

M. E. SHEWMAKE, Trainmaster.....Emporia, Kansas  
 E. L. KIDD, Trainmaster.....Emporia, Kansas  
 V. BARBER, Road Foreman of Engines.....Argentine, Kans.  
 M. F. KENNEDY, Chief Dispatcher.....Emporia, Kansas  
 L. A. ORMSBY, Asst. Chief Dispatcher.....Emporia, Kansas  
 A. D. JONES, Asst. Chief Dispatcher.....Emporia, Kansas

**TRAIN DISPATCHERS—EMPORIA, KANSAS**

J. W. WELLS	A. E. JUDD
F. B. HOSTETTER	D. L. SEXTON
C. J. BARRACLOUGH	J. F. PURCELL
W. K. GAGE	D. W. McALISTER
F. T. McCABE	D. W. MILLER
C. W. McCOY	R. D. DONOVAN

G. E. BECKER, 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.  
 H. E. FORD, Trainmaster.....Argentine, Kans.  
 W. J. McMEANS, Road Foreman of Engines....Argentine, Kans.  
 R. E. DAVIS, Asst. Trainmaster.....Argentine, Kans.  
 L. C. LOWE, Asst. Trainmaster.....Argentine, Kans.  
 C. M. WHITTON, 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 20	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.**

**15**

**IN EFFECT**

**Sunday, April 26, 1964**

**At 12:01 A. M.**

**Central Standard Time**

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

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

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

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

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

**E. J. BRUCE,  
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	Streator La Plata Marceline Carrollton	Tulsa Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen Williams and beyond		17 cont'd	Hutchinson	Albuquerque and beyond	Kansas City and beyond
				18	Hutchinson	Kansas City and beyond	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.		
				19	Carrollton	Tulsa	
East of Kansas City	Dodge City to Halstead inclusive						
2	Carrollton Marceline La Plata		Williams Jct. and beyond, Belen Vaughn Fort Sumner Clovis Hereford Amarillo Pampa Canadian Woodward	20	Lawrence	St. John, Albuquerque and beyond	
					St. John	Albuquerque and beyond	Emporia, Lawrence, Topeka, Kansas City and beyond, and South of Newton
	La Plata	Chicago and beyond	Kansas City		Stations in Illinois		Beyond Kansas City
3	Between Kansas City and Wellington	Beyond Wellington			Ransom Verona Mazon Toluca Dallas City	Chicago and beyond	
9	In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois		Marceline		St. John Garden City Lamar La Junta and beyond
12	East of Kansas City		Dodge City to Halstead inclusive	23	St. John	Emporia, Topeka, Lawrence, Kansas City and beyond, and South of Newton	Albuquerque and beyond
	Carrollton	Chicago and beyond	Beyond Wichita and South of Ottawa				
15	Coal City	Kansas City and beyond	Chicago and beyond	24	In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois
	Marceline	Wichita and beyond	Chicago and beyond				
	Ottawa	Beyond Newton					
16	Marceline	La Plata and beyond	Kansas City and beyond	24	Newton to Dodge City	La Junta and beyond	Newton and beyond
	Ottawa		Beyond Newton		Dodge City to Hutchinson	Newton and beyond	La Junta and beyond
17	Streator Chillicothe	Scheduled stops in California		211	Collinsville	Points between Newton and Emporia, Kansas City and beyond	Points beyond Emporia
	Galesburg	Lamy and scheduled stops 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 50 ft. Per Car	WESTWARD First Class				Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 15 April 26, 1964	Ruling Grade Ascending	Mile Post	Communications	EASTWARD First Class		
	1	23	11	19							2	12	20
	San Francisco Chief	The Grand Canyon	The Kansas Cityan	The Chief							San Francisco Chief	The Chicagoan	The Chief
	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Feet Per Mile					Arrive Daily	Arrive Daily	Arrive Daily
	PM 11.05	PM 9.45	PM 5.20	PM 5.10							AM 5.24	AM 11.39	PM 9.55
43	11.09	9.50 <sup>20</sup>	5.24	5.13		6.4	HOLLIDAY 3.8	0					
107	11.17	9.56	5.31	5.20		0	WILDER 7.4	8.9	3.7	B	5.18	11.32	9.50 <sup>23</sup>
49	11.25	10.03	5.37	5.27		10.6	DE SOTO 8.0	10.6	11.1	C	5.10	11.24	9.44
	11.29	10.07	5.40	5.30		0	EUDORA 4.1	0	19.1	C	5.02	11.16	9.38
130	11.35	10.10	5.45	5.35	Y	9.2	NORIA YL 3.3	0	23.2		4.56	11.10	9.34
50	11.41	10.22	5.51	5.40		10.6	LAWRENCE YL 5.1	10.6	26.5	C	4.50	11.05	9.30
52	11.47	10.28	5.57	5.45		0	LAKE VIEW 5.8	0	31.6		4.40	10.58	9.20
125	11.54 AM	10.37	6.04	5.52		10.6	LECOMPTON 8.6	21.1	37.4	B	4.35	10.53	9.15
41	12.05	10.50	6.15	6.00	TY	7.0	TECUMSEH 6.6	0	46.0	B	4.26	10.46	9.06
49	12.11	11.10	6.23	6.10		26.4	A.T.&S.F. Crossing TOPEKA YL 6.5	0	52.8	C	4.20	10.40	9.00
30	12.16	11.15	6.28	6.15		40.9	PAULINE YL 5.4	49.5	57.3	C	4.05	10.27	8.46
44	12.21	11.23	6.33	6.20		52.8	WAKARUSA 5.1	50.7	62.7	B	3.59	10.21	8.40
60	12.24	11.27	6.36	6.23		52.8	CARBONDALE 3.8	44.2	67.8	C	3.52	10.15	8.34
68	12.29	11.33	6.41	6.28	Y	45.0	SCRANTON 5.3	52.8	71.6	C	3.48	10.11	8.30
100	12.37	11.43	6.49	6.34		10.8	BURLINGAME 7.9	51.6	76.9	C	3.42	10.05	8.24
73	12.42	11.50	6.55	6.39		52.8	Mo. Pac. Crossing 0.3	0	84.8				
80	12.48	11.57 AM	7.00	6.44		35.7	OSAGE CITY 5.3	42.1	85.1	C	3.34	9.57	8.16
49	12.57	12.06	7.08	6.52		52.8	BARCLAY 6.1	51.1	90.4	B	3.29	9.52	8.11
	1.03	12.15	7.14	6.58	Y	49.8	READING 8.2	39.0	96.5	B	3.23	9.47	8.06
	1.15 AM	12.30 AM	7.25 PM	7.10 PM	T	5.3	LANG 6.2	57.8	104.8	B	3.16	9.40	7.59
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			N.R. JCT. YL 1.1	15.8	111.0		3.09	9.34	7.53
	52.6	41.2	53.0	57.0			EMPORIA YL	112.1	112.1	C	3.05 AM	9.30 AM	7.50 PM
							(113.9)				Leave Daily	Leave Daily	Leave Daily
							Average speed per hour				49.1	52.9	54.7

