

M. E. SHEWMAKE, Trainmaster Emporia, Kansas
 E. L. KIDD, Trainmaster Emporia, Kansas
 L. S. LAWRENCE, Trainmaster, RFOE Chanute, Kansas
 W. J. McMEANS, 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 D. L. SEXTON
 F. B. HOSTETTER J. F. PURCELL
 C. J. BARRACLOUGH D. W. McALISTER
 W. K. GAGE D. W. MILLER
 F. T. McCABE R. D. DONOVAN
 C. W. McCOY D. E. HAMMAN
 A. E. JUDD

G. E. BECKER, Asst. Superintendent Argentine, Kans.
 W. A. GOSSETT, Passenger Trainmaster Kansas City, Mo.
 V. K. WOODSIDE, Asst. Pass. Trainmaster Kansas City, Mo.
 H. E. HODGINS, Trainmaster Argentine, Kans.
 R. E. CALDWELL, Trainmaster Argentine, Kans.
 E. E. STURGEON, Road Foreman of Engines Argentine, Kans.
 R. E. DAVIS, Asst. Trainmaster Argentine, Kans.
 L. C. LOWE, Asst. Trainmaster Argentine, Kans.
 A. A. CATRON, Asst. Trainmaster Argentine, Kans.

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are DAMAGING—Here's what happens:

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

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
Eastern District

EASTERN DIVISION

TIME TABLE No.

17

IN EFFECT

Sunday, April 24, 1966

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

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
3	Between Kansas City and Wellington	Kansas City to Emporia, and Beyond Newton	Points between Kansas City and Emporia	19	Lawrence	Hutchinson, St. John, Kinsley, Dodge City, Garden City, Syracuse, Lamar, Albuquerque and beyond	
4	Lebo Melvern Pomona Ottawa Wellsville Edgerton Gardner	Points between Emporia and Kansas City, Kansas City and beyond	Points beyond Emporia, and Emporia to Kansas City		St. John Kinsley	Albuquerque and beyond	Emporia and beyond and south of Newton
11	Edmond	Points beyond Edmond	Points beyond Edmond	20	Kinsley St. John	Emporia and beyond, South of Newton	Albuquerque and beyond
12	Osage City	Kansas City and beyond		23	Olathe	Newton and beyond	Kansas City and beyond
15	Ottawa	Beyond Newton			Newton to Dodge City	La Junta and beyond	Newton and beyond
16	Ottawa		Beyond Newton	24	Dodge City to Hutchinson	Newton and beyond	La Junta and beyond
17	Hutchinson	Albuquerque and beyond	Kansas City and beyond		Newton to Emporia	Points between Newton and Emporia, Kansas City and beyond	Points beyond Emporia
18	Hutchinson	Kansas City and beyond	Albuquerque and beyond	211	Collinsville		Kansas City 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.						

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

Siding Capacity 50 Ft. Per Car	WESTWARD First Class			Ruling Grade Ascending Feet Per Mile	TIME TABLE No. 17 April 24, 1966	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Ways	EASTWARD First Class		
	1	11	19						2	12	20
	San Francisco Chief	The Kansas Cityan	The Chief						San Francisco Chief	The Chicagoan	The Chief
	Leave Daily	Leave Daily	Leave Daily		STATIONS				Arrive Daily	Arrive Daily	Arrive Daily
	PM 11.00	PM 5.20	PM 5.10		HOLLIDAY 3.8	0			AM 5.24	AM 11.30	PM 9.55
43	11.04	5.24	5.13	0	WILDER 7.4	8.9	3.7	B	5.18	11.25	9.50
107	11.12	5.31	5.20	10.6	DE SOTO 8.0	10.6	11.1	C	5.10	11.18	9.42
49	11.20	5.37	5.27	0	EUDORA 4.1	0	19.1	C	5.02	11.10	9.35
	11.24	5.40	5.30	9.2	NORIA YL 3.3	0	23.2		4.56	11.05	9.30
130	11.30	5.45	5.35	10.6	LAWRENCE YL 5.1	10.6	26.6	Y C	4.50	11.00	9.25
50	11.37	5.51	5.40	0	LAKE VIEW 5.8	0	31.6		4.40	10.48	9.15
52	11.44	5.57	5.45	10.6	LECOMPTON 8.6	21.1	37.4	B	4.35	10.43	9.10
125	11.52 AM	6.04	5.52	7.0	TECUMSEH 6.6	0	46.0	B	4.26	10.36	9.01
41	12.05	6.15	6.00	26.4	A.T.&S.F. Crossing TOPEKA YL 6.5	0	52.6 50.6	Y C R	4.20	10.30	8.55
49	12.11	6.23	6.10	40.9	PAULINE YL 5.4	49.5	57.3	C	4.05	10.15	8.41
30	12.16	6.28	6.15	52.8	WAKARUSA 5.1	60.7	62.7	B	3.59	10.09	8.35
44	12.21	6.33	6.20	52.8	CARBONDALE 3.8	44.2	67.8	B	3.52	10.03	8.29
60	12.24	6.36	6.23	45.0	SCRANTON 5.3	52.8	71.6	C	3.48	9.59	8.25
68	12.29	6.41	6.28	52.8	BURLINGAME 7.9	51.6	76.9	Y C	3.42	9.53	8.19
				10.8	Mo. Pac. Crossing 0.3	0	84.8				
100	12.37	6.49	6.34	52.8	OSAGE CITY 5.3	42.1	85.1	C	3.34	9.45	8.11
73	12.42	6.55	6.39	35.7	BARCLAY 6.1	51.1	90.4	B	3.29	9.38	8.06
80	12.48	7.00	6.44	52.8	READING 8.2	39.0	96.5	B	3.23	9.33	8.01
49	12.57	7.08	6.52	49.8	LANG 6.2	57.8	104.8	B	3.16	9.26	7.54
	1.03	7.15	6.58	5.3	N.R. JCT. YL 1.1	15.8	111.0	Y	3.09	9.20	7.48
	1.15 AM	7.30 PM	7.10 PM		EMPORIA YL } 3 Tracks		112.1	T CR	3.05 AM	9.15 AM	7.45 PM
	Arrive Daily	Arrive Daily	Arrive Daily		(113.9)				Leave Daily	Leave Daily	Leave Daily
	50.6	52.8	57.0		Average speed per hour				49.1	50.6	52.6

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 District 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.

