

The Atchison, Topeka & Santa Fe Railway Co.

EASTERN LINES.

EASTERN DISTRICT.

*See Supp Q-36
preceding*

EASTERN DIVISION.

EMPLOYEES' TIME TABLE No. 36.

IN EFFECT

SUNDAY, NOVEMBER 12, 1911,

AT 12:01 O'CLOCK A. M.

CENTRAL STANDARD TIME.

Superseding Time Table No. 35, Dated January 15, 1911, and any Supplements thereto.

This Time Table is for the Government and Information of Employees of this Company only.

C. W. KOUNS,
General Manager,
TOPEKA, KANSAS.

R. J. PARKER,
General Superintendent,
TOPEKA, KANSAS.

C. B. STROHM,
Supt. of Transportation,
CHICAGO, ILLINOIS.

C. T. McLELLAN,
Superintendent,
EMPORIA, KANSAS.

D. S. FARLEY,
Terminal Superintendent,
KANSAS CITY, MO.

SPECIAL RULES AND REGULATIONS.

Effective on the Eastern Division and Superseding all General Rules Inconsistent Therewith.

A book of The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1909, and the current Time Table, must be in the hands of all employes of the Operating Department.

Substitute for note under Rule 221-A of current Rules and Regulations, operating department: This rule not applicable to double track where separate signals are provided for trains on sidings.

Except as otherwise provided, all Eastward Trains are superior to Westward Trains of the same class.

Where upper quadrant three-position signals are installed, the following indications will be provided:

Stop—Arm horizontal, or red light.

Proceed under control—Arm 45 degrees upward, or yellow light.

Proceed—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate.

At stations shown in **full-faced type**, all Conductors must personally register their trains.

Conductors of freight and accommodation trains will fill up Telegraph Train Reports (Form 903), and leave them at all stations except registering stations. Operators will send these reports by wire promptly to the Trainmaster's office.

The following stations have Yard Limits (see No. 93, General Rules): Kansas City, Argentine, Atchison, Emporia, Holliday, Lawrence, Leavenworth, North Ottawa, Topeka, North Topeka, Osage City, Quenemo, and Burlingame. At all other stations trains must be protected as per Nos. 99 and D-99 of General Rules.

Argentine Yard Limits include freight main lines from limit board east of Argentine to clearance posts at Junction with passenger main lines at Turner. Yard limits on passenger main lines are as shown by limit boards.

Time signals will be sent daily at 11:00 A. M., "Central" time, from the Master Clock of the Washington, D. C., U. S. Naval Observatory, to all telegraph stations on this road. These signals are automatic clock-beats, repeated over the wires by the Master Clock. All repeater switches should be thrown. The following programme will be observed:

<p>H. M. S. 10 57 00 A. M., 10 57 30 A. M., 10 58 00 A. M., 10 58 30 A. M., 10 59 00 A. M., 10 59 30 A. M., 11 00 00 A. M.,</p>	<p>Second beats commence and continue until the 28th second, inclusive, when circuit opens until When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until When second beats commence again, continuing until the 28th second, inclusive, when circuit opens until When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until When second beats commence and continue until the 28th second, inclusive, when circuit opens until When second beats commence again, continuing to the 50th second, inclusive, when circuit opens until When the circuit closes one dot, and then opens again, when all repeater switches should be thrown back to original position.</p>
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This programme affords ample opportunity to identify the minute and second. If from interruption of wires, or other causes, the time should fail to be transmitted from the Master Clock at Washington, the time will be struck by the Master

Clock at Topeka, from Standard Time in the General Watch Inspector's office, as per above programme; or should there be a failure from any cause in receiving time each day, Operators will get time from the Dispatcher's Office of their division.

It is important that every Station shall have absolutely correct time, and Operators receiving time will, if necessary, correct the Station Clock to agree with time signal as received.

Standard Clocks are located at Kansas City Union Depot, Argentine, Topeka, Terminal Yard, Emporia, and Atchison F. D.

Standard thermometers are located as follows: Emporia, Neosho Rapids, Melvern, North Ottawa, Quenemo, Edgerton, Holliday, Osage City, Topeka, Valley Falls, and Atchison.