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 westward trains at Holliday and from Leavenworth District at Wilder.

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

**4 EASTERN DIVISION**

**SECOND DISTRICT**

WESTWARD										TIME TABLE No. 15 April 26, 1964	Rolling Grade Ascending	Mile Post	Turn Tables and Wyes
First Class													
47	1	23	11	211	19	3	7	17	15	STATIONS	Feet Per Mile		
Oil Flyer	San Francisco Chief	The Grand Canyon	The Kansas Cityan	The Tulcan	The Chief	Passenger	Fast Mail Express	Super Chief-El Capitan	Texas Chief				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
PM 11.59 AM 12.05	PM 10.50	PM 9.30	PM 5.05	PM 5.00	PM 4.55	AM 9.15	AM 9.00	AM 2.05	AM 1.50	<b>KANSAS CITY</b> Union Station			
										K.C.T. TOWER 3 YL 1.4	0		
										2.2	0	1.7	Y
										A. Y. TOWER YL 0.9	18.8	3.9	
										Y L ARGENTINE YARD 2.3	10.4	4.8	TY
										<b>TURNER YL</b> 3.2	4.2	7.1	
12.13	10.59	9.40	5.15	5.10	5.05	9.25	9.10	2.15	2.00	MORRIS 3.1	4.2	10.3	
										HOLLIDAY 2.8	22.3	13.4	
12.19	11.05 PM	9.45 PM	5.20 PM	5.16	5.10 PM	9.32	9.16	2.21	2.06	ZARAH 2.9	28.2	16.2	
										CRAIG 6.8	31.7	19.1	
*12.40				* 5.27		* 9.44	9.30	2.35	2.18	OLATHE 5.1	21.1	25.9	
	Via First District	Via First District	Via First District		Via First District					CLARE 3.6	21.1	31.0	
†12.51										GARDNER 5.2	20.4	34.6	Y
†12.57										EDGERTON 5.7	21.1	39.8	
† 1.04										WELLSVILLE 4.4	0	45.5	
										LE LOUP 7.2	21.1	49.9	
s 1.20 AM				s 5.55 PM		s 10.16	9.59	3.03	2.46	OTTAWA 2.8	12.0	57.1	Y
										Mo. Pac. Crossing 7.6	21.1	59.9	
						†10.28				POMONA 4.3	5.1	67.5	
										QUENEMO 7.8	17.1	71.8	
						†10.42	10.19	3.22	3.05	MELVERN 6.7	54.4	79.6	
	Via Third District			Via Third District						OLIVET 1.4	0	86.2	
										RIDGETON 6.2	21.1	87.6	
						†10.55	10.33	3.33	3.16	LEBO 7.8	18.1	93.8	
										NEOSHO RAPIDS 5.5	5.4	101.6	
										WIGGAM 4.2	21.1	107.1	
										N.R. JCT. 1.1	5.3	111.3	Y
						†11.20 AM	11.00 AM	3.55 AM	†3.40 AM	<b>EMPORIA YL</b>		112.1	T
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	52.4	52.4	52.3	52.4	53.9	55.0	51.3	51.2				

TRAFFIC CONTROL SYSTEM  
AUTOMATIC TRAIN STOP

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.