WESTWARD

First Class

47	1	23	11	211	19	3	7	17	15
Oil Flyer	San Francisco Chief	The Grand Canyon	The Kansas Cityan	The Tulsan	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 10.45 10.49	PM 9.30 9.34	PM 5.05 5.09	PM 5.00 5.04	PM 4.55 4.59	AM 9.15 9.19	AM 9.00 9.04	AM 2.05 2.09	AM 1.50 1.54
12.13	10.54	9.40	5.15	5.10	5.05	9.25	9.10	2.15	2.00
12.19	11.00 PM	9.46	5.20 PM	5.16	5.10 PM	9.32	9.16	2.21	2.06
s 12.40	Via First District	10.00	Via First District	s 5.27	Via First District	9.44	9.30	2.35	2.18
f 12.51									
f 12.57									
f 1.04									
s 1.20 AM		s 10.30		s 5.55 PM		10.16	9.59	3.03	2.46
						10.28			
		10.52				10.42	10.19	3.22	3.05
Via Third District			Via Third District						
		11.07				10.55	10.33	3.33	3.16
		11.30				11.12	10.54	3.50	3.33
		s 11.45 PM				s 11.20 AM	11.00 AM	3.55 AM	s 3.40 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
42.3	52.4	49.9	52.4	62.3	62.4	53.9	56.0	61.2	61.2

TIME TABLE
No. 17

April 24, 1966

STATIONS

KANSAS CITY

Union Station

K.C.T. TOWER 3 YL

A.Y. TOWER YL

ARGENTINE YARD

TURNER YL

MORRIS

HOLLIDAY

ZARAH

CRAIG

OLATHE

CLARE

GARDNER

EDGERTON

WELLSVILLE

LE LOUP

OTTAWA

Mo. Pac. Crossing

POMONA

QUENEMO

MELVERN

OLIVET

RIDGETON

LEBO

Neosho Rapids

WIGGAM

N.R. JCT.

EMPORIA YL

(112.2)

Average speed per hour

Ruling Grade
Ascending

Mile Post

Feet
Per
Mile

KOT Ry.

0

0

18.8

10.4

4.2

4.2

22.3

28.2

31.7

21.1

21.1

20.4

21.1

21.1

21.1

12.0

21.1

5.1

17.1

54.4

0

21.1

18.1

5.4

21.1

5.3

112.1

112.1

112.1

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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 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

Siding Capacity 50 ft. Per Car	Communications Turn Tables and Wyes	Ruling Grade Ascending	Feet Per Mile	TIME TABLE No. 17 April 24, 1966	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 Tulsan	Passenger	Fast Mail Express	Oil Flyer	The Chief	Texas Chief	
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
				KANSAS CITY Union Station 1.4	AM 4.45 ^s	AM 5.35 ^s	AM 6.00	PM 12.01 ^s	PM 12.10 ^s	PM 3.00 ^s	PM 6.00 ^s	PM 10.00 ^s	PM 10.30 ^s	AM 1.10	
				K.C.T. TOWER 3 YL 2.2	4.18	5.23	5.38	11.44	11.56	2.46	5.31	9.40	10.10	12.56	
				A.Y. TOWER YL 0.9											
				ARGENTINE YARD YL 2.3											
				TURNER YL 3.2	4.10	5.17	5.32	11.38	11.51	2.38	5.25	9.33	10.03	12.50	
				MORRIS 3.1											
				HOLIDAY 2.8	4.04	5.11	5.24 AM	11.30 AM	11.45	2.29	5.19	9.27	9.55 PM	12.44	
				ZARAH 2.9											
				CRAIG 6.8											
				OLATHE 5.1	3.50	4.59			11.30 ^s	2.15 ^s	5.05 ^s	9.15		12.30	
				CLARE 3.6			Via First District	Via First District					Via First District		
				GARDNER 5.2					2.02			9.06			
				EDGERTON 5.7					1.57						
				WELLSVILLE 4.4					1.49						
				LE LOUP 7.2											
				OTTAWA 2.8	3.15	4.32			11.00 AM	1.35 ^s	4.30	8.40 PM		12.03 AM	
				Mo. Pac. Crossing 7.6											
				POMONA 4.3						1.22					
				QUENEMO 7.8											
				MELVERN 6.7	2.57	4.16			Via Third District	1.08	4.12	Via Third District		11.47	
				OLIVET 1.4											
				RIDGETON 6.2											
				LEBO 7.8	2.44	4.03				12.47	3.59			11.34	
				Neosho Rapids 5.5											
				WIGGAM 4.2											
				N.R. JCT. 1.1	2.29	3.49				12.30	3.44			11.19	
				EMPORIA YL	2.25 AM	3.45 AM				12.25 PM	3.40 PM			11.15 PM	
				(112.2)	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	25.4	48.8	43.4	48.0	42.8	22.5	58.5	

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 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.

RULE 261 IN EFFECT:

Ottawa to MP 57.3. (Ottawa)

DY Jct. to East Switch Bartlesville MP 40.3.

Trains must secure numbered clearance card before leaving Ottawa, Chanute and Tulsa. All AT&SF trains must secure clearance card before leaving Bartlesville when operator on duty.

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

Mo.Pac. Crossing 0.8 mile east of station, Caney to State Line MP 22.7;

East end of Bridge MP 40.3, 0.6 mile east of passenger station, Bartlesville and BE Jct;

Westward signal 891 and home signal governing route through interlocking MP 90.2, Tulsa.

See Special Rule 6 regarding home signals of Interlocking at MP 90.2 (Tulsa).

