

G. E. BECKER, Trainmaster.....Emporia, Kansas
 M. E. SHEWMAKE, Trainmaster.....Emporia, Kansas
 M. F. KENNEDY, Chief Dispatcher.....Emporia, Kansas
 L. A. ORMSBY, Asst. Chief Dispatcher.....Emporia, Kansas
 A. D. JONES, Asst. Chief Dispatcher.....Emporia, Kansas

TRAIN DISPATCHERS—EMPORIA, KANSAS

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

E. J. BRUCE, 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.
 J. V. NEELY, Asst. Trainmaster.....Argentine, Kans.
 R. E. DAVIS, 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"/>	SAFE COUPLING SPEED
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.

9

IN EFFECT

Sunday, December 6, 1959

At 12:01 A. M.

Central Standard Time

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

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

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

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

**W. R. HENRY,
 Superintendent,
 Emporia, Kansas**

**F. L. ELTERMAN,
 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	Tulsa Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen Williams and beyond	Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen Williams and beyond	18— (Cont'd)	Galesburg	Lamy and Scheduled stops in California	Lamy Albuquerque and beyond
				Hutchinson	Kansas City and beyond and South of Newton	Albuquerque and beyond	
				El Capitan	On days El Capitan is operated as a separate train, that train will make conditional stops shown for trains 17-18.		
2	Chillicothe	Kansas City and beyond	Kansas City and beyond	19	Carrollton	Tulsa	
					East of Kansas City	Dodge City to Halstead inclusive	
3	Between Kansas City and Wellington	Beyond Wellington		20	Emporia	St. John Garden City Lamar La Junta and beyond	
6	Newton to Kansas City		Wichita and beyond		St. John	Albuquerque and beyond	Emporia, Kansas City and beyond, and South of Newton
9	In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois	20	Stations in Illinois		Beyond Kansas City
11	Verona Dallas City		Chicago and beyond		Ransom Verona Mazon Toluca Dallas City La Plata	Chicago and beyond	
	Newkirk	Oklahoma City and beyond	Wichita and beyond	Marceline		St. John Garden City Lamar La Junta and beyond	
12	Newkirk	Wichita and beyond	Oklahoma City and beyond	20	La Plata		Kansas City and beyond
	East of Kansas City		Dodge City to Halstead inclusive		St. John	Emporia, Kansas City and beyond, and South of Newton	Albuquerque and beyond
15	Carrollton	Chicago and beyond	South of Ottawa and beyond Wichita	123	In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois
	Marceline	Wichita and beyond	Chicago and beyond		Newton to Dodge City	La Junta and beyond	Newton and beyond
16	Ottawa Jct.	Beyond Newton		124	Dodge City to Hutchinson	Newton and beyond	La Junta and beyond
	Newkirk	Oklahoma City and beyond	Wichita and beyond		Newton to Kansas City	Points between Newton and Kansas City and beyond	Points between Newton and Kansas City and beyond Newton
17	Marceline	La Plata and beyond	Kansas City and beyond	211	Collinsville		Kansas City and beyond
	Ottawa Jct.		Scheduled stops beyond Newton		Olathe	Cherryvale and beyond	Chicago and beyond
18	Streator Chillicothe	Scheduled stops in California	Albuquerque and beyond	212	Olathe	Chicago and beyond	Cherryvale and beyond
	Galesburg	Lamy and Scheduled stops in California	Lamy, Albuquerque and beyond				
	Hutchinson	Albuquerque and beyond	Kansas City and beyond and South of Newton				

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

FIRST DISTRICT

EASTERN DIVISION

3

Siding Capacity 50 ft. Per Car	WESTWARD First Class				Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 9 December 6, 1959	Ruling Grade Ascending	Mile Post	Communications	EASTWARD First Class			
	1	123	11	5							2	124	12	6
	San Francisco Chief	The Grand Canyon	The Kansas Cityan	The Ranger							San Francisco Chief	The Grand Canyon	The Chicagoan	The Ranger
	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	PM 11.05	PM 9.46	PM 5.20	AM 8.47			HOLLIDAY 3.8	0		C	AM 5.19	AM 5.29	AM 11.44	PM 8.50
43	11.09	9.51	5.24	8.51		6.4	WILDER 2.3	0	3.7		5.14	5.24	11.38	8.45
41	11.11	9.53	5.26	8.53		0	FRISBIE 5.1	8.9	5.9		5.12	5.22	11.36	8.42
107	11.16	9.57	5.31	8.57		10.6	DE SOTO 8.0	10.6	11.1	C	5.08	5.18	11.32	8.35
49	11.23	10.04	5.38	9.04		0	EUDORA 4.1	0	19.1	C	5.01	5.11	11.25	8.27
	11.26	10.07	5.41	9.07		9.2	NORIA 3.3	0	23.2		4.56	5.06	11.20	8.21
130	11.30	10.10	5.45	9.10	Y	10.6	LAWRENCE YL 5.1	10.6	26.5	C	4.50	5.00	11.15	8.15
50	11.36	10.22	5.51	9.21		0	LAKE VIEW 5.8	0	31.6		4.45	4.55	11.10	8.05
52	11.42	10.28	5.57	9.26		10.6	LECOMPTON 8.6	21.1	37.4	B	4.40	4.50	11.05	7.59
125	11.49	10.37	6.04	9.33		7.0	TECUMSEH 6.6	0	46.0	B	4.31	4.41	10.56	7.49
41	11.55 AM	10.50	6.15	9.45	T	26.4	A.T.&.S.F. Crossing TOPEKA YL 6.7	0	52.6 50.6	C	4.25	4.35	10.50	7.40
49	12.05	11.10	6.22	9.57		40.9	PAULINE YL 5.4	49.5	57.3	C	4.10	4.20	10.41	7.20
30	12.10	11.15	6.27	10.02		52.8	WAKARUSA 5.1	50.7	62.7	B	4.04	4.14	10.35	7.14
44	12.15	11.23	6.32	10.08		52.8	CARBONDALE 3.8	44.2	67.8	C	3.57	4.07	10.29	7.07
60	12.19	11.27	6.35	10.11		45.0	SCRANTON 5.3	52.8	71.6	C	3.53	4.03	10.25	7.03
68	12.24	11.33	6.40	10.19 ¹²	Y	52.8	BURLINGAME 7.9	51.6	76.9	C	3.47	3.57	10.19 ⁵	6.56
						10.8	Mo. Pac. Crossing 0.3	0	84.8					
100	12.32	11.43	6.45 ⁶	10.33		52.8	OSAGE CITY 5.3	42.1	85.1	C	3.39	3.49	10.11 ¹¹	6.45
73	12.38	11.50	6.53	10.41		35.7	BARCLAY 6.1	51.1	90.4	B	3.34	3.44	10.06	6.35
80	12.43 AM	11.57	6.58	10.49		52.8	READING 8.2	39.0	96.5	C	3.28	3.38	10.01	6.28
49	12.50	12.06	7.06	11.00		49.8	LANG 6.2	57.8	104.8	B	3.21	3.31	9.54	6.21
	12.57	12.15	7.13	11.10	Y	5.3	N.R. JCT. YL 1.1	15.8	111.0		3.14	3.24	9.48	6.14
	1.10 AM	12.30 AM	7.20 PM	11.25 AM	T		EMPORIA YL } 3 Tracks		112.1	C	3.10 AM	3.20 AM	9.45 AM	6.10 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(113.9)				Leave Daily	Leave Daily	Leave Daily	Leave Daily
	55.6	41.2	57.0	43.2			Average speed per hour				53.0	53.0	57.4	44.1