While running through the corporate limits of cities and towns named below, trains must not exceed the speed shown, and the engine bell must be rung constantly until without the limits:

Atchison and Valley Falls: four (4) miles per hour.

Leavenworth: five (5) miles per hour.

Kansas City, Carbondale, Emporia, North Topeka, Olathe, and Topeka: six (6) miles per hour.

Eudora, Lecompton, Scranton, and Wellsville: eight (8) miles per hour.

Lawrence and Osage City: ten (10) miles per hour.

In Kansas, a railroad company has a right to eject from its trains any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road, whether at a station or otherwise, with this limitation: In case a person is, by reason of any infirmity, unable to travel or find his way from the point where he is put off to a dwelling-house or town, or the weather is so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected at a station where suitable accommodation can be procured for his safety and comfort.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

Attention is also called to the following Kansas statute on the subject of gambling and confidence games:

Chapter 81 of the Laws of 1876.

SECTION 1. Whoever shall, in this State, deal, play or practice, or be in any manner accessory to the dealing, playing or practicing of the confidence game or swindle known as three-card monte, or of any such game, play or practice, shall be deemed guilty of a felony, and upon conviction thereof shall be punished by a fine of not to exceed five thousand dollars, and by confinement in the penitentiary not less than two nor more than five years,

SEC. 2. Whoever shall, in this State, on any railroad car, coach, or train, practice any confidence game not mentioned in the preceding section, or shall sell any prize packages or other prize, shall be deemed guilty of a misdemeanor.

SEC. 3. It is hereby made the duty of railroad conductors, brakemen on railroad trains, to immediately arrest the person so offending, without warrant or other process, and to call upon all bystanders or others for assistance, when the same may be necessary, to enable them to make such arrest. And when such offense is committed on any railroad car, coach or train, the venue shall lie, and the person be tried, in any county through which such railroad may run, not outside of the judicial district in which the offense was committed, any law to the contrary notwithstanding.

In Missouri, if any passenger shall refuse to pay his fare, or shall behave in an offensive manner, or be guilty of repeated violations of the rules of the company, it shall be lawful for the conductor of the train and the servants of the corporation to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping-place, or near any dwelling-house, as the conductor shall elect on stopping the train.

All employes are hereby notified that there are coal chutes, platforms and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side of a car; and all employes must PROTECT themselves from injury in passing such structures.

Also, that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through or under the following-named bridges or viaducts, and necessary precautions must be used by all employes to protect themselves from injury from overhead structures at said points while riding on top of cars:

EASTERN DIVISION.

MILE POSTS.	BRIDGE NUMBER.	NAME.
Atchison District.		
.....	.....	Union Depot, Train Shed, Atchison.
.....	.....	Sixth Street Viaduct, Atchison.
First District.		
2.3	.....	Fifth Street Bridge, Kansas City.
3.5	.....	Twelfth Street Bridge, Kansas City.
3.6	.....	Armourdale Viaduct.
4.4	.....	Argentine Foot Viaduct.
4.6	.....	Argentine Wa. on Viaduct.
40.4	36-A	Massachusetts St. Viaduct, Lawrence.
Leavenworth District.		
14.0	13	Stranger Creek.
20.8	25-A	Viaduct.
32.2	.....	Wire, Spruce St., Leavenworth.
33.3	32-C	Viaduct, South Leavenworth.
35.2	.....	Wire, State Road, Soldiers' Home.
35.8	35-A	Viaduct, Soldiers' Home.
52.7	79	Kaw River, Bonner Springs.
Alma District.		
33.6	67	Mill Creek, Alma.

Location of Fixed Signals.—Caution Signals on the Second District between Holliday and Emporia will be found to the left of the track, except between Edgerton and Gardner, Melvern and Ridgeton, LeLoup and Mile Post 46, and east of Woodlief, where the two tracks are separated a sufficient distance to permit of the signals being placed between the tracks. Attention is also directed to other fixed signals located to the left

of the track they govern, the most important of which are the interlocking signals as follows: Westward, at Emporia Junction: both directions at Missouri Pacific Crossing west of Quenemo; Missouri Pacific crossing Tower "HU," and eastward at North Ottawa and Olathe; eastward at Holliday on both the First and Second Districts; westward from First District entering Topeka yard; eastward at Osage City.

RAILROAD CROSSINGS.