Between Interlocking MP 90.2 (Tulsa) and Tulsa all tracks are designated as yard tracks.

Rule 285 indication on Burlington District eastward home signal, B.N. Jct., authorizes extra east with right over opposing trains B.N. Jct. to Ottawa.

Proceed indication on MK&T westward home signal DY Jct. authorizes MK&T train DY Jct. to BE Jct. Proceed indication on MK&T eastward home signal BE Jct. authorizes MK&T train BE Jct. to DY Jct.

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

No. 47 is superior to No. 212.

Siding Capacity 50 ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 17		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	First Class			No. 17					First Class	
	211	47		212	48					
	The Tulsa	Oil Flyer		April 24, 1966					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	17.5	OTTAWA YL		34.4	57.1	Y C R	AM \$11.00	PM \$8.40
			37.0	1.3 Mo. Pac. Crossing		35.6	58.4			
70	6.03	1.29	26.8	3.8 B.N. JCT.		18.6	62.2	B	10.48	8.24
57	6.07	f 1.34	29.3	5.0 PRINCETON		24.1	67.2	B	10.44	f 8.20
68	6.12	f 1.40	42.2	6.2 RICHMOND		37.0	78.3	C	10.39	f 8.15
			0	9.3 Mo. Pac. Crossing		29.9	82.7			
48	s 6.23	s 1.52	37.0	0.1 GARNETT YL		37.0	82.8	C	s 10.28	s 8.04
71	6.30	f 2.01	37.0	8.2 WELDA		33.4	91.0	B	10.18	f 7.54
97	6.37	f 2.09	20.2	8.1 COLONY		37.0	99.1	C	10.11	f 7.44
			0	10.3 Mo. Pac. Crossing		11.5	109.4			
92	s 6.50	s 2.25	37.0	0.3 IOLA YL		37.0	109.7	C	s 10.02	s 7.35
			37.0	7.7						
82	s 7.00	s 2.35	37.0	8.3 HUMBOLDT YL		37.0	117.4	C	s 9.54	s 7.25
			37.0	0.8 M.K.T. Crossing		0	125.7			
	s 7.15	s 3.10	31.1	1.1 CHANUTE YL		0	126.5	C R	s 9.45	s 7.15
	7.17	3.13	33.3	5.6 AU JCT. YL		37.0	127.6	T Y		
77	7.22	3.20	37.0	6.8 EARLTON		19.9	133.2	B	9.31	6.41
	7.28	3.29	0	7.5 THAYER		47.5	140.0	C	9.25	6.34
77	7.34	3.36	26.0	8.0 MOREHEAD		37.0	147.6	B	9.19	6.26
			29.0	0.2 SL-SF Crossing		0	155.6			
	s 7.43	s 3.50	79.8	9.7 CHERRYVALE YL		37.0	155.8	Y C	s 9.12	s 6.18
	s 8.05	s 4.15	0	0.7 INDEPENDENCE YL		25.1	165.5	Y C	s 9.00	s 6.08
			37.0	6.9 Mo. Pac. Crossing		29.6	0.5			
52	8.12	4.25	37.0	8.7 BOLTON		37.0	7.4		8.47	5.55
	8.19	4.38	37.0	5.2 HAVANA		37.0	16.1		8.37	5.46
			0	0.8 Mo. Pac. Crossing		0	21.3			
52	s 8.26	s 4.50	37.0	7.9 CANEY YL		26.4	22.1	Y C	s 8.31	s 5.40
	8.34	f 5.00	17.3	6.9 COPAN		37.0	30.0		8.23	f 5.30
74	8.41	s 5.10	0	0.7 DEWEY YL		23.5	36.9	C	8.15	s 5.22
			21.5	3.2 DY JCT. YL		22.5	37.6		8.14	5.19
	s 8.50	s 5.25	25.4	0.5 BARTLESVILLE YL		0	40.8	Y C	s 8.10	s 5.15
			37.0	11.2 BE JCT. YL		29.7	41.3		8.02	5.09
52	9.05	f 5.45	28.8	6.1 OCHELATA		37.0	52.5	B	7.51	f 4.57
62	9.11	f 5.55	28.3	6.2 RAMONA		37.0	58.6		7.46	s 4.50
51	9.18	6.03	22.7	6.8 VERA		37.0	64.8	B	7.41	f 4.42
35	9.25	s 6.15	30.0	7.5 COLLINSVILLE		36.4	71.6	C	s 7.35	s 4.35
	9.33	f 6.25	35.3	6.6 OWASSO		0	79.2	B	7.27	f 4.26
23	9.41	6.33	37.0	4.4 MOHAWK YL		0	85.8		7.21	4.19
	9.48	6.40	0	0.1 TULSA YARD YL		0	90.1	Y	7.17	4.14
			0	0.1 SL-SF, MKT., and MV Crossings		0	90.2			
			0	0.1 MV Crossing		0	90.4			
	s 10.00	s 7.00		TULSA Passenger Station			90.5	C	7.15 AM	4.10 PM
	Arrive Daily	Arrive Daily		(198.9)					Leave Daily	Leave Daily
	48.7	35.1		Average speed per hour					53.0	44.2