AUTOMATIC BLOCK SYSTEM
AUTOMATIC TRAIN STOP
TCS

SIGNAL SYSTEM TWO IN EFFECT:

- Holliday to Emporia.
- RULE 251 IN EFFECT:**
Constitution Street (MP 111.9) Emporia to Emporia.
- RULE 261 IN EFFECT:**
On main tracks N.R. Jct. to Constitution Street (MP 111.9) Emporia. Wilder to Holliday eastward trains from Leavenworth Dist. only.
- Rule 285 indication on home signal at Wilder authorizes movement to First District as an eastward extra.

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

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

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

4 EASTERN DIVISION

SECOND DISTRICT

WESTWARD											TIME TABLE			Rating Grade Ascending	Mile Post	Turn Tables and Ways
First Class											No. 9					
47	1	123	11	211	19	3	7	5	17	15	December 6, 1959					
Oil Flyer	San Francisco Chief	The Grand Canyon	The Kansas Cityan	The Tulsan	The Chief	Passenger	Fast Mail Express	The Ranger	Super Chief-El Capitan	Texas Chief	STATIONS					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	KANSAS CITY Union Station					
PM 11.59 AM 12.05	PM 10.50	PM 9.30	PM 5.05	PM 5.00	PM 4.55	AM 9.15	AM 9.00	AM 8.30	AM 2.05	AM 1.50	K.C.T. TOWER 3 YL 1.4					
											A. Y. TOWER YL 2.2					
											KANSAS CITY, KS. (Argentine) YL 0.7					
											TURNER YL 2.5					
											MORRIS 3.2					
											HOLIDAY 3.2					
											ZARAH 2.8					
											CRAIG 2.9					
											OLATHE 6.8					
											CLARE 5.1					
											GARDNER 3.6					
											EDGERTON 5.2					
											WELLSVILLE 5.7					
											LE LOUP 4.4					
											OTTAWA JCT. 7.3					
											Mo. Pac. Crossing 2.7					
											POMONA 7.6					
											QUENEMO 4.3					
											MELVERN 7.8					
											OLIVET 6.7					
											RIDGETON 1.4					
											LEBO 6.1					
											NEOSHO RAPIDS 7.9					
											WIGGAM 5.5					
											N.R. JCT. YL 4.2					
											EMPORIA YL 1.1					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(112.2)					
42.3	52.4	49.1	52.4	62.4	64.1	53.9	56.0	46.2	61.3	58.6	Average speed per hour					

SIGNAL SYSTEM TWO IN EFFECT:

K.C.T. Tower 3 to Emporia.

RULE 251 IN EFFECT:

Constitution Street (MP 111.9) Emporia to Emporia.

RULE 261 IN EFFECT:

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

On siding Ottawa Jct.

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

Between Turner and MP 14.4, south track is designated Main Track No. 1, and the two tracks north thereof are designated Main Tracks Nos. 2 and 3, respectively. Between Turner and Holliday, the third track north of Main Track No. 1 is designated Main Track No. 4 upon which trains have no time table superiority. Trains using Main Track No. 4 will retain their identity but must observe Rule 93.