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

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

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

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

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

**SECOND DISTRICT**

**EASTERN DIVISION**

**5**

Siding Capacity 50 ft. Per Car	Communications	Ruling Grade Ascending	Feet Per Mile	TIME TABLE No. 15 April 26, 1964	EASTWARD First Class									
					24	18	2	12	212	4	8	48	20	16
					The Grand Canyon	Super Chief-El Capitan	San Francisco Chief	The Chicagoan	The Tulisan	Passenger	Fast Mail Express	Oil Flyer	The Chief	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
				<b>KANSAS CITY Union Station</b>	AM 4.45	AM 5.35	AM 6.00	PM 12.05	PM 12.10	PM 3.00	PM 6.00	PM 10.00	PM 10.30	AM 1.15
				1.4 K.C.T. TOWER 3 YL	4.18	5.23	5.38	11.53	11.50	2.46	5.31	9.40	10.10	1.01
				2.2 A. Y. TOWER YL										
				0.9 ARGENTINE YARD										
				2.3 TURNER YL	4.10	5.17	5.32	11.47	11.51	2.38	5.25	9.33	10.03	12.55
				3.3 MORRIS										
				3.1 HOLLIDAY	4.04	5.11	5.24	11.39	11.45	2.29	5.19	9.27	9.55	12.49
				2.8 ZARAH										
				2.9 CRAIG										
				6.8										
N 136 8140	C		21.1	5.1 OLATHE	f 3.50	4.59			s 11.30	s 2.15	5.05	s 9.15		12.35
				3.6 CLARE										
				5.2 GARDNER						f 2.02		9.06		
				5.7 EDGERTON						f 1.57				
				4.4 WELLSVILLE						f 1.49				
				7.2 LE LOUP										
387	C		17.2	2.8 OTTAWA	s 3.15	4.32			11.00	s 1.35	4.30	8.40		12.08
				7.6 Mo. Pac. Crossing					AM			PM		AM
				4.3 POMONA						f 1.22				
114	B		9.3	7.8 QUENEMO										
				6.7 MELVERN	2.57	4.16				f 1.08	4.12			11.52
				1.4 OLIVET										
				6.2 RIDGETON										
101	C		21.1	7.8 LEBO	2.44	4.03				f 12.47	3.59			11.39
				5.5 NEOSHO RAPIDS										
				4.2 WIGGAM										
				1.1 N.R. JCT.	2.29	3.49				12.30	3.44			11.24
				1.1 EMPORIA YL	2.25	3.45				12.25	3.40			11.20
				(11.2)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
				Average speed per hour	48.0	61.2	21.8	30.2	48.8	43.4	48.0	42.8	22.5	58.5

**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.

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

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

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

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

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

**6 EASTERN DIVISION**

**THIRD DISTRICT**

**SIGNAL SYSTEM  
TWO IN EFFECT:**

Ottawa to Chanute.

**RULE 261 IN  
EFFECT:**

Ottawa to MP 57.3.

Trains must secure numbered clearance card before leaving originating stations, except trains from Burlington District at B.N. Jct.

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

Siding Capacity 80 ft. Per Car	WESTWARD First Class		Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 15 April 26, 1964	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		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
92	PM 5.55	AM 1.20	Y	17.5	OTTAWA YL 1.3	34.4	57.1	C	AM 11.00	PM 8.40
				37.0	Mo. Pac. Crossing 3.8	35.6	58.4			
70	6.04	1.35		26.8	B.N. JCT. 5.0	16.6	62.2	B	10.48	8.21
57	6.09	1.41		29.3	PRINCETON 6.2	24.1	67.2	B	10.44	8.17
68	6.14	1.48		42.2	RICHMOND 9.3	37.0	78.3	C	10.39	8.12
				0	Mo. Pac. Crossing 0.1	29.9	82.7			
48	6.25	2.03		37.0	GARNETT YL 8.2	37.0	82.8	C	10.28	8.00
71	6.33	2.13		37.0	WELDA 8.1	33.4	91.0	B	10.18	7.50
97	6.40	2.23		0	COLONY 5.4	37.0	99.1	C	10.11	7.39
	6.45			20.2	CARLYLE 4.9	37.0	104.5	B	10.06	
				0	Mo. Pac. Crossing 0.3	11.5	109.4			
92	7.05	2.40		37.0	IOLA YL 7.7	37.0	109.7	C	10.02	7.25
82	7.15 <sup>48</sup>	2.50		37.0	HUMBOLDT YL 8.3	37.0	117.4	C	9.54	7.15 <sup>211</sup>
				37.0	M.K.T. Crossing 0.8	0	125.7			
	7.25 PM	3.20 AM	TY		CHANUTE YL		126.6	C	9.45 AM	7.00 PM
	Arrive Daily	Arrive Daily			(69.4)				Leave Daily	Leave Daily
	46.2	34.7			Average speed per hour				55.5	41.6

**LAWRENCE DISTRICT**

No switch lights on Lawrence District.

WEST- WARD	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 15 April 26, 1964	Ruling Grade Ascending	Mile Post	Communications	EAST- WARD
↓							↑
Feet Per Mile							Feet Per Mile
Y	42.0	LAWRENCE YL 9.7	87.9	9.7	C		
	85.5	VINLAND YL 5.7	50.4	15.4	O		
	66.0	BALDWIN YL 10.7	64.7	26.2	O		
Y		OTTAWA YL					
		(26.1)					

**ATCHISON DISTRICT**

WEST-WARD	Siding Capacity 50 ft. Per Car	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 15 April 26, 1964		Ruling Grade Ascending	Mile Post	Communications	EAST-WARD
				Feet Per Mile	STATIONS				
		TY	0	0	484.5	0		C	
			0	M.K. JCT. 0.1	485.0	0			
			17.8	TERMINAL JCT. 19.9	485.1	17.4			
				C.B.& Q. Crossing					
			34.8	ATCHISON U.S. YL Mo. Pac. Crossing 0.6	505.0	0			
		T	25.6	ATCHISON YL 0.6	0.5	0		C	
			58.6	Mo. Pac. Crossing 5.3	1.1	0			
			24.8	PARNELL 4.3	6.4	50.9			
			68.9	CUMMINGS 6.1	10.7	0			
15			0	NORTONVILLE 9.2	16.8	64.3		0	
34			69.9	VALLEY FALLS 8.9	26.0	64.0		C	
			62.4	ROCK CREEK 4.5	34.9	63.4			
			63.4	MERIDEN 10.1	39.4	59.3		0	
			33.4	U.P. Crossing YL 1.1	49.5	0			
		TY		TOPEKA YL	50.6	0		C	
				(71.2)					