AUTOMATIC BLOCK SYSTEM

FOURTH DISTRICT

WEST- WARD ↓	Siding Capacity 50 Ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 17			Ruling Grade Ascending	Mile Post	↑ EAST- WARD
			April 24, 1966					
			STATIONS	Feet Per Mile		Feet Per Mile		
	Feet Per Mile				Communications Turn Tables and Wyes			
			A. U. JCT. YL 7.1	40.9	127.7	T Y		
			VILAS 4.2	42.2	134.8			
32			REST 5.0	42.2	139.0			
			BENEDICT 0.2	26.2	144.0	B		
			Mo. Pac. Crossing 8.2	26.4	144.2			
			FREDONIA YL S.L.-S.F. Crossing 7.6	24.1	152.4	C		
54			BUXTON 5.3	42.2	160.0	B		
			UPOLA 5.7	42.2	165.3			
					171.0			
39			LONGTON YL 5.8	37.0	189.9	C		
74			ELK FALLS 6.7	12.0	195.7	B		
		ABS	MOLINE YL 8.4	44.9	202.4	Y C		
42			GRENOLA 6.4	37.0	210.8	C		
50			GRAND SUMMIT 8.3	37.0	217.2			
39			CAMBRIDGE 5.3	37.0	225.5	C		
66			BURDEN 7.9	51.7	230.8	C		
46			NEW SALEM 8.4	37.0	238.7	B		
			WINFIELD YL 0.1	0	247.1	R		
			SL-SF Crossing 0.9	0	247.2			
			WN JCT. YL 5.3	37.0	248.1	Y		
			KELLOGG 3.5	37.0	253.4			
			OXFORD 5.7	37.0	256.9	C		
			DALTON 7.0	37.0	262.6	B		
		TCS	WELLINGTON YL		238.9	T Y C R		
			(123.0)					

RULE 261 IN EFFECT:

Westward home signal MP 267.5 to MP 239.5 Wellington.

No switch lights between A.U. Jct. and Longton, and between WN Jct. and westward home signal MP 267.5.

GIRARD DISTRICT

WEST- WARD ↓	Siding Capacity 50 Ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 17			Ruling Grade Ascending	Mile Post	↑ EAST- WARD
			April 24, 1966					
			STATIONS	Feet Per Mile		Feet Per Mile		
	Feet Per Mile				Communications Turn Tables and Wyes			
			A. U. JCT. YL 1.9	31.4	1.9	T Y		
			M.K.T. Crossing 4.1	0				
			ROLLIN 4.0	0	6.0			
			SHAW 4.4	29.0	10.0			
			ERIE 0.5	0	14.4	C		
			M.K.T. Crossing 9.9	42.2	14.9			
			WALNUT M.K.T. Crossing 7.1	42.2	24.8			
			BRAZILTON 7.6	43.8	31.9			
			S.L.-S.F. Crossing 0.2	0	39.5			
22			GIRARD 9.4	48.0	39.7	C		
			FRONTENAC YL 3.0	37.0	49.1	Y C		
			K.C.S. Crossing 0.1	0	52.1			
			Mo. Pac. Crossing 0.5	31.7	52.2			
			K.C.S. Crossing S.L.-S.F. Crossing 0.2	0	52.7			
			S.L.-S.F. Crossing 0.1	0	52.9			
			PITTSBURG YL		53.0	C		
			PITTSBURG, K.C.S. } 24.8 } K.C.S. Bv.					
			JOPLIN					
			(77.8)					
			Arrive Daily Ex. Sun.				Leave Daily Ex. Sun.	
	21.2		Average speed per hour				25.4	

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.

No. 77 is superior to No. 78.

No switch lights on Girard District.

ATCHISON DISTRICT

WEST- WARD ↓	TIME TABLE No. 17 April 24, 1966		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Siding Capacity 50 ft. Per Car	Feet Per Mile					STATIONS	Feet Per Mile
		TERMINAL YARD YL		484.5	TY C	
	0	0.5	0			
	0	M.K. JCT.	0	485.0		
	0	0.1		485.1		
	17.8	TERMINAL JCT. } R.I. 19.9 } Br.	17.4			
		C.B. & Q. Crossing } ATCHISON U.S. } YL		505.0		
	34.3	Mo. Pac. Crossing	0			
	0.6					
	25.6	ATCHISON YL	0	0.5	TC	
	0.6					
	58.6	Mo. Pac. Crossing	0	1.1		
	5.3					
	24.8	PARNELL	50.9	6.4		
	4.3					
	68.9	CUMMINGS	0	10.7		
15	6.1			16.8	C	
0	9.2	NORTONVILLE	64.3			
34				26.0	C	
69.9	8.9	VALLEY FALLS	64.0			
62.4	4.5	ROCK CREEK	63.4	34.9		
63.4	10.1	MERIDEN	59.3	39.4	C	
33.4	1.1	U.P. Crossing YL	0	49.5		
		TOPEKA YL		50.6	Y CR	
		(71.2)				

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 A.T.&S.F. Freight Station.

Train register for Atchison located in A.T.&S.F. Freight Station.

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 3305-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.

LEAVENWORTH DISTRICT

WEST- WARD ↓	TIME TABLE No. 17 April 24, 1966		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile	STATIONS					Feet Per Mile
	21.1	WILDER	0			
		1.5				
	30.1	U.P. Crossing	0	1.5	C	
		BONNER SPRINGS YL		6.0		
	33.2	STONE	56.4	7.5		
		9.3				
	31.7	LANSING	10.6	16.8	C	
		1.7				
	52.8	WADSWORTH	52.8	18.5		
		2.2				
	0	C.B. & Q. Crossing	66.0	20.7		
		1.3				
		LEAVENWORTH YL		22.0	C	
		(22.0)				

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

ALMA DISTRICT

WEST- WARD ↓	TIME TABLE No. 17 April 24, 1966		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile	STATIONS					Feet Per Mile
	58.1	BURLINGAME YL	52.8		Y C	
		8.4		8.4	C	
	58.1	HARVEYVILLE	0			
		9.6				
	58.1	ESKRIDGE	70.0	18.0	C	
		7.5				
	52.8	HESSDALE	70.2	25.5		
		6.7				
	50.7	ALLENDRPH	40.6	32.2		
		1.6				
		ALMA YL		33.8	Y C	
		(33.8)				

No switch lights on Alma District.

BALDWIN DISTRICT

WEST- WARD ↓	TIME TABLE No. 17 April 24, 1966		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile	STATIONS					Feet Per Mile
	65.0	BALDWIN YL	64.7	15.4		
		10.7				
		OTTAWA YL		26.2	Y CR	
		(10.7)				

No switch lights on Baldwin District.