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

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

SECOND DISTRICT

EASTERN DIVISION

Siding Capacity 50 ft. Per Car	Communications	Ruling Grade Ascending	TIME TABLE No. 9 December 6, 1959	EASTWARD											
				First Class											
				18	2	124	12	212	4	8	6	48	20	16	
				Super Chief-El Capitan	San Francisco Chief	The Grand Canyon	The Chicagoan	The Tulsa	Passenger	Fast Mail Express	The Ranger	Oil Flyer	The Chief	Texas Chief	
			STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
			KANSAS CITY Union Station	AM 5.35	AM 6.00	AM 6.05	PM 12.05	PM 12.10	PM 3.00	PM 6.35	PM 9.15	PM 10.00	PM 10.35	AM 12.50	
		47.8	1.4 K.C.T. TOWER 3 YL	5.25	5.33	5.43	11.55	11.58	2.44	6.11	9.02	9.43	10.20	12.41	
		24.2	2.2 A. Y. TOWER YL												
		0	0.7 KANSAS CITY, KS. (Argentine) YL						f 2.40		s 9.39				
		0	2.5 TURNER YL	5.19	5.27	5.37	11.51	11.53	f 2.37	6.05	8.56	9.35	10.14	12.35	
		9.7	3.2 MORRIS						f 2.33						
		7.8	3.1 HOLLIDAY	5.13	5.19 AM	5.29 AM	11.44 AM	11.47	f 2.30	5.59	8.50 PM	9.30	10.08	12.29	
		0	2.8 ZARAH												
		0	2.9 CRAIG												
		0	6.8												
W136 E140	C	21.1	5.1 OLATHE	4.59				11.33	s 2.14	5.45		s 9.20	9.54	12.15	
		18.7	3.6 CLARE		Via First District	Via First District	Via First District				Via First District				
		21.1	5.2 GARDNER						f 2.02			9.10			
W136	C	21.1	5.7 EDGERTON	4.45				11.19	f 1.57	5.28		f 9.04	9.40	12.03 AM	
		21.1	4.4 WELLSVILLE						f 1.49			s 8.57			
	B	21.1	7.3 LE LOUP									f 8.51			
W387	C	17.2	2.7 OTTAWA JCT.	4.30				11.03 AM	s 1.34	s 5.10		8.43 PM	9.25	11.48	
		15.8	7.6 Mo. Pac. Crossing												
	B	0	4.3 POMONA						f 1.22						
E114	B	9.3	7.8 QUENEMO						f 1.15						
W111 EW60	C	11.1	6.7 MELVERN	4.12				Via Third District	f 1.07	4.52		Via Third District	9.07	11.32	
	B	16.8	1.4 OLIVET						f 12.56						
	B	21.1	6.2 RIDGETON												
W101	C	21.1	7.8 LEBO	3.59					f 12.42	4.39			8.54	11.19	
	B	16.3	5.5 NEOSHO RAPIDS												
		0	4.2 WIGGAM												
		15.8	1.1 N.R. JCT. YL	3.44						12.25	4.24		8.39	11.04	
	C		EMPORIA YL	3.40 AM						12.20 PM	4.20 PM		8.35 PM	11.00 PM	
			(112.2)	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	58.5	19.6	22.3	37.5	51.2	42.0	49.8	27.7	44.5	56.1	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.

RULE 261 IN EFFECT:

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

On siding Ottawa Jct.

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

ing. All trains from First District except eastward first class must secure numbered clearance card at Holliday.

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

Between MP 14.4 and Turner, south track is designated Main Track No. 1, and the two tracks north thereof are designated Main Tracks Nos. 2 and 3, respectively. Between Holliday and Turner, the third track north of Main Track No. 1 is designated Main Track No. 4 upon which trains have no time table superiority. Trains using Main Track No. 4 will retain their identity but must observe Rule 93.

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

6 EASTERN DIVISION

THIRD DISTRICT

SIGNAL SYSTEM
TWO IN EFFECT:

Ottawa Jct. to Chanutte.

RULE 251 IN
EFFECT:

MP 57.3 to Ottawa.

RULE 261 IN
EFFECT:

Ottawa Jct. to MP 57.3.

Trains must secure numbered clearance card before leaving originating stations, except trains from Burlington District at B.N. Jct. Westward trains must secure clearance card at Ottawa when operator on duty.

Siding Capacity 50 ft. Per Car	WESTWARD First Class		Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 9 December 6, 1959	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 5.55	AM 1.20	Y	0	OTTAWA JCT. YL 0.9	TWO TRACKS 34.4	57.2	C	AM 11.03	PM 8.43
	6.00	1.30		17.5	OTTAWA YL 0.2	0	58.1	C	11.00	8.40
				37.0	Mo. Pac. Crossing 3.8	35.6	58.4			
70	6.04	1.36		26.8	B.N. JCT. 5.0	16.6	62.2	B	10.51	8.21
57	6.09	1.41		29.3	PRINCETON 6.2	24.1	67.2	B	10.47	8.16
68	6.14	1.50		42.2	RICHMOND 9.3	37.0	73.3	C	10.42	8.09
				0	Mo. Pac. Crossing 0.1	29.9	82.7			
48	6.25	2.10		37.0	GARNETT YL 8.2	37.0	82.8	C	10.30	8.00
71	6.33	2.20		37.0	WELDA 8.1	33.4	91.0	B	10.21	7.50
97	6.40	2.31		0	COLONY 5.4	37.0	99.1	C	10.14	7.39
	6.45	2.37		20.2	CARLYLE 4.9	37.0	104.5	B	10.09	7.31
				0	Mo. Pac. Crossing 0.3	11.5	109.4			
92	7.05	2.45		37.0	IOLA YL 7.7	37.0	109.7	C	10.05	7.25
82	7.15 ⁴⁸	2.54		37.0	HUMBOLDT YL 8.3	37.0	117.4	C	9.58	7.15 ²¹¹
				37.0	M.K.T. Crossing 0.8	0	125.7			
	7.25 ^{PM}	3.20 ^{AM}	TY		CHANUTE YL		126.5	C	9.50 AM	7.03 PM
	Arrive Daily	Arrive Daily			(69.2)				Leave Daily	Leave Daily
	46.2	34.6			Average speed per hour				55.4	41.5

LAWRENCE DISTRICT

No switch lights on Lawrence District.

Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 9 December 6, 1959	Ruling Grade Ascending	Mile Post	Communications				
						WESTWARD		EASTWARD	
						STATIONS	STATIONS		
Y	42.9	LAWRENCE YL 9.7	57.9		C				
	85.6	VINLAND 5.7	60.4	9.7					
	85.0	BALDWIN 10.7	64.7	15.4	C				
Y		OTTAWA JCT. YL		23.2	C				
		(26.1)							
		Average speed per hour							

ATCHISON DISTRICT

WESTWARD			EASTWARD		
Siding Capacity 50 ft. Per Car	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 9 December 6, 1959		
			Ruling Grade Ascending	Mile Post	Communications
			STATIONS		
	TY	0	YL TERMINAL YARD 0.5	484.5	C
		0	M.K. JCT. 0.1	485.0	
		17.8	TERMINAL JCT. 19.9	485.1	
			C.B. & Q. Crossing		
		34.3	ATCHISON U.S. YL Mo. Pac. Crossing. 0.6	505.0	C
	T	25.6	ATCHISON F. S. YL 0.6	0.5	C
		58.6	Mo. Pac. Crossing 5.3	1.1	
		0	PARNELL 2.3	6.4	
	Y	24.8	HAWTHORNE 2.0	8.7	
		68.9	CUMMINGS 6.1	10.7	
15		0	NORTONVILLE 9.2	16.8	C
34		69.9	VALLEY FALLS 8.9	26.0	C
		62.4	ROCK CREEK 4.5	34.9	
		63.4	MERIDEN 10.1	39.4	C
	Y	33.4	U.P. Crossing YL 1.1	49.5	
	T		TOPEKA YL	50.6	C
			(71.5)		
Average speed per hour					

SIGNAL SYSTEM ONE IN EFFECT:

1000 ft. east of Atchison Br. Co., Inc. Bridge 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 30 MPH; between these points main track may be used not protecting against regular and extra trains and engines:
Terminal Yard and M.K. Jct.
1000 ft. east of Atchison Br. Co., Inc. Bridge and Mo. Pac. crossing 0.6 mile west of Atchison F.S.
Between Terminal Jct. and 450 ft. east of Atchison Br. Co. Inc. Bridge be governed by C.R.I. & P. Co. Time Table, Operating Rules.
Over Atchison Br. Co., Inc. Bridge, between Terminal Jct. 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

WESTWARD		EASTWARD		
Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 9 December 6, 1959		
		Ruling Grade Ascending	Mile Post	Communications
		STATIONS		
	21.1	WILDER 1.5	0	
	30.1	U.P. Crossing BONNER SPRINGS YL 6.0	0	1.5 C
	33.2	STONE 9.3	55.4	7.5
	31.7	LANSING 1.7	10.6	16.8 C
	52.8	WADSWORTH 2.2	52.8	18.5
	0	C.B. & Q. Crossing 1.3	66.0	20.7
T		LEAVENWORTH YL		22.0 C
	66.0	11.0	66.0	33.0
	10.9	LOWEMONT 6.4	66.0	39.4
	66.0	POTTER 5.9	63.4	
Y		HAWTHORNE		45.3
		(45.3)		
Average speed per hour				

SIGNAL SYSTEM TWO IN EFFECT:

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

ALMA DISTRICT

WESTWARD		EASTWARD		
Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 9 December 6, 1959		
		Ruling Grade Ascending	Mile Post	Communications
		STATIONS		
Y	58.1	BURLINGAME YL 8.4	52.8	C
	58.1	HARVEYVILLE 9.6	0	8.4 C
	58.1	ESKRIDGE 7.5	70.0	18.0 C
	52.8	HESSDALE 6.7	70.2	25.5
	50.7	ALLENDORPH 1.6	40.6	32.2
Y		ALMA		33.8 C
		(33.8)		
Average speed per hour				

No switch lights on Alma District.

8 EASTERN DIVISION

BURLINGTON DISTRICT

WESTWARD Second Class 79	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 9 December 6, 1959			Ruling Grade Ascending	Mile Post	Communications	EASTWARD Second Class 80
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 4.10	
f 10.10		91.2	HOMWOOD	5.6	54.4	7.0		f 3.50	
s 10.30		126.0	WILLIAMSBURG	2.8	146.9	12.6	C	s 3.35	
f		83.4	SILKVILLE	7.4	102.1	15.4		f	
s 11.01		105.3	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	33.3		s 2.25	
s 12.15		57.1	BURLINGTON	10.4	61.0	41.6	C	s 2.00	
s 12.45 PM	Y		GRIDLEY YL			52.0	C	PM 1.25	
Arrive Mon. Wed., Fri.			(51.0)					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

WESTWARD		TIME TABLE No. 9 December 6, 1959	EASTWARD		
Turn Tables and Wyes	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications
		STATIONS			
	10.6	VIRGIL YL	5.4	30.6	C
	33.4	HILLTOP YL	4.6	36.0	B
		M.D. JCT. YL		40.6	B
		(10.0)			
		Average speed per hour			

No switch lights on Virgil District.

GIRARD DISTRICT

Siding Capacity 50 ft. Per Car	WESTWARD Second Class 77	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 9 December 6, 1959			Ruling Grade Ascending	Mile Post	Communications	EASTWARD Second Class 78
	Mixed									Mixed
	Leave Daily. Ex. Sun.			STATIONS					Arrive Daily. Ex. Sun.	
	AM 2.15	TY	0	A. U. JCT. YL	1.9	31.4			AM 9.05	
			0	M.K.T. Crossing	4.1	0	1.9			
	f 2.30		31.7	ROLLIN	4.0	0	6.0		f 8.55	
	f 2.40		0	SHAW	4.4	29.0	10.0		f 8.45	
	f 2.55		20.5	ERIE	0.5	0	14.4	C	f 8.35	
			44.4	M.K.T. Crossing	9.9	42.2	14.9			
	f 3.25		52.8	WALNUT	7.6	42.2	24.8		f 8.05	
	f 3.40		51.3	M.K.T. Crossing	7.1	43.8	31.9		f 7.50	
			0	BRAZILTON	0.2	0	39.5			
22	f 4.00		48.0	S.L.-S.F. Crossing	0.2	0	39.7	C	f 7.35	
	s 4.30	Y	0	GIRARD	9.4	42.2	49.1	C	s 7.15	
			0	FRONTENAC YL	3.0	37.0	52.1			
			0	K.C.S. Crossing	0.1	0	52.2			
			0	Mo. Pac. Crossing	0.5	31.7	52.7			
			0	K.C.S. Crossing	0.2	0	52.9			
			0	S.L.-S.F. Crossing	0.1	0	53.0	C	7.00 AM	
	s 4.45 AM			PITTSBURG YL						
				PITTSBURG, K.C.S.	24.8					
				JOPLIN						
	Arrive Daily. Ex. Sun.			(77.8)					Leave Daily. Ex. Sun.	
	21.2			Average speed per hour					25.4	