**LEAVENWORTH DISTRICT**

WEST-WARD	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 15 April 26, 1964		Ruling Grade Ascending	Mile Post	Communications	EAST-WARD
			Feet Per Mile	STATIONS				
		21.1	0	WILDER 1.5	0			
		30.1	0	U.P. Crossing BONNER SPRINGS YL 6.0	1.5	0	C	
		33.2	56.4	STONE 9.3	7.5			
		31.7	10.6	LANSING 1.7	16.8		C	
		52.8	52.8	WADSWORTH 2.2	18.6			
		0	66.0	C.B.& Q. Crossing 1.3	20.7			
				LEAVENWORTH YL	22.0		C	
				(22.0)				

**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**

WEST-WARD	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 15 April 26, 1964		Ruling Grade Ascending	Mile Post	Communications	EAST-WARD
			Feet Per Mile	STATIONS				
	Y	58.1	52.8	BURLINGAME YL 8.4	8.4		C	
		58.1	0	HARVEYVILLE 9.6	8.4		C	
		58.1	70.0	ESKRIDGE 7.5	18.0		C	
		52.8	70.2	HESSDALE 6.7	25.6			
		50.7	40.6	ALLENDORPH 1.6	32.2			
	Y			ALMA YL	33.8		C	
				(33.8)				

No switch lights on Alma District.

**SIGNAL SYSTEM TWO IN EFFECT:**

U. P. Crossing MP 49.6

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

Between Terminal Jct. and Atchison U.S. be governed by C.R.I.&P. time table and operating rules. In addition to A.T.&S.F. clearance card, at Terminal Yard, secure C.R.I.&P. clearance at C.R.I.&P. Yard Office. At Atchison, secure C.R.I.&P. clearance at Mo.Pac. 5th Street Office.

Train register for Atchison located in Mo.Pac. 5th Street Office.

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

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

Terminal Yard and Terminal Jct.

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

Trains or engines using Mo. Pac. main track to Atchison Union Depot Co. Track 5, will be governed, eastward by signal 3308-R, and westward by signal 3306-R. Block indicators located at west crossover switch at AT&SF main track and at west end of Depot track 5, indicate condition of block on conflicting routes. If block indicator shows "Block Occupied", and no evidence of movement on opposing route, crossover switches may be lined and, after expiration of five minutes if still no evidence of movement on opposing route, may proceed, protecting against conflicting movements.

No switch lights on Atchison District.

**8 EASTERN DIVISION**

**BURLINGTON DISTRICT**

WEST- WARD	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 15 April 26, 1964	Ruling Grade Ascending	Mile Post	Communications	EAST- WARD
↓		Feet Per Mile	STATIONS	Feet Per Mile			↑
		87.1	B.N. JCT. 7.0	39.6	7.0	B	
		91.2	HOMWOOD 5.6	54.4	12.6	C	
		128.0	WILLIAMSBURG 2.8	146.9	15.4		
		83.4	SILKVILLE 7.4	102.1	22.8	C	
		105.3	WAVERLY 5.4	45.8	28.2		
		42.8	HALL'S SUMMIT 5.1	83.0	33.3		
		92.2	SHARPE 8.3	5.0	41.6	G	
		57.1	BURLINGTON 10.4	61.0	52.0	C	
	Y		GRIDLEY YL				
			(52.0)				

No switch lights on Burlington District.

**GIRARD DISTRICT**

Sliding Capacity 80 ft. Per Car	WEST- WARD Second Class 77	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 15 April 26, 1964	Ruling Grade Ascending	Mile Post	Communications	EAST- WARD Second Class 78
	Mixed		Feet Per Mile	STATIONS	Feet Per Mile			Mixed
	AM 2.15	TY	0	A. U. JCT. YL 1.9	31.4	1.9		AM 9.05
			0	M.K.T. Crossing 4.1	0			
	2.30		31.7	ROLLIN 4.0	0	6.0		8.55
	2.40		0	SHAW 4.4	29.0	10.0		8.45
	2.55		20.6	ERIE 0.5	0	14.4	C	8.35
			44.4	M.K.T. Crossing 9.9	42.2	14.9		
	3.25		52.8	WALNUT M.K.T. Crossing 7.1	42.2	24.8		8.05
	3.40		51.3	BRAZILTON 7.6	48.8	31.9		7.50
			0	S.L.-S.F. Crossing 0.2	0	39.5		
22	4.00		48.0	GIRARD 9.4	42.2	39.7	C	7.35
	4.30	Y	0	FRONTENAC YL 3.0	37.0	49.1	C	7.15
			0	K.C.S. Crossing 0.1	0	52.1		
			0	Mo. Pac. Crossing 0.5	31.7	52.2		
			0	K.C.S. Crossing S.L.-S.F. Crossing 0.2	0	52.7		
			0	S.L.-S.F. Crossing 0.1	0	52.9		
	4.45 AM			PITTSBURG YL		53.0	C	7.00 AM
				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:**

Erie Interlocking.  
Walnut Interlocking.  
Girard Interlocking.