BURLINGTON DISTRICT

COFFEYVILLE DISTRICT

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 17 April 24, 1966	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS				Feet Per Mile
	87.1	7.0	B.N. JCT.	39.6	7.0		B
91.2	5.6	HOMEWOOD	54.4	12.6	C	
126.0	8	WILLIAMSBURG	146.9	15.4	C	
83.4	7.4	SILKVILLE	102.1	22.9	C	
105.3	5.4	WAVERLY	45.8	28.2		
42.8	5.1	HALL'S SUMMIT	83.0	33.9		
92.2	8.3	SHARPE	5.0	41.6	C	
57.1	10.4	BURLINGTON	61.0	52.0	Y C	
		GRIDLEY YL				
		(52.0)				

WEST- WARD ↓	Second Class 67	Ruling Grade Ascending	TIME TABLE No. 17 April 24, 1966	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Way Frt.		STATIONS				Feet Per Mile
		Leave Daily Ex. Sun.	Feet Per Mile	AM 1.30	CHERRYVALE YL	50.3			Y C	Arrive Daily Ex. Sat. 8.05
1.50	50.7	8.3	LIBERTY YL	19.8	8.1	B	7.50
	21.1	5.2	AVIAN	19.3	13.3		
	21.1	2.5	MKT Crossing	12.1	15.8		
	0	0.6	COFFEYVILLE YL			Y C	7.30
2.10 AM	12.4	0.5	Mo. Pac. Crossing	0	16.4		PM
					16.9		
Arrive Daily Ex. Sun.			(17.1)				Leave Daily Ex. Sat.
25.6			Average speed per hour.				29.3

A train must not pass Burlington Dist. eastward home signal B.N. Jct., in "stop" position without authority from dispatcher.
No switch lights on Burlington District.

Trains must secure numbered clearance card before leaving originating stations, except No. 68 at Coffeyville.
No switch lights on Coffeyville District.

HOWARD DISTRICT

Siding Capacity 50 ft. Per Car	WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 17 April 24, 1966	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile		STATIONS				Feet Per Mile
			43.1	10.1	N.R. JCT. YL	51.7		10.1	Y
	47.2	4.5	OLPE	44.6	14.6	C	
	0	4.8	ROOT	42.2	19.4	C	
	41.0	6.5	MADISON	28.9	25.9		
	38.2	6.2	BISBEE	35.5	32.1	C	
	38.8	7.0	HAMILTON	37.6	39.1		
21	44.7	4.6	UTOPIA	47.2	43.7		
	34.3	2.9	Mo. Pac. Crossing	42.0	46.6	C	
	40.7	3.5	EUREKA YL	41.7	50.1		
	40.7	5.7	SMALL	41.7	55.8		
24	46.9	7.1	CLIMAX	44.8	62.9	Y C	
	32.3	5.7	SEVERY S.L.-S.F. Crossing	41.2	68.6		
	39.8	6.9	FIAT	43.2	75.5	C	
	41.7	8.1	HOWARD	41.4	83.6	Y C	
			MOLINE YL				
			(83.6)				

No switch lights on Howard District.

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.
Cherryvale	Nos. 47, 48, 211 and 212.
Moline	Originating or terminating.
Wellington-Wellington Yard	Originating or terminating either place.

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.
Tulsa	Extras and Work Extras.
Winfield	Extras and Work Extras.

3.

4. JUNCTION SWITCHES (Rule 98)

LOCATION	NORMAL POSITION
ATCHISON DISTRICT	
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
BURLINGTON DISTRICT	
B.N. Jct.	Third District.
ALMA DISTRICT	
Burlingame	First District.
LEAVENWORTH DISTRICT	
Wilder	First District.
FOURTH DISTRICT	
A.U. Jct.	Third District.
GIRARD DISTRICT	
A.U. Jct.	Third District.
Pittsburg K.C.S.	K. C. S. Ry.
HOWARD DISTRICT	
Moline	Fourth District.
THIRD DISTRICT	
BE Jct.	Third District.
COFFEYVILLE DISTRICT	
Cherryvale	Third District.
BALDWIN DISTRICT	
Ottawa	Second District (Siding)

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.

CANEY-STATE LINE—Mo. Pac. trains use A.T. & S.F. main track between connecting switches MP 21.4 and State Line MP 22.7.

DY Jct.—BE Jct.—M.K.T. trains use A.T. & S.F. main track between DY Jct. and BE Jct., and Bartlesville yard tracks east of BE Jct., and are governed by AT&SF time table and rules.

WINFIELD—WN. Jct.—Mo. Pac. trains use A.T. & S.F. tracks and are governed by A.T. & S.F. time table and rules.

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

5. JOINT TRACK FACILITIES—(Cont'd)

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—Mo. Pac. trains use A.T. & S.F. main track between connecting switches M.P. 150.9, Fredonia, and M.P. 144.2, Benedict.

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. (Rule 312) Home signals Interlocking M.P. 90.2 (Tulsa), when displaying single yellow aspect—proceed prepared to enter turnout or to stop short of train or obstruction.

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 and Pomona	59.9	Interlocking—If governing signal indicates stop and unable to communicate with control station, follow instructions outlined in box at crossing.	90	70
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
Cherryvale	155.6	Gate normally across SL-SF track. Approach prepared to stop. If gate is normal observe maximum speed shown.	20*	20*

SPECIAL RULES

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

STATION	MILE POST LOCATION	TYPE	Maximum Speed MPH	
			Passenger	Freight
THIRD DISTRICT—(Cont'd)				
Independence	0.5	Automatic Interlocking (Westward) Automatic Interlocking (Eastward)	20* 40*	20* 40*
Caney	21.3	Automatic Interlocking (Westward) Automatic Interlocking (Eastward)	40* 40*	40* 25*
Tulsa Yard	90.3	Interlocking	5	5
Tulsa	90.4	Gate normally across MV track. Approach prepared to stop. If gate is normal observe maximum speed shown.	5	5