SIGNAL SYSTEM TWO IN EFFECT:

A.U. Jct. to Pittsburg.

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

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

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.

FREDONIA DISTRICT

SIGNAL SYSTEM TWO IN EFFECT:

Benedict Interlocking.

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

Eastern Division trains operating via Oklahoma Division between Moline and Longton must secure numbered clearance card from both Eastern and Oklahoma Divisions before leaving Chanutte or Moline. Such clearance cards will specify whether issued by Eastern or Oklahoma Division.

No switch lights on Fredonia District.

Siding Capacity 50 ft. Per Car	WESTWARD		TIME TABLE No. 9 December 6, 1959	EASTWARD		
	Turn Tables and Wyes	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications
			STATIONS			
	TY		A. U. JCT. YL		127.7	
		42.2	7.1	40.9		
			VILAS		134.8	
32		42.2	4.2	42.2		
			REST		139.0	
		0	5.0	42.2		
			BENEDICT		144.0	B
		0	0.2	25.2		
			Mo. Pac. Crossing		144.2	
		0	6.8	26.4		
			Mo. Pac. Crossing		151.0	
		0	1.4	10.6		
			FREDONIA YL			
		42.2	S.L.-S.F. Crossing		152.4	C
54			7.6	24.1		
			BUXTON		160.0	B
		42.2	5.3	42.2		
			UPOLA		165.3	
		42.2	5.7	42.2		
			LONGTON YL		171.0	C
			(43.3)			
			Average speed per hour			

HOWARD DISTRICT

SIGNAL SYSTEM TWO IN EFFECT:

N.R. Jct. to Emporia.

RULE 251 IN EFFECT:

Constitution Street (MP 111.9) Emporia to Emporia.

RULE 261 IN EFFECT:

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

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

Trains must secure numbered clearance card before leaving originating stations.

No switch lights on Howard District.

Siding Capacity 50 ft. Per Car	WESTWARD		TIME TABLE No. 9 December 6, 1959	Ruling Grade Ascending	Mile Post	Communications	EASTWARD	
	Second Class	Turn Tables and Wyes					Second Class	Class
	97		STATIONS				98	
	Mixed						Mixed	
	Leave Tues., Thurs., Sat.						Arrive Mon., Wed., Fri.	
	AM 7.30	T	0	TCS { EMPORIA YL } 3 Tracks	0	112.1	C	s 4.55
	7.35	Y	43.1		N.R. JCT. YL			
	s 8.00		47.2	10.1	51.7	10.1	C	s 3.50
	f 8.10		47.2	4.5	44.6	14.6	B	f 3.40
	s 8.25		0	ROOT	42.2	19.4	C	s 3.30
	8.33		23.5	4.8	28.9	23.0	B	s 3.15
	f 8.39		41.0	MADISON	0	25.9		f 3.05
	s 8.52		38.2	3.6	35.5	32.1	C	s 2.50
21	f 9.06		38.8	M. D. JCT. YL	37.6	39.1		f 2.35
			44.7	2.9	47.2	43.7		
	s 9.30		34.3	BISBEE	42.0	46.6	C	s 2.15
	f 9.40		40.7	6.2	41.7	50.1		f 2.05
	s 9.52		40.7	HAMILTON	41.7	55.8		s 1.50
24	s 10.07	Y	46.9	7.0	44.8	62.9	C	s 1.35
			32.3	UTOPIA	41.2	68.6		f 1.20
	f 10.19		39.8	4.6	43.2	75.5	C	s 1.05
	s 10.33		41.7	Mo. Pac. Crossing	41.4	83.6	C	s 1.05
	s 11.40	Y		2.9				12.45 PM
	AM			EUREKA YL				Leave Mon., Wed., Fri.
	Arrive Tues., Thurs., Sat.			3.5				
	20.3			SMALL				
				5.7				
				CLIMAX				
				7.1				
				SEVERY				
				S.L.-S.F. Crossing				
				5.7				
				FIAT				
				6.9				
				HOWARD				
				8.1				
				MOLINE YL				
				(84.4)				
				Average speed per hour				20.3

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 908:

Holliday	First District.
Emporia	Trains on which engine or train crews do not change.
Ottawa	No. 211 and Eastward Extras when operator on duty.
Ottawa Jct.	Trains to and from Third District.
Chanute	Nos. 47, 48, 211 and 212.
Longton	Eastward extras when operator on duty.

3.

4. JUNCTION SWITCHES (Rule 98)

LOCATION	NORMAL POSITION
ATCHISON DISTRICT	
M.K. Jct.	Missouri Division.
Terminal Jct.	C.R.I.& P. Ry.
1000 ft. east of Atchison Br. Co., Inc. Bridge.	C.R.I.& P. Ry.
Atchison-Atchison Br. Co. Inc.	Atchison U.S.
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 Terminal Ry. Co. tracks between Monterey Street and M.K. Jct.