Kansas City.—K. C. Terminal Ry. crossing, 1.6 miles west of the Union Depot, is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed permitted by ordinance.

Turner.—Junction of double-track passenger and double-track freight main lines is protected by standard interlocking system with distant and home signals, also with derails, except on passenger main lines. When signals are clear, passenger trains may proceed at speed not exceeding 30 miles per hour, and freight trains, at speed not exceeding 8 miles per hour. Eastward freight trains will approach Turner with caution, and on arriving in sight of distant signal will give four long blasts of the whistle, and if signals are clear for them will cross over into freight yard.

The eastward double-arm home signal is located 50 feet west of the connecting switch, with dwarf signal at foot of post. The top arm governs passenger main line movements, the lower arms governs onto yard lead, and the dwarf signal into storage yard.

Holliday.—Connecting switches at the Junction of the First and Second districts are protected by standard interlocking system, with distant and home signals. When given proper signals, trains may enter the yard at speed of ten miles per hour. The top arm of the home signal will govern westward trains to the First District and the lower arm will govern westward trains to the Second District.

Home signal and dwarf signal at Junction of First and Second Districts are located to the left of the track they govern. The upper arm of the home *block* signal governs westward trains to the First District, and lower arm governs westward trains to the Second District.

Whenever derails at interlocking plants are disconnected and spiked, whether for repairs or otherwise, all trains moving in the direction of derail should come to a full stop before passing home signal, which controls the route, and towerman must not pull signal to proceed until train has come to a full stop.

Olathe.—Frisco crossing, .4 mile west of the Passenger Depot, is protected by standard interlocking system, with home signals. When signals are clear, trains may cross at speed permitted by ordinance.

North Ottawa.—A. T. & S. F. crossing is protected by standard interlocking system, with home signals and derails. When signals are clear, trains may cross at speed of eight (8) miles per hour.

Tower H. U.—Missouri Pacific crossing is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed of eight (8) miles per hour.

Quenemo.—Missouri Pacific crossing, .8 mile west of the depot, is protected by standard interlocking system, with distant and home signals. When signals are clear, trains may cross at speed of eight (8) miles an hour.

Emporia Junction.—M. K. & T. crossing and Howard Branch Junction is protected by standard interlocking system with distant and home signals and derails. When signals are clear, trains may cross at speed of eight (8) miles per hour.

Eastward trains to the First District are governed by the upper arm of the home signal, and eastward trains to the Second District are governed by the lower arm of the home signal. South main track between Emporia Junction and Emporia is for the use of all westward trains from the Howard Branch, and all freight trains from the First and Second Districts.

Emporia.—Connecting switches west end of yard are protected by standard interlocking system, with distant and home signals and derails. Eastward freight trains will call for connecting switches before passing distant signal, and when given proper signal may enter yard at speed of 8 miles per hour.

Eastward trains through Emporia yard are governed by signals on brackets, located near Yardmaster's office and just west of West Street, and the track between these signals and the track they govern is not indicated by stub post and blue light.

Automatic Block Signals between Emporia Junction and west end of Emporia yard. Trains finding signals at danger will wait one minute, then proceed under control through the block. These signals do not govern movement of trains on the third track between Emporia Junction and the freight yard.

Osage City.—Missouri Pacific crossing, .3 mile east of depot, is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed permitted by ordinance.

Topeka.—A. T. & S. F. crossing at Second Street is protected by standard interlocking system with distant and home signals and derails. When signals are clear, trains may cross at speed permitted by ordinance.

Missouri Pacific crossing, 1.2 miles west of the depot, is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed permitted by ordinance.

The distant signal west of Missouri Pacific Crossing, South Topeka, is not in sight of the cabin where the levers are located that operate the interlocked signals. Eastward trains must be under control approaching the Distant Signal, and be prepared to stop before reaching the Home Signal if the latter should be in stop position.

Lawrence.—Movements of trains through Lawrence yard are governed by automatic signals as described in Rules for Automatic Signals Protecting Stations.

Bracket signal west of the passenger station at Lawrence governs trains in both directions on the second track from the signal, or the main line. The intervening track is not indicated by stub post and blue light.