FOURTH DISTRICT

Benedict	144.2	Automatic Interlocking	20*	20*
Fredonia	152.4	Gate normally across AT&SF track. Stop, open and close gate.	40	30
Winfield	247.2	Stop. Rules 98, 98(A), 98(B) and 98(D).	25	25

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	1.1	Stop. Rules 98, A, B, C and D.	10	10
Topeka	49.5	Interlocking — If governing signal indicates stop, communicate with Union Pacific Control Station.	15	15

LEAVENWORTH DISTRICT

Bonner Springs	1.5	Interlocking	10	10
Leavenworth	20.7	Stop. Rules 98, A, B, C and D.	30	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
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

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

STATION	MILE POST LOCATION	TYPE	Maximum Speed MPH	
			Passenger	Freight
HOWARD DISTRICT				
Severy	62.9	Gate normally across AT & SF track. Stop, open and close gate.	30	30
Eureka	48.7	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		
Ottawa to Chanute	79	60
Chanute to Tulsa Yard	75	50
FOURTH DISTRICT		
AU Jct. to Longton	40	30
Longton to WN Jct.	55	45
WN Jct. to Wellington	40	35
ATCHISON DISTRICT	35	35
BALDWIN DISTRICT	30	30
LEAVENWORTH DISTRICT	30	30
ALMA DISTRICT	25	25
BURLINGTON DISTRICT	25	25
GIRARD DISTRICT	40	35
HOWARD DISTRICT	30	30
COFFEYVILLE 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	3501 to 3750	90 or more	70

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

No. Units Operative Dyn. Brake	Tons	Number of Cars	District Speed MPH
4 or more	3751 to 4000	73 to 109 110 or more	65 70
4 or more	4001 to 4250	80 or more	65
4 or more	4251 to 4500	90 or more	65
4 or more	4501 to 4750	100 or more	65

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed

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	.....
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 68.8	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

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
SECOND DISTRICT		
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 Nos. 1 & 3	79	60
M.P. 13.4 to 14.4, Track No. 3 only	40	40
Curves, M.P. 14.0 to 25.0	75	70
Curve, M.P. 28.1 to 28.9	70	70
Curve, M.P. 29.4 to 29.6	70	70
2 Curves, M.P. 30.4 to 31.4	60	60
2 Curves, M.P. 34.5 to 35.1 Track No. 1 only	55	55
Curve, M.P. 38.5 to 39.1 Track No. 1 only	65	60
Curve, M.P. 39.5 to 39.8 Track No. 2 only	70	65
Curve, M.P. 39.6 to 40.0 Track No. 1 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 Track No. 2 Track No. 1	55 70	45 65
Curve, M.P. 83.4 to 83.6 Track No. 2 only	55	50
Curve, M.P. 84.4 to 84.6 Track No. 2 only	70	60
Curve, M.P. 85.7 to 86.0 Track No. 2 only	65	60
2 Curves, M.P. 84.3 to 86.0 Track No. 1 only	70	65
Curve, M.P. 92.9 to 93.3	80	70
4 Curves, M.P. 98.0 to 101.4	65	60

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	.....
4 Curves, Main to 14th St., Chanute	30	20
Curve, M.P. 156.1 to 156.3	25	25

(Independence-Tulsa)

Curve, M.P.0.0	20	20
2 Curves, M.P. 13.1 to 13.6	50	35
Curve, M.P. 14.9 to 15.2	70	50
2 Curves, M.P. 15.8 to 16.4	50	40
Curve, M.P. 22.7 to 23.0	45	35
Curve, M.P. 23.7 to 24.1	60	50
Curve, M.P. 37.3 to 37.7	40	40
9 Curves, M.P. 44.5 to 49.1	45	35
Curve, M.P. 58.0 to 58.2	60	40
Curve, M.P. 77.1 to 77.6	55	40
Curves, M.P. 78.4 to 79.6	55	40
Curve, M.P. 83.6 to 83.9	50	40
Curve, M.P. 86.0 to 86.4	50	40
Curve, M.P. 90.1 to Tulsa	5	5

SPECIAL RULES

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FOURTH DISTRICT		
Turnout, Longton M.P. 188.8	15	15
Curve, M.P. 192.3 to 192.7	45	35
2 Curves, M.P. 194.9 to 195.5	50	35
Curve, M.P. 200.2 to 200.5	50	35
2 Curves, M.P. 204.8 to 205.7	50	35
8 Curves, M.P. 213.1 to 215.9	35	35
2 Curves, M.P. 227.1 to 227.5	50	40
4 Curves, M.P. 227.6 to 228.4	30	30
Curve, M.P. 238.1 to 238.2	50	35
Curve, M.P. 241.4 to 241.5	50	35
Curve, M.P. 242.6 to 243.0	45	40
Curve, M.P. 245.6 to 245.9	50	35
ATCHISON DISTRICT		
Curves, except where further restricted	30	30
Curve, M.P. 49.5 to 49.6	15	15
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
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
BALDWIN DISTRICT		
Curve, M.P. 25.9 to 26.0	10	10

13.

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 units listed below)	80	80	45	80
325LAB-326LAB-328LAB-329LAB-330LAB-331LAB-332L-333AB-334LAB-335LAB-336A-337LAB	90	90	45	90
350-359	90	90	45	90
100-289, 407-430	70	70	45	70
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019, 1700-1719, 1800-1829	70	70	*45	70
460-468	35	35	35	20

14. MAXIMUM SPEED OF ENGINES—(Cont'd).

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Not Controlled From Leading Unit	Dead In Train
Diesel and Gas-Electric				
500-564, 625-653, 1500-1537, 2200-2299, 2302-2399, 2403-2441	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1460, 1600-1615	75	75	*45	75
RDC 191, 192	85	85	50	85
M160, 190	80	65	25	75