TERMINAL JCT. — ATCHISON BR. CO., INC. BRIDGE. A.T.&S.F. trains will use C.R.I.&P. Ry. Co. tracks between Terminal Jct. and Atchison Br. Co., Inc. Bridge.

ATCHISON—A.T.&S.F. trains will use tracks of Atchison Br. Co., Inc. Bridge from 450 ft. east of bridge to west end of bridge. Will use tracks of Atchison Union Depot Co. between west end of bridge and Mo. Pac. crossing at Atchison U.S., and Mo. Pac. main track between Mo. Pac. crossing and crossover to A.T.&S.F. main track 384 feet

5. JOINT TRACK FACILITIES—(Cont'd)

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.

8.

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

10.

11. RAILROAD CROSSINGS AT GRADE

STATION	MILE POST LOCATION	TYPE	Maximum Speed MPH	
			Passenger	Freight
FIRST DISTRICT				
Topeka	52.6	Automatic Interlocking	20	20
Osage City	84.8	Automatic Interlocking	90	60
SECOND DISTRICT				
Between Ottawa Jct. and Pomona	59.9	Interlocking — If governing signal indicates stop and unable communicate with control station, follow instructions outlined in box at crossing.	90	60
THIRD DISTRICT				
Ottawa	58.4	Automatic Interlocking	20	20
Garnett	82.7	Automatic Interlocking	20	20
Iola	109.4	Automatic Interlocking	20	20
Chanute	125.7	Electric locked gate normally across MKT track. If gate is normal and signal indicates proceed, observe maximum speed shown.	40	40
ATCHISON DISTRICT				
Atchison U. S.	505.0	Gate normally across CB&Q track. When gate is normal observe maximum speed shown.	10	10
Atchison U. S.	505.0	Stop. Rules 98, A, B, C and D.	10	10
Atchison F. S.	1.1	Gate normally across Mo.Pac. track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	10	10
LEAVENWORTH DISTRICT				
Bonner Springs	1.5	Interlocking	10	10
Leavenworth	20.7	Stop. Rules 98, A, B, C and D.	30	30
FREDONIA DISTRICT				
Benedict	144.2	Automatic Interlocking	20*	20*
Fredonia	151.0	Stop. Rules 98, A, B, C and D.	40	30
Fredonia	152.4	Gate normally across AT&SF track. Stop, open and close gate.	40	30
GIRARD DISTRICT				
Between Rollin and A.U. Jct.	1.9	Gate normally across MKT track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	15	15

SPECIAL RULES

11. RAILROAD CROSSINGS AT GRADE (Cont'd)

STATION	MILE POST LOCATION	TYPE	Maximum Speed MPH	
			Passenger	Freight
GIRARD DISTRICT—(Cont'd)				
Erie	14.9	Automatic Interlocking. Be governed by instructions in box at crossing.	20*	20*
Walnut	24.8	Automatic Interlocking	20*	20*
Girard	39.5	Automatic Interlocking	20	20
Pittsburg	52.1	Gate normally across AT&SF track. Stop, open and close gate.	15	15
Pittsburg	52.2	Stop. Rules 98, A, B, C and D.	15	15
Pittsburg	52.7	Gate normally across AT&SF track. Stop, open and close gate.	15	15
Pittsburg	52.7	Stop. Rules 98, A, B, C and D.	15	15
Pittsburg	52.9	Stop. Rules 98, A, B, C and D.	15	15
HOWARD DISTRICT				
Severy	62.9	Gate normally across AT&SF track. Stop, open and close gate.	30	30
Eureka	43.7	Gate normally across AT&SF track. Stop, open and close gate.	30	30

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

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT	90	60
SECOND DISTRICT		
Kansas City (Union Station) to State Line.....	20	15
State Line to K.C.T. Tower 3.....	15	15
K.C.T. Tower 3 to Olathe (Except Main Track No. 4).....	79	60
Between Holliday and Turner, Main Track No. 4..	45	45
Olathe to Emporia (Except Main Track No. 3)....	90	60
Between Wiggam and N.R. Jct., Main Track No. 3.	79	60
THIRD DISTRICT	79	60
ATCHISON DISTRICT	45	35
LAWRENCE DISTRICT	30	30
LEAVENWORTH DISTRICT	30	30
ALMA DISTRICT	30	25
BURLINGTON DISTRICT	25	25
FREDONIA DISTRICT	40	30
VIRGIL DISTRICT	20	20
GIRARD DISTRICT	40	35
HOWARD DISTRICT	30	30

FIRST DISTRICT		
2 Curves, M.P. 0.0 to 0.3	30	30
Curve, M.P. 0.7 to 0.9	65	.....
Curve, M.P. 2.8 to 3.3	55	55
Curve, M.P. 3.7 to 3.9	65	.....
2 Curves, M.P. 6.3 to 6.5	65	.....
Curve, M.P. 8.8 to 9.3	65	.....
4 Curves, M.P. 15.1 to 16.1	65	.....
4 Curves, M.P. 18.3 to 19.5	60	55
Curve, M.P. 23.4 to 23.6	55	50
Curve, M.P. 24.6 to 24.8	65	.....
2 Curves, M.P. 25.2 to 25.9	55	50
6 Curves, M.P. 26.2 to 27.4	30	25
2 Curves, M.P. 28.7 to 30.3	65	.....
2 Curves, M.P. 34.3 to 34.7	65	.....

