DISTRICT.</b>		
Spur . . . . .	M.P. 43.1	4 cars
<b>ATCHISON DISTRICT.</b>		
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
<b>FREDONIA DISTRICT.</b>		
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.

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

#### LOCAL TIME INSPECTORS—EASTERN DIVISION

J. H. MACE CO. (R. H. Rains), Union Station. Kansas City, Mo.  
 E. C. GORDON, 5514 Johnson Drive..... Mission, Kans.  
 L. J. WITMER, 841 Minnesota Avenue..... Kansas City, Kans.  
 E. R. BLANSIT, 7128 Kaw Drive..... Muncie, Kans.  
 L. M. CONNOR, JR., 3120 Strong Ave..... Kansas City, Kans.  
 ROSS LENTZ, 1506 So. 21st..... Argentine.  
 R. L. METZ, 3221 Strong Ave..... Argentine.  
 L. G. FORT..... Emporia.  
 J. M. HUGHES..... Emporia.  
 D. H. ROSENBALM (Asst.)..... Emporia.  
 W. G. HARDEN..... St. Joseph.  
 C. W. RUNYAN..... Atchison.  
 NICK SCHELBAR..... Lawrence.  
 H. C. BURDICK..... Topeka.  
 H. E. CASSITY..... Topeka.  
 V. E. UNDERWOOD. Osage City.

A. G. MADTSON... Ottawa.  
 JACK WOOD . . . Chanute.  
 V. A. WOODRING. Chanute.  
 D. C. DODSON... Moline.  
 A. J. BENELLI... Pittsburg.

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

DR. GEORGE S. HOPKINS..... Chief Surgeon.  
 DR. O. L. HANSON..... Chief of Medical Service.

#### EYE, EAR, NOSE AND THROAT SPECIALISTS.

DR. KARL W. STOCK (Eye Only)..... Topeka.  
 DR. B. J. ASHLEY (Eye Only)..... Topeka.  
 DR. H. W. POWERS (E.N.T.)..... Topeka.  
 DR. H. L. KIRKPATRICK (E.N.T.)..... Topeka.  
 DR. RALPH R. PRESTON (E.N.T.)..... Topeka.  
 DR. JOHN N. CHERMAN..... Chanute.  
 DR. D. P. FRIMBLE..... Emporia.  
 DR. E. L. GANN..... Emporia.  
 DR. W. R. EUBANK (Eye Only)..... Kansas City, Mo.  
 DRs. ALTRINGER, BUNTING & KNIGHT (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.

## EASTERN DIVISION. 15

### LOCAL SURGEONS.

DR. GRAHAM OWENS..... Kansas City, Mo.  
 DR. ROBERT D. IRLAND (Office Calls Only).... Kansas City, Mo.  
 DR. E. G. KETTNER..... Kansas City, Mo.  
 DR. R. H. DUNHAM..... Kansas City, Mo.  
 DR. W. B. ALLEN..... Kansas City, Mo.  
 DR. K. L. SHIREMAN..... Kansas City, Mo.  
 DR. DONALD FERGUSON (Colored)..... Kansas City, Mo.  
 DR. WALTER R. PETERSON (Colored)..... Kansas City, Mo.  
 DR. P. R. CARPENTER..... Kansas City, Kans.  
 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. 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. W. D. HAWLEY..... Kansas City, Kans.  
 DR. W. L. GOOD..... Mission.  
 DR. G. E. MANAHAN..... Lawrence.  
 DR. F. G. SCHENCK..... Burlingame.  
 DR. O. C. FRITTS..... Osage City.  
 DR. NILES SPOUT..... Lyndon, Kans.  
 DR. F. A. ECKDALL..... Emporia.  
 DR. F. J. ECKDALL..... Emporia.  
 DR. A. W. CORBETT..... Emporia.  
 DR. CHARLES R. HOPPER..... Emporia.  
 DR. ARTHUR WHITAKER..... Atchison.  
 DR. W. A. MADISON..... Nortonville.  
 DR. J. K. GRIFFITH..... Valley Falls.  
 DR. C. W. WALKER..... Eskridge.  
 DR. J. H. RYAN..... St. Joseph, Mo.  
 DR. S. E. SENOR..... St. Joseph, Mo.  
 DR. G. R. COMBS..... Leavenworth.  
 DR. WILLIAM E. MCCANN..... Olathe.  
 DR. ADELBERT S. REECE..... Gardner.  
 DR. N. E. NAYLOR..... Wellsville.  
 DR. J. F. BARR..... Ottawa.  
 DR. JOHN CARTER..... Ottawa.  
 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. D. R. ABBUEHL..... Chanute.  
 DR. G. L. ASHLEY..... Chanute.  
 DR. GLEN ASHLEY..... Chanute.  
 DR. D. E. RAY..... 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. RAYMOND L. PENDLETON..... Baldwin.  
 DR. JOHN H. BASHAM..... Eureka.  
 DR. FRED LOSE..... Madison.  
 DR. G. R. LOCKETT..... Moline.  
 DR. H. W. BERTHELSEN..... Howard.  
 DR. E. C. BRYAN..... Erie.  
 DR. E. C. BRYAN..... Walnut.  
 DR. EARL C. LIGHTFOOT..... Girard.  
 DR. ROBERT FRIGGERI..... 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.



# 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.)