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

15. MOVEMENTS OVER SUBMERGED TRACK (Rule 817)

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
11-15, 80-87, 600-611, 800-849, 1600-1615, 1700-1719, 1800-1829, 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, 100-359, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 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, cranes, pile drivers, 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	Wrecking Derricks MPH	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 MPH	Other Machines Including Derrick AT-199775 MPH
First, Second, and Third.	40	45	30
Atchison, Girard, Leavenworth, Coffeyville, Baldwin, Fourth and Howard	24	24	24
Burlington and Alma	20	20	20

Pile Drivers and Derrick AT-199775 must be handled in trains 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"—Interlocking Switch.
"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
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
	S	Both ends siding	15
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.	I	Second crossover west of Tower 3	30
Tower 3	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
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
Morris	I	Crossover between Main Trks. 3 and 4 (MP 8)	30
	I	Crossover east of station	30
Holliday	I	Crossovers west of station	40
	I	Crossover between Main Trks. 2 and 3	30
M.P. 14.4	I	Turnout Main Track 4	40
	I	Turnout Main Trk. 3	40
Craig	I	Crossovers	50
	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.	40
	I	West end siding west of station	40
Clare	I	Crossover	40
Gardner	I	Crossover	50

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

"I"—Interlocking Switch.
"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
SECOND DISTRICT—(Cont'd)			
Wellsville	I	Crossovers	50
Ottawa	I	Both ends siding	40
	I	Crossovers between main tracks	40
	I	Crossover between Main Track No. 2 and siding	40
M.P. 76	I	Crossovers	40
Ridgeton	I	Crossovers	40
Lebo	I	Crossovers	40
Wiggam	I	Turnout Main Track No. 3	40
	I	Crossovers	40
N.R. Jct.	I	East crossover between Main Tracks Nos. 1 and 3	30
	I	Other crossovers	40
Emporia	I	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	West crossover between Main Tracks Nos. 3 and 1 and two west crossovers between Main Tracks Nos. 2 and 1.	50
	I	Other crossovers and turnout from Main Track No. 3 to yard lead.	30

THIRD DISTRICT

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
Morehead	S	East end siding	15
Cherryvale	S	East end Storage track	15
Independence	S	East switch MP 165.3	15
Dewey	I	West end siding	20
DY Jct.	I	Junction switch to or from MKT	15
Bartlesville	I	East switch MP 40.3	30
BE Jct.	S	Junction switch to or from MKT	15
Collinsville	S	East end siding	15

FOURTH DISTRICT

Wellington	I	Switches at end of two tracks	40
	I	Switches to and from freight yard and Eastern Division	20
WN Jct.	I	Switches in Middle Division main track and siding and to and from Eastern Division main track	15
Moline		Wye switches	10

HOWARD DISTRICT

N.R. Jct.	I	Turnout Howard District	15
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19. YARD LIMITS

Noria	Burlingame (Alma	Argentine Yard
Lawrence	District only)	Turner
Topeka	K.C.T. Tower 3	Emporia
Pauline	A.Y. Tower	Alma

SPECIAL RULES

19. YARD LIMITS—(Cont'd)

Ottawa (Baldwin and Third Dists. only)	A.U. Jct. Atchison Terminal Yard	Dewey (Includes Bartlesville) Tulsa Yard (includes Mohawk)
Baldwin District	Coffeyville Liberty	Gridley
N.R. Jct. (First and Howard Dists. only)	Winfield Wellington (Eastern Division only)	Fredonia
Garnett	Cherryvale	Frontenac
Iola	Independence	Pittsburg
Humboldt	Caney	Moline
Chanute		Eureka

20. BULLETIN BOOKS

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

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
Bartlesville	Yard Office
Tulsa Yard	Yard Office
Tulsa	Passenger Station
Winfield	Yard Office
Wellington	Telegraph, Yard and Roundhouse Offices
Coffeyville	Passenger Station

22. STANDARD THERMOMETERS

Topeka	Atchison	Joplin
Argentine Yard	Chanute	Moline
Emporia	Longton	Howard
Ottawa	Erie	Eureka
Gridley	Pittsburg	Madison
Cherryvale	Bartlesville	Wellington
Independence	Tulsa	Coffeyville
Caney	Cambridge	

23. OVERHEAD OBSTRUCTIONS (Rule 761)

Mile Post	Name
FIRST DISTRICT	
19.6	De Soto, Highway Viaduct, Ordnance Plant Track
26.9	Wakarusa River
51.7	Lawrence, Overhead Conveyor
52.2	Topeka, Pedestrian Viaduct
52.4	Topeka, Branner Street Viaduct
94.9	Pedestrian Viaduct, Second Street, Topeka
107.9	Marais des Cygnes River
	Neosho River

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

Mile Post	Name
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
ALMA DISTRICT	
33.5	Mill Creek
BURLINGTON DISTRICT	
41.1	Neosho River
HOWARD DISTRICT	
51.5	Fall River

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

24. STATIONS, INDUSTRY AND OTHER TRACKS BETWEEN STATIONS, NOT SHOWN 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
SECOND DISTRICT		
Midcontinent Gr. Co. (spur)	M.P. 44.7	17 Cars
THIRD DISTRICT		
Crusher	M.P. 79.4	50 Cars
Carlyle	M.P. 104.5	20 Cars
Wayside	M.P. 11.6	4 Cars
Owen	M.P. 24.1	3 Cars
Dewey Dehydrating Spur	M.P. 35.8	2 Cars
Phillips Spur	M.P. 38.4	9 Cars
Modification Center Tracks	M.P. 82.4	19 Cars
FOURTH DISTRICT		
Ash Grove Shale Pit (spur)	M.P. 130.1	48 Cars
Crusher Storage	M.P. 200.0	27 Cars
Crusher Tracks	M.P. 200.1	177 Cars
Asylum Spur	M.P. 245.0	4 Cars
ATCHISON DISTRICT		
Skelly Oil Co. (spur)	M.P. 47.8	6 Cars