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT—(Cont'd)		
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 Fourth Street (Topeka)	20	20
Curve, M.P. 58.9 to 59.1	65	.....
Curve, M.P. 59.8 to 60.0	65	.....
Curve, M.P. 60.3 to 60.6	70	.....
7 Curves, M.P. 61.0 to 62.8 (Wakarusa)	50	50
2 Curves, M.P. 63.0 to 63.6	55	55
2 Curves, M.P. 63.7 to 64.2	45	45
Curve, M.P. 64.5 to 64.7	60	55
Curve, M.P. 65.0 to 65.3	65	.....
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 68.3	70	.....
Curve, M.P. 69.0 to 69.4	65	55
Curve, M.P. 69.8 to 70.0	75	.....
Curve, M.P. 70.6 to 70.9	80	.....
Curve, M.P. 75.1 to 75.3	65	.....
2 Curves, M.P. 76.0 to 77.1 (Burlingame)	55	55
Curve, M.P. 84.0 to 84.4	55	50
Curve, M.P. 88.5 to 88.9	55	55
Curve, M.P. 89.5 to 90.2	65	.....
Curve, M.P. 93.7 to 94.0	65	.....
Curve, M.P. 96.1 to 96.4	65	.....
2 Curves, M.P. 97.8 to 98.3	55	50
2 Curves, M.P. 107.3 to 108.1	55	55
Curve, M.P. 110.0 to 110.3	55	55
Curve, M.P. 110.8 to 111.0	30	30

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
Curve, M.P. 26.7 to 27.2	65	50
Curve, M.P. 28.1 to 28.9	70	.....
Curve, M.P. 29.4 to 29.6	75	.....
Curve, M.P. 30.4 to 30.8	65	55
Curve, M.P. 31.0 to 31.4 (Clare)	65	.....
2 Curves, M.P. 35.1 to 34.5, Eastward Track (Gardner)	50	50
Curve, M.P. 39.1 to 38.5, Eastward Track	65	50
Curve, M.P. 39.5 to 39.8, Westward Track	70	.....
Curve, M.P. 40.0 to 39.6, Eastward Track (Edgerton)	65	50
Curve, M.P. 43.4 to 43.9	80	.....
Curve, M.P. 49.3 to 49.6	70	.....
Curve, M.P. 57.2 to 57.5	70	.....
2 Curves, M.P. 70.8 to 71.6	80	.....
Curve, M.P. 77.5 to 77.9	80	.....
Curve, M.P. 79.6 to 79.9, (Westward Track (Melvern) Eastward Track	55	45
Curve, M.P. 83.4 to 83.6, Westward Track	55	45
Curve, M.P. 84.4 to 84.6, Westward Track	70	.....

12 EASTERN DIVISION

SPECIAL RULES

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
SECOND DISTRICT—(Cont'd)		
Curve, M.P. 85.8 to 86.0, Westward Track	65	55
2 Curves, M.P. 86.0 to 84.3, Eastward Track	70	.....
Curve, M.P. 92.9 to 93.3	80	.....
4 Curves, M.P. 98.0 to 101.4	65	55
THIRD DISTRICT		
3 Curves, M.P. 75.6 to 76.7	70	.....
2 Curves, M.P. 76.9 to 78.0	65	55
Curve, M.P. 78.7 to 79.1	70	.....
2 Curves, M.P. 79.3 to 79.8 (Rock Crusher)	40	40
Curve, M.P. 80.2 to 80.3	70	.....
2 Curves, M.P. 87.2 to 88.6	70	.....
ATCHISON DISTRICT		
Curves except where further restricted	40	30
M.P. 6.0 to 6.3 (Parnell)	10	10
LAWRENCE DISTRICT		
M.P. 3.0 to 4.0	20	20
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
HOWARD DISTRICT		
Curve, M.P. 0.3 to N.R. Jct. Switch	15	15
Curve, M.P. 2.8 to 3.0	25	25
3 Curves, M.P. 75.2 to 76.3	25	25
Moline wye switch	10	10

13. MAXIMUM AUTHORIZED SPEED FOR TRAINS, STREET CROSSINGS.

While head of train is passing the street crossings of cities and towns named below, indicated speed must not be exceeded:

STATIONS	STREETS	MILES PER HOUR
Topeka	Fourth to Tenth Streets.	20
Osage City	Over Street Crossings.	40
Emporia	N.R. Jct. to M.P. 111.9 (Peyton to Constitution Sts.)	20
Olathe	M.P. 25.3 to M.P. 26.5 (Mulberry to Dennis Sts.)	40 Psgr. 30 Frt.
Ottawa	Ottawa Jct. to M.P. 59 (3rd Dist.) (Wilson to Seventh Sts.)	20
Garnett	First to Seventh Streets.	15
Iola	Over Street Crossings.	15
Pittsburg	Over Street Crossings.	15

14. 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.

15. MAXIMUM SPEED OF ENGINES

	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	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606	45	45	45	45
650-653, 2300	40	40	40	30
800-823, 900-944	75	75	45	60
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.

16. 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			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 800-823, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019 ..	4	5	5
460-468	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-944, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893 ..	5	5	5
Diesel-Electric and Gas Electric Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

17. DEAD ENGINES

Steam engines must not be handled dead in train without special instructions.

SPECIAL RULES

18. DERRICKS, CRANES, ETC.

Trains handling derricks, clam shells, ditchers, spreaders, (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not exceed speeds indicated:

DISTRICT	All Except Pile Drivers AT 199452 AT 199453 MPH	Pile Drivers AT 199452 AT 199453 MPH
First, Second, Third	30	45
Atchison, Lawrence, Leavenworth, Alma, Burlington, Fredonia, Girard and Howard	24	24
Virgil	20	20

Such equipment must not be moved in any train except on authority of Trainmaster.

19. SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

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

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

"I"—Interlocked Switch.
"S"—Spring Switch.