Atchison.—Missouri Pacific crossing, .4 mile west of Atchison freight depot, is protected by a gate set normally across Missouri Pacific track. Missouri Pacific trains must come to a full stop and open the gate to cross. At night, position of gate is indicated by a green light when clear and red light when blocked.

Lyndon.—Missouri Pacific crossing, 4.2 miles west of the depot, is protected by a gate which is set normally across the A. T. & S. F. track. All A. T. & S. F. trains must come to a full stop and open the gate to cross. At night, position of gate is indicated by a green light when clear and a red light when blocked.

Stone.—K. C. N. W. crossing, 1.5 miles west of station, is protected by a gate set normally across A. T. & S. F. track. All A. T. & S. F. trains must come to a full stop and open the gate to cross. At night, position of gate is indicated by green light when clear and red light when blocked.

Soldiers' Home.—The spur at Soldiers' Home crosses the main track of the Missouri Pacific Ry. at viaduct 35-A. This crossing is protected by a gate set normally across A. T. & S. F. track. All A. T. & S. F. trains must come to a full stop and open the gate to cross. At night, position of gate is indicated by a green light when clear and a red light when blocked.

RULES

Governing use of double-track passenger main line and double-track freight main line between Turner and Twelfth Street, Kansas City, and of the Kansas City Terminal Railway Co. Y. connecting with the main lines of the A. T. & S. F. Ry. at Chicago Junction and at A. T. & S. F. Junction, superseding all conflicting rules on double-track service.

I. All trains using main line tracks of the A. T. & S. F. Ry. Company between Turner and Twelfth Street, Kansas City, will be subject to and governed by the time, rules and regulations for the movement of trains, as shown in the A. T. & S. F. Ry. current Time Table.

II. All trains running in the direction of or toward Kansas City will be known and understood as eastward trains, and all trains running in the direction of or toward Turner will be known and understood as westward trains.

III. The two south tracks between Twelfth street and Turner are designated as double-track passenger main lines. The two north tracks from Allen Avenue to Argentine and the two tracks located north side of new yard between Argentine and Turner are designated as double-track freight main lines.

IV. All eastward passenger trains will use the south passenger main track, and all westward passenger trains will use the north passenger main track, between Kansas City and Turner.

V. Specials, back-up trains and engines are authorized to use the passenger main line between Kansas City and Argentine without special running orders, but in all other respects such trains or engines will be governed by the current Rules and Regulations and as per paragraphs I to IV inclusive. Between Kansas City and Argentine all trains will run with caution.

VI. Missouri Division freight trains and all transfers will use double-track freight main line between Argentine and A. T. & S. F. Junction. Eastward freight trains and transfers will use south freight main track. Westward freight trains and transfers will use the north freight main track.

(a) All trains and transfers using double-track freight main line must move under control, expecting to find tracks occupied.

(b) Junction of double-track freight main line with double-track stock yards line is located at Fifth Street bridge. Rules governing railroad crossings will apply to crossing of westward freight track and eastward stock-yard track.

(c) Trains or transfers moving on westward freight main line will come to full stop before reaching connecting switch with westward stock-yard track and will not proceed until it can be seen that stock-yard track is clear of engines or transfers approaching from stock-yard.

(d) Engines and transfers coming from stock-yards will come to a full stop before reaching connecting switch with westward freight main line and not proceed until it can be seen that westward freight main line is clear of trains approaching from A. T. & S. F. Junction.

VII. Eastward Missouri Division freight trains before entering on Kansas City Terminal Railway will ascertain from Scale office if Terminal tracks are clear, and will have regular clearance handed up to them at Terminal line Armourdale Junction office.

VIII. Freight trains between Argentine and Turner will use double-track freight main line. Eastward freight trains will use south freight main track. Westward freight trains will use north freight main track.

IX. All westward trains must obtain Clearance Cards before leaving Kansas City Union Depot.

X. Missouri Division passenger trains run between A. T. & S. F. Junction, Chicago Junction and Kansas City. Missouri Division freight trains run between Argentine and A. T. & S. F. Junction.

XI. Rules governing railroad crossings will apply to all trains or engines moving in all directions on all passenger and freight lines and Kansas City Terminal Y tracks at Chicago Junction. Trains or engines must not proceed until it can be seen that all tracks which it may be necessary to cross or foul, are clear in each direction.