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

# EASTERN DIVISION

9

## SIGNAL SYSTEM TWO IN EFFECT:

Benedict Interlocking.

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

No switch lights on Fredonia District.

Siding Capacity 50 ft. Per Car	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 15 April 26, 1964		Ruling Grade Ascending	Mile Post	Communications	WEST- WARD ↓	EAST- WARD ↑
			Feet Per Mile	STATIONS					
				A. U. JCT. YL		127.7			
			42.2	7.1 VILAS	40.9	134.8			
32			42.2	4.2 REST	42.2	139.0			
		0		5.0 BENEDICT	42.2	144.0	B		
		0		0.2 Mo. Pac. Crossing	25.2	144.2			
		0		6.8 Mo. Pac. Crossing	26.4	151.0			
		0		1.4	10.5				
71				FREDONIA YL					
54			42.2	S.L.-S.F. Crossing 7.6	24.1	152.4	C		
			42.2	BUXTON	42.2	160.0	B		
			42.2	5.3 UPOLA	42.2	165.3			
			42.2	5.7	42.2				
				LONGTON YL		171.0	C		
				(43.3)					

# HOWARD DISTRICT

No switch lights on Howard District.

Siding Capacity 50 ft. Per Car	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 15 April 26, 1964		Ruling Grade Ascending	Mile Post	Communications	WEST- WARD ↓	EAST- WARD ↑
			Feet Per Mile	STATIONS					
				N.R. JCT. YL					
			43.1	10.1 OLPE	51.7	10.1	C		
			47.2	4.5 ROOT	44.6	14.6			
		0		4.8 MADISON	42.2	19.4	C		
			41.0	5.5 BISBEE	28.9	25.9			
			38.2	6.2 HAMILTON	35.5	32.1	C		
			38.8	7.0 UTOPIA	37.6	39.1			
21			44.7	4.6 Mo. Pac. Crossing	47.2	43.7			
			34.3	2.9 EUREKA YL	42.0	46.6	C		
			40.7	3.5 SMALL	41.7	50.1			
			40.7	5.7 CLIMAX	41.7	55.8			
24			46.9	7.1 SEVERY	44.8	62.9	C		
			32.3	S.L.-S.F. Crossing 5.7	41.2				
			39.8	6.9 FIAT	43.2	68.6			
			41.7	8.1 HOWARD	41.4	75.5	C		
				MOLINE YL		83.6	C		
				(83.6)					

Rules 19 and 813 of the Rules, Operating Department, revised 1959, are amended as follows:

Rule 19. Unless otherwise provided, the following signals will be displayed, in places provided, to the rear of every train, as markers, to indicate the rear of train:

By day, marker lamps not lighted.

By night, marker lamps lighted, displaying red to rear and yellow to front and side.

A train not equipped to display the prescribed signals will display to the rear, a red flag by day and a light by night, in lieu of marker lamps, to indicate the rear of train.

By night, when a train is clear of main track to be passed by following train (except within ABS limits or where Rule 261 is in effect) marker lamps will be turned to display yellow to front, side and rear. Markers must be changed to display red to rear before main track is again fouled.

When markers on a train, the rear of which is clear of main track, display red to rear (except within ABS limits or where Rule 261 is in effect), a following train must proceed prepared to stop short of train, obstruction or switch not properly lined, until main track is known to be clear.

Within ABS limits or where Rule 261 is in effect, a train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Where ABS or Rule 261 is not in effect, a passenger train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Rule 813. Amended to include: When radio communication is being used in connection with a train or yard movement, in lieu of hand signals, proper identification and continuous contact must be maintained. Should contact be lost with employe directing the movement, immediate stop must be made until communication is restored or other signals are used to complete the movement.

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.

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

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

8. . . . .

4. JUNCTION SWITCHES (Rule 98)

LOCATION	NORMAL POSITION
<b>ATCHISON DISTRICT</b>	
M.K. Jct.	Illinois Division.
Terminal Jct.	C.R.I. & P. Ry.
1000 ft. east of Mo. River Br.	C.R.I. & P. Ry.
Atchison U.S.	Missouri Pacific.
<b>BURLINGTON DISTRICT</b>	
B.N. Jct.	Third District.
<b>ALMA DISTRICT</b>	
Burlingame	First District.
<b>LEAVENWORTH DISTRICT</b>	
Wilder	First District.
<b>LAWRENCE DISTRICT</b>	
Lawrence	First District.

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

LOCATION	NORMAL POSITION
<b>FREDONIA DISTRICT</b>	
A.U. Jct.	Oklahoma Division.
<b>GIRARD DISTRICT</b>	
A.U. Jct.	Oklahoma Division.
Pittsburg K.C.S.	K. C. S. Ry.
<b>HOWARD DISTRICT</b>	
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.

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

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

ATCHISON—A.T.&S.F. trains will use tracks of Atchison Br. Co., Inc. from 462 ft. east of bridge to west end of bridge. Will use tracks of Atchison Union Depot Co. between west end of bridge and Mo. Pac. crossing at Atchison U.S., and Mo. Pac. main track between Mo. Pac. crossing and connection to A.T.&S.F. main track 384 feet west of Mo. Pac. crossing. C.R.I.&P. trains will use A.T.&S.F. main and yard tracks between Atchison U.S. and Atchison yards and will be governed by A.T.&S.F. Time Table and Rules.