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

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
Turner	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
Turner	I	Crossover between Main Trks. 2 and 3. (MP 8)	40
	I	Crossover between Main Trks. 3 and 4 (MP 8)	30

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

"I"—Interlocked Switch.
"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
SECOND DISTRICT—(Cont'd)			
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
	I	West end siding	15
M.P. 14.4	I	Turnout Main Trk. 3 and cross- overs	40
Craig	I	Crossovers	40
Olathe	I	Both ends of siding east of station	30
	I	Crossover east end siding west of station	40
	I	Crossovers between Main Trks.	40
	I	West end siding west of station	40
Clare	I	Crossover	40
Gardner	I	Crossover	50
Wellsville	I	Crossovers	50
Ottawa Jct.	I	Both ends siding	40
	I	Crossover east of siding	40
	I	Crossovers between main tracks near Tower	40
M.P. 59.9	I	Crossover	40
Quenemo	I	Crossovers	40
	I	East end siding	40
Ridgeton	I	Crossovers	40
Lebo	I	Crossovers	40
	S	East end siding	30
Wiggam	I	Turnout Main Track No. 3	40
	I	Crossovers	40
N.R. Jct.	I	Crossovers	30
Emporia	I	Both ends crossover between Main Tracks Nos. 1 and 3 near Merchant Street, and Turnout from Main Track No. 3 to Track 10 near Con- stitution St.	15
	S	Turnout from Main Track No. 3 to Track 11 near Merchant St.	15
Merrick	I	Crossovers	30

THIRD DISTRICT

Ottawa Jct.	I	Turnout Third District	15
Ottawa	S	Ends of two tracks	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
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20. YARD LIMITS

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

14 EASTERN DIVISION

SPECIAL RULES

21. 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

22. STANDARD CLOCKS

Argentine	Yard, Bowl and Roundhouse Offices
Topeka	Yard and Roundhouse Offices
Lawrence	Baggage Room
Turner	Yard Office
Kansas City	Union Station Telegraph Office
Emporia	Telegraph, Yard and Roundhouse Offices
Ottawa	Telegraph Office
Terminal Yard	Yard Office
Atchison	Freight Station
Chanute	Telegraph and Roundhouse Offices

23. STANDARD THERMOMETERS

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

24. OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
FIRST DISTRICT	
.....	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
SECOND DISTRICT	
34.4	Highway Viaduct
45.1	Highway Viaduct
57.0	Signal Bridge
69.0	Marais des Cygnes River
71.3	Marais des Cygnes River
79.7	Highway Viaduct
79.8	Highway Viaduct
92.5	Highway Viaduct
102.9	Neosho River
ATCHISON DISTRICT	
0.2	Atchison, Highway Viaduct
25.7	Delaware River
48.9	Soldier Creek
50.4	Topeka Pedestrian Viaduct
LEAVENWORTH DISTRICT	
20.7	Highway Viaduct
.....	Highway Viaduct, Grant Avenue over U.P. Spur to Ft. Leavenworth
41.4	Stranger Creek

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

Mile Post	Name
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.

25. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE

Name	Location	Capacity
FIRST DISTRICT		
Cooperative Farm Chem. Assn. (spur).....	M.P. 24.6	179 cars
Callery Chemical Co. (spur).....	M.P. 28.7	54 cars
Kansas Power and Light Co. (spur).....	M.P. 30.3	36 cars
Spur	M.P. 31.7	2 cars
Dupont Cellophane Plant (spur).....	M.P. 46.0	100 cars
Kansas Power and Light Co.....	M.P. 46.8	29 cars
Old Siding	M.P. 48.1	35 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	34 cars
Gravel pit (spur).....	M.P. 14.5	43 cars
Midcontinent Gr. Co. (spur).....	M.P. 44.7	17 cars
THIRD DISTRICT		
Buildex Spur	M.P. 62.0	25 cars
Crusher	M.P. 79.4	50 cars
ATCHISON DISTRICT		
Skelly Oil Co. (spur).....	M.P. 47.8	6 cars
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

26. 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. (A. G. Bohling), Union Station | Kansas City, Mo. |
| E. C. GORDON, 4610 Troost Avenue..... | Kansas City, Mo. |
| 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. HARDENSt. Joseph | A. G. MADTSON.. Ottawa |
| C. W. RUNYANAtchison | JACK WOODChanute |
| NICK SCHELBARLawrence | D. C. DODSONMoline |
| AL W. SMITH..... | Topeka |
| WENDELL F. IVES.. | Topeka |
| V. E. UNDERWOOD.. | Osage City |

**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. RUSSELL E. BRIDWELL (E.E.N.T.).....Topeka
DR. JOHN N. SHERMAN.....Chanute
DR. D. P. TRIMBLE.....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.
ROLAND D. WILLIAMS (E.N.T.)..... Kansas City, Mo.
BENTLEY A. NELSON (E.N.T.)..... 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.

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- 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.
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DR. GLENN R. PETERS.....Kansas City, Kans.
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DR. W. D. FRANCISCO.....Kansas City, Kans.
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DR. E. S. MILLER.....Kansas City, Kans.
DR. CHRISTOPHER G. DAVIS.....Kansas City, Kans.
DR. W. D. HAWLEY.....Kansas City, Kans.
DR. BERIC C. CHADS.....Kansas City, Kans.
DR. JOHN E. INGRAM.....Kansas City, Kans.
DR. W. L. GOOD.....Mission
DR. M. V. ROBBINS.....DeSoto
DR. G. E. MANAHAN.....Lawrence
DR. F. G. SCHENCK.....Burlingame
DR. O. C. FRITTS.....Osage City
DR. NILES STOUT.....Lyndon
DR. F. J. ECKDALL.....Emporia
DR. A. W. CORBETT.....Emporia
DR. CHARLES R. HOPPER.....Emporia
DR. ROBERT O. BROWN.....Atchison
DR. W. A. MADISON.....Nortonville
DR. C. W. WALKER.....Esbridge
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. ROBERT A. GOLLIER.....Ottawa
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. ALBERT A. KIHM.....Chanute
DR. CHARLES E. VESTLE.....Humboldt
DR. ERNEST W. MITTS.....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. 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.)