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

DR. O. L. HANSON, CHIEF SURGEON Topeka

LOCAL SURGEONS

LOCATION	DOCTORS
Atchison	R. O. BROWN
Bartlesville	C. L. JOHNSON, JR.
"	R. G. ALLEN
"	M. D. FOX
"	V. L. VINYARD
"	E. M. AMEN
Bethel	Q. C. HUERTER
"	R. P. MCCARTHY
Bonner Springs	E. W. MITTS
Burlington	A. B. MCCONNELL
Caney	F. E. MUCK
"	R. J. MOORE
Chanute	D. R. ABBUEHL
"	G. L. ASHLEY
"	GLEN ASHLEY
"	D. E. RAY
"	J. D. GOUGH
"	A. A. KIHM
"	E. B. GEHRT
Cherryvale	D. E. ARTHUR
"	F. GASSER
Coffeyville	A. E. MARTIN
"	J. F. COYLE
Collinsville	O. E. LAYTON
Colony	T. O. OSBORN (Osteopath)
Desoto	M. V. ROBBINS
Dewey	J. P. VANSANT
Emporia	F. J. ECKDALL
"	C. R. HOPPER
"	R. L. PETERSON
Erie	E. C. BRYAN
Eskridge	WM. H. WALKER
Eureka	J. H. BASHAM
Fredonia	L. E. BEAL
Gardner	A. D. REECE
Garnett	C. B. HARRIS
Girard	ROBT. FRIGGERI
Howard	J. G. CLAYPOOL
Humboldt	E. E. LONG
"	J. B. SATTERFIELD
Independence, Kans.	P. E. BARBERA
"	E. L. ROBINSON
"	A. E. BAIR
Independence, Mo.	V. E. LINK
"	C. F. GRABOKE
"	D. A. POTTS
Iola	W. E. MYERS
Joplin	J. R. KUHN, JR.
Kansas City, Kans.	P. R. CARPENTER
"	F. G. BICHLMEIER
"	G. R. PETERS
"	ALVIN SILVERS
"	W. D. FRANCISCO
"	JOHN HUFF
"	C. G. DAVIS
"	J. E. INGRAM
"	K. R. KENNEDY
"	J. O. YULICK
Kansas City, Mo.	GRAHAM OWEN
"	E. G. KETTNER
"	R. H. DUNHAM
"	W. B. ALLEN
"	K. L. SHIREMAN
"	DONALD FERGUSON
"	W. R. PETERSON

LOCAL SURGEONS—(Cont'd)

LOCATION	DOCTORS
Lawrence	G. E. MANAHAN
Leavenworth	G. R. COMBS
"	P. S. COMBS
Leawood	G. O. HARPSTER
Lebo	KENNETH HUNTER
Lyndon	NILES STOUT
Madison	FRED LOSE
Mission	D. L. GOOD
Moline	G. R. LOCKETT
Nortonville	W. A. MADISON
Olathe	W. E. McMANN
Osage City	H. J. WILLIAMS
Ottawa	R. A. GOLLIER
"	J. F. BARR
Pittsburg	D. B. MCKEE
"	C. H. FAIN
"	P. B. LEFFLER
Richmond	J. R. SMITHHEISLER
St. Joseph	R. W. KIEBER
"	S. E. SENOR
"	J. H. RYAN
Tulsa	C. S. SUMMERS
"	R. A. MCGILL
"	C. BATE
"	P. E. CRAIG
Valley Falls	C. P. ARNOLD
Walnut	E. C. BRYAN
Wellington	W. M. COLE
Wellsville	N. E. NAYLOR
Winfield	H. SNYDER
"	J. H. DEPOE

EYE, EAR, NOSE AND THROAT SPECIALISTS
AT LOCAL POINTS

LOCATION	DOCTORS
Bartlesville	C. D. PITTMAN
Coffeyville	R. W. DIVER
Emporia	D. P. TRIMBLE
"	E. L. GANN
Kansas City, Kans.	F. N. BOSILEVAC (Eye Only)
"	C. H. STEELE (ENT)
Kansas City, Mo.	W. R. EUBANK (Eye Only)
"	DRS. ALTRINGER, BUNTING & KNIGHT (ENT)
"	A. J. BAER (Eye Only)
"	R. D. WILLIAMS (ENT)
"	B. A. NELSON (ENT)
"	W. J. WURSTER (Otolaryngologist)
Topeka	K. W. STOCK (Eye Only)
"	B. J. ASHLEY (Eye Only)
"	B. J. ASHLEY, JR. (Ophthalmologist)
"	H. W. POWERS (ENT)
"	J. W. MCCLELLAN
"	R. R. PRESTON (ENT)
"	R. E. BRIDWELL (ENT)
"	B. S. PROKOP (Ophthalmologist)
"	R. S. KIRKEGAARD (Ophthalmologist)
Tulsa	H. J. EVANS

A. J. STROBEL, General Watch Inspector Topeka

R. W. GOOCH, Asst. General Watch Inspector Topeka

LOCAL TIME INSPECTORS

Atchison	C. W. RUNYAN
Bartlesville	R. J. LUDLUM
Chanute	JACK WOOD
Coffeyville	A. C. HAMILIN
Emporia	D. H. ROSENBAUM
Independence, Kans.	P. B. MYSER
Kansas City, Kans.	L. M. CONNOR, JR., 3120 Strong Ave.
"	ROSS LENTZ, 3221 Strong Ave.
"	J. F. GAMBRILL, 709 Central
"	H. M. FAERBER, 821 No. 7th
Kansas City, Mo.	E. C. GORDON, 4610 Troost Ave.
"	N. C. SCHELBAR, Union Station
Moline	D. C. DODSON
Muncie, Kans.	E. R. BLANSIT, 6534 Kaw Dr.
Ottawa	A. G. MADTSON
Pittsburg	A. J. BENELLI
St. Joseph	W. G. HARDEN
Shawnee Mission	R. L. METZ, 3006 W. 47th Terr.
Topeka	AL. W. SMITH
"	W. F. IVES
Tulsa	A. E. ROBERTS
Wellington	R. H. RILEY
Winfield	E. H. RUPPELIUS



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.)