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

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

6. . . . .

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
<b>FIRST DISTRICT</b>				
Topeka	52.6	Automatic Interlocking	20	20
Osage City	84.8	Automatic Interlocking	90	60
<b>SECOND DISTRICT</b>				
Between Ottawa and Pomona	59.9	Interlocking — If governing signal indicates stop and unable communicate with control station, follow instructions outlined in box at crossing.	90	70

# SPECIAL RULES

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

STATION	MILE POST LOCATION	TYPE	Maximum Speed MPH	
			Passenger	Freight
<b>THIRD DISTRICT</b>				
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
<b>ATCHISON DISTRICT</b>				
Atchison U. S.	505.0	Gate normally across CB&Q track. When gate is normal observe maximum speed shown.	10	10
Atchison U. S.	505.0	Stop. Rules 98, A, B, C and D.	10	10
Atchison	1.1	Gate normally across Mo.Pac. track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	10	10
Topeka	49.5	Interlocking—If governing signal indicates stop, communicate with Union Pacific Control Station	15	15
<b>LEAVENWORTH DISTRICT</b>				
Bonner Springs	1.5	Interlocking	10	10
Leavenworth	20.7	Stop. Rules 98, A, B, C and D.	30	30
<b>FREDONIA DISTRICT</b>				
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
<b>GIRARD DISTRICT</b>				
Between Rollin and A.U. Jct.	1.9	Gate normally across MKT track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	15	15
Erie	14.9	Automatic Interlocking. Be governed by instructions in box at crossing.	20*	20*
Walnut	24.8	Automatic Interlocking	20*	20*
Girard	39.5	Automatic Interlocking	20	20
Pittsburg	52.1	Gate normally across AT&SF track. Stop, open and close gate.	15	15
Pittsburg	52.2	Stop. Rules 98, A, B, C and D.	15	15
Pittsburg	52.7	Gate normally across AT&SF track. Stop, open and close gate.	15	15
Pittsburg	52.7	Stop. Rules 98, A, B, C and D.	15	15
Pittsburg	52.9	Stop. Rules 98, A, B, C and D.	15	15
<b>HOWARD DISTRICT</b>				
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
GIRARD DISTRICT . . . . .	40	35
HOWARD DISTRICT . . . . .	30	30

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

No. Units Operative Dyn. Brake	Tons	Average Weight Per Car	District Speed MPH
2 or more	1750 or less	46 to 50 tons	65
		45 tons or less	70
3 or more	3249 or less	46 to 50 tons	65
		45 tons or less	70
4 or more	3250 or less	Number of Cars	
		50 to 54	65
4 or more	3251 to 3500	55 or more	70
		58 to 69	65
4 or more	3501 to 3750	70 or more	70
		68 to 89	65
4 or more	3751 to 4000	90 or more	70
		73 to 109	65
4 or more	4001 to 4250	110 or more	70
		80 or more	65
4 or more	4251 to 4500	90 or more	65
		80 or more	65
4 or more	4501 to 4750	100 or more	65
		90 or more	65

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
<b>FIRST DISTRICT</b>		
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	.....
2 Curves, M.P. 34.8 to 35.2	55	55

# 12 EASTERN DIVISION

# SPECIAL RULES

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

LOCATION	MILES PER HOUR	
	Pass-enger	Freight and Mixed
<b>FIRST DISTRICT (Cont'd)</b>		
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 65.8	65	.....
2 Curves, M.P. 66.5 to 67.2	45	45
Curve, M.P. 67.5 to 67.6	50	45
Curve, M.P. 67.7 to 67.8 (Carbondale)	55	55
Curve, M.P. 68.2 to 68.8	70	.....
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
<b>SECOND DISTRICT</b>		
Curve, M.P. 1.7	15	15
4 Curves, M.P. 2.1 to 3.7	55	45
Curve, M.P. 6.7 to 6.8	65	65
Curve, M.P. 7.1 to 7.8 Tracks No. 1 and No. 3	79	60
M.P. 13.4 to 14.4, Track No. 3 only	40	40
Curve, M.P. 28.1 to 28.9	70	70
Curve, M.P. 29.4 to 29.6	75	70
2 Curves, M.P. 30.4 to 31.4	65	60
2 Curves, M.P. 34.5 to 35.1 Eastward Track only	55	55
Curve, M.P. 38.5 to 39.1 Eastward Track only	65	60
Curve, M.P. 39.5 to 39.8 Westward Track only	70	65
Curve, M.P. 39.6 to 40.0 Eastward Track only	65	55
Curve, M.P. 43.4 to 43.9	80	70
Curve, M.P. 49.3 to 49.6	70	70
Curve, M.P. 57.2 to 57.5	70	65
2 Curves, M.P. 70.8 to 71.6	80	70
Curve, M.P. 77.5 to 77.9	80	70
Curve, M.P. 79.6 to 79.9 Westward Track	55	45
Eastward Track	70	65
Curve, M.P. 83.4 to 83.6 Westward Track only	55	50
Curve, M.P. 84.4 to 84.6 Westward Track only	70	60
Curve, M.P. 85.7 to 86.0 Westward Track only	65	60
2 Curves, M.P. 84.3 to 86.0 Eastward Track only	70	65
Curve, M.P. 92.9 to 93.3	80	70
4 Curves, M.P. 98.0 to 101.4	65	60

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

LOCATION	MILES PER HOUR	
	Pass-enger	Freight and Mixed
<b>THIRD DISTRICT</b>		
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	.....
<b>ATCHISON DISTRICT</b>		
Curves except where further restricted	40	30
M.P. 6.0 to 6.3 (Parnell)	10	10
Curve M.P. 49.5 to 49.6	15	15
<b>LAWRENCE DISTRICT</b>		
M.P. 3.0 to 4.0	20	20
<b>LEAVENWORTH DISTRICT</b>		
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
<b>ALMA DISTRICT</b>		
Curves, except where further restricted	20	20
M.P. 32.5 to 33.9 (Alma)	15	15
<b>HOWARD DISTRICT</b>		
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
<b>FREDONIA DISTRICT</b>		
Crossover M.P. 170.6 to 170.7 (Longton)	15	15

13. ....

# SPECIAL RULES

## 14. MAXIMUM SPEED OF ENGINES.

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Not Controlled From Leading Unit	Dead In Train
Diesel and Gas-Electric				
11-15, 80-87	100	80	45	90
16-78, 300-314	100	90	45	90
325-344 (except 325L, 326LA, 329LAB, 330AB, 331LB, 332L, 333LAB, 334L, 335LAB)	80	80	45	80
325L, 326LA, 329LAB, 330AB, 331LB, 332L, 333LAB, 334L, 335LAB	90	90	45	90
100-289, 407-430	70	70	45	70
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	*45	70
450, 451	30	30	30	20
460-468	35	35	35	20
500-564, 625-653, 1500-1537, 2200-2299, 2302-2399, 2403-2441	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1349, 1600-1615	75	75	*45	75
RDC 191, 192	85	85	50	85
M115, 118, 126	65	65	25	60
M160, 190	80	65	25	75

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

## 15. MOVEMENTS OVER SUBMERGED TRACKS (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, 80-87, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2302, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1349, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

16. ....

## 17. DERRICKS, CRANES, ETC.

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

District	Derricks MPH	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 MPH	Other Machines MPH
First, Second, and Third.	40	45	30
Atchison, Girard, Lawrence, Leavenworth, Burlington, Alma, Fredonia, and Howard	24	24	24

Pile drivers must be handled in train next to engine.

## 18. SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

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

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

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

STATION	TYPE	LOCATION	MPH
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### FIRST DISTRICT

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

### 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 Yard	I	Crossover east of Yard Office	40

# 14 EASTERN DIVISION

# SPECIAL RULES

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

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

STATION	TYPE	LOCATION	MPH
<b>SECOND DISTRICT—(Cont'd)</b>			
Turner	I	Crossover east of Key Road between Main Trks. 1 and 2	30
	I	Crossovers west of Key Road	30
	I	Crossovers at MP 7.4 between Main Trks. 2, 3, and 4. (From Departure Yard)	15
	I	Crossover at MP 7.5 between Main Trks. 1 and 2	40
	I	Crossover between Main Trks. 2 and 3. (MP 8)	40
	I	Crossover between Main Trks. 3 and 4 (MP 8)	30
Morris	I	Crossover east of station	30
	I	Crossovers west of station	40
Holiday	I	Crossover between Main Trks. 2 and 3	30
	I	Turnout Main Track 4	40
M.P. 14.4	I	Turnout Main Trk. 3	40
	I	Crossovers	50
Craig	I	Crossovers	50
Olathe	I	Both ends of siding east of station	30
	I	Crossover east end siding west of station	40
	I	Crossovers between Main Trks. West end siding west of station	40
Clare	I	Crossover	40
Gardner	I	Crossover	50
Wellsville	I	Crossovers	50
Ottawa	I	Both ends siding	40
	I	Crossovers between main tracks	40
	I	Crossovers between Westward Main Track and siding	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 Constitution St.	15
	S	Turnout from Main Track No. 3 to Track 11 near Merchant St.	15
Merrick	I	Crossovers	30
<b>THIRD DISTRICT</b>			
Ottawa	I	Turnout Third Dist to Second Dist	15
	S	Both Ends Siding	15
Colony	S	Both ends siding	15
Iola	S	Both ends siding	15
Chanute	I	Freight lead 0.8 mile east of station	30
<b>HOWARD DISTRICT.</b>			
N.R. Jct.	I	Turnout Howard District	15

## 19. YARD LIMITS

Noria	N.R. Jct. (First and Howard Dists. only)
Lawrence	Garnett
Topeka	Gridley
Pauline	Fredonia
Burlingame (Alma District only)	Humboldt
K.C.T. Tower 3	Chanute
A.Y. Tower	A.U. Jct.
Argentine Yard	Atchison
	Terminal Yard
	Eureka

## 19. YARD LIMITS—(Cont'd)

Turner	Bonner Springs	Lawrence District
Emporia	Leavenworth	
Alma		
Ottawa (Lawrence and Third Dists. Only)		

## 20. BULLETIN BOOKS

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

## 21. STANDARD CLOCKS

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

## 22. STANDARD THERMOMETERS

Topeka	Atchison	Joplin
Argentine Yard	Chanute	Moline
Emporia	Longton	Howard
Ottawa	Erie	Eureka
Gridley	Pittsburg	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
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
43.9	Soldier Creek
50.4	Topeka Pedestrian Viaduct
<b>LEAVENWORTH DISTRICT</b>	
20.7	Highway Viaduct
.....	Highway Viaduct, Grant Avenue over U.P. Spur to Ft. Leavenworth
<b>ALMA DISTRICT</b>	
33.5	Mill Creek

# SPECIAL RULES

## 23. OVERHEAD OBSTRUCTIONS—(Cont'd)

### BURLINGTON DISTRICT

41.1 | Neosho River

### HOWARD DISTRICT

51.5 | Fall River

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

## 24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE

Name	Location	Capacity
<b>FIRST DISTRICT</b>		
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
Old Siding .....	M.P. 48.1	35 cars
<b>SECOND DISTRICT</b>		
Midcontinent Gr. Co. (spur).....	M.P. 44.7	17 cars
<b>THIRD DISTRICT</b>		
Crusher .....	M.P. 79.4	50 cars
<b>ATCHISON DISTRICT</b>		
Skelly Oil Co. (spur).....	M.P. 47.8	6 cars
<b>FREDONIA DISTRICT</b>		
Ash Grove Shale Pit (spur).....	M.P. 130.1	48 cars

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

### LOCAL TIME INSPECTORS—EASTERN DIVISION

E. C. GORDON, 4610 Troost Avenue..... Kansas City, Mo.  
E. R. BLANSIT, 6534 Kaw Drive..... Muncie, Kans.  
L. M. CONNOR, JR., 3120 Strong Ave..... Kansas City, Kans.  
ROSS LENTZ, 3221 Strong Ave..... Kansas City, Kans.  
JACK F. GAMBRILL, 709 Central..... Kansas City, Kans.  
HARRY M. FAERBER, 821 No. 7th..... Kansas City, Kans.  
R. L. METZ, 3006 W. 47th Terrace..... Shawnee Mission, Kans.  
D. H. ROSENBALM..... Emporia  
W. G. HARDEN..... St. Joseph  
C. W. RUNYAN..... Atchison  
NICK SCHELBAR..... Lawrence  
AL W. SMITH..... Topeka  
WENDELL F. IVES..... Topeka  
A. G. MADTSON..... Ottawa  
JACK WOOD..... Chanute  
D. C. DODSON..... Moline  
A. J. BENELLI..... Pittsburg

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

DR. O. L. HANSON..... Chief Surgeon

#### 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. B. J. ASHLEY, JR. (Ophthalmologist)..... Topeka  
DR. B. S. PROKOP (Ophthalmologist)..... Topeka  
DR. R. S. KIRKEGAARD (Ophthalmologist)..... 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 (Eye Only)..... Kansas City, Mo.  
DR. ROLAND D. WILLIAMS (E.N.T.)..... Kansas City, Mo.  
DR. BENTLEY A. NELSON (E.N.T.)..... Kansas City, Mo.  
DR. W. JOEL WURSTER (Otolaryngologist)..... Kansas City, Mo.  
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

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DR. E. G. KETTNER..... Kansas City, Mo.  
DR. R. E. DUNHAM..... Kansas City, Mo.  
DR. W. B. ALLEN..... Kansas City, Mo.  
DR. K. L. SHIRMAN..... Kansas City, Mo.  
DR. DONALD FERGUSON..... Kansas City, Mo.  
DR. WALTER R. PETERSON..... Kansas City, Mo.  
DR. V. E. LINK..... Independence, Mo.  
DR. H. W. KEAIRNES..... Independence, Mo.  
DR. C. F. GRABOKE..... Independence, Mo.  
DR. P. R. CARPENTER..... Kansas City, Kans.  
DR. MAURICE V. LAING..... Kansas City, Kans.  
DR. GLENN R. PETERS..... Kansas City, Kans.  
DR. ALVIN SILVERS..... Kansas City, Kans.  
DR. W. D. FRANCISCO..... Kansas City, Kans.  
DR. JOHN HUFF..... Kansas City, Kans.  
DR. CHRISTOPHER G. DAVIS..... Kansas City, Kans.  
DR. JOHN E. INGRAM..... Kansas City, Kans.  
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DR. J. O. YULICK..... Kansas City, Kans.  
DR. W. L. GOOD..... Mission  
DR. G. O. HARPSTER..... Mission  
DR. Q. C. HUERTER..... Bethel, Kans.  
DR. R. P. MCCARTHY..... Bethel, Kans.  
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. CHARLES R. HOPPER..... Emporia  
DR. ROBERT O. BROWN..... Atchison  
DR. W. A. MADISON..... Nortonville  
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DR. J. H. RYAN..... St. Joseph, Mo.  
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DR. N. E. NAYLOR..... Wellsville  
DR. J. F. BARR..... Ottawa  
DR. ROBERT A. GOLLIER..... Ottawa  
DR. A. B. MCCONNELL..... Burlington  
DR. J. R. SMITHEISLER..... Richmond  
DR. J. N. CARTER..... Garnett  
DR. C. B. HARRIS..... Garnett  
DR. T. O. OSBORN - Osteopath..... Colony  
DR. WILSON E. MYERS..... 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. E. E. LONG..... Humboldt  
DR. J. B. SATTERFIELD..... Humboldt  
DR. ERNEST W. MITTS..... Bonner Springs  
DR. KENNETH HUNTER..... Lebo  
DR. W. J. MCELROY..... Baldwin  
DR. JOHN H. BASHAM..... Eureka  
DR. FRED LOSE..... Madison  
DR. G. R. LOCKETT..... Moline  
DR. J. GORDON CLAYPOOL..... Howard  
DR. E. C. BRYAN..... Erie  
DR. E. C. BRYAN..... Walnut  
DR. ROBERT FRIGGERI..... Girard  
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 employee should report promptly to his Foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

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