XII. Westward Missouri Division passenger trains leaving Kansas City will use slip-switch on westward passenger main line at Chicago Junction to enter the Y connection with the Kansas City Terminal Ry. Company.

XIII. Engines and back-up trains are authorized to use the Kansas City Terminal Ry. Co. Y, between Chicago Junction and A. T. & S. F. Junction, for turning and other purposes, **avoiding Regular Time Table Trains**, and in so doing must observe the following:

(a) No engine or back-up train entering the Kansas City Terminal Railway Co. Y at Chicago Junction must pass the switch at the connection with the Terminal Railway main line, until the Terminal Railway Co. distant signals indicate that both their main-line tracks are clear.

(b) When said distant signals indicate that both their main-line tracks are clear, engines or trains, as above, may cross over the westward main-line track to the eastward track, and proceed east to the cut-off which is located about 1,000 feet east of the Y switch, and there cross over to the westward main line, which will then be used to A. T. & S. F. Junction.

(c) Engines or trains entering upon the Kansas City Terminal Railway Co. tracks at A. T. & S. F. Junction, for the purpose of turning on the Y, will use the south track to the slip crossover just east of the east Y switch; the north main-line or westward track will then be used to Chicago Junction.

(d) All such engines or trains, while on the tracks of the Kansas City Terminal Railway Co., must observe and conform to the current Time Table Rules and Regulations covering the movement of trains, together with the special rules in relation to Semaphore Signals in force on that line.

(e) In event the Tower and Semaphore Signals on the Kansas City Terminal Railway are obscured by fog, or other causes, the rules governing flagging and use of torpedoes must be fully complied with, unless directed otherwise by special 31 order.

(f) Westward trains will come to full stop 200 feet from crossing at Union Depot Junction and not proceed until track is seen to be clear of trains crossing to or from Chicago Junction. Eastward trains from Chicago Junction will not pass Union Depot Junction until track is seen to be clear of trains approaching from east, also from A. T. & S. F. Junction. Eastward trains from A. T. & S. F. Junction will come to full stop 200 feet from connecting switch at Union Depot Junction and not proceed until it can be seen track is clear of trains coming from Chicago Junction, and will not use crossing at Union Depot Junction until it is seen that track is clear of trains approaching from east.

L. STANLEY,
Train Master,
EMPORIA, KAN.

G. W. ATMORE,
Terminal Train Master,
ARGENTINE, KAN.

J. C. FLURRY,
Passenger Terminal Train Master,
KANSAS CITY, MO.

J. F. HARNIT,
Chief Dispatcher,
EMPORIA, KAN.

Passengers will be carried on the following Freight Trains only; when more than one section, only the last section will carry passengers. In addition, in Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop.

EASTERN LINES.

ILLINOIS DIVISION.—Trains 49, 50, 53, 54, 55, 56; 47 and 48 between Pekin and Streator; 51 and 52 between Joliet and Streator; 39 between Streator and Leeds.
MISSOURI DIVISION.—Trains 45, 46, 59, 60; 57 and 58 between Dumas and Marceline.
EASTERN DIVISION.—Trains 61, 62, 63, 64, 65, 66, 121, and 122.
MIDDLE DIVISION.—Trains 71, 72, 310, 311, 351, 352, 387, 388; 94 and 95 between Sand Creek and Arkansas City.
OKLAHOMA DIVISION.—Trains 420, 421, 422, and 423.
SOUTHERN KANSAS DIVISION.—Trains 215, 216, 218, 219, 223, 224, 247, 248, 263, 264, 273, and 274.

WESTERN LINES.

WESTERN DIVISION.—Trains 73, 74, 77, 78, 79, 80, 578, and 579.
ARKANSAS RIVER DIVISION.—Trains 81, 82, 83, and 84.
COLORADO DIVISION.
NEW MEXICO DIVISION.
RIO GRANDE DIVISION.
PANHANDLE DIVISION.—Trains 509, 510, 519, 520, 521, 522, 530, 531, 535 and 536.
PECOS DIVISION.—Trains 85, 86, 87 and 88.
PLAINS DIVISION.—Trains 93 and 94.

Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

- No. 1. (a) Will stop at any station Chicago to Kansas City to receive passengers ticketed to El Paso, Deming or points south or west thereof, as well as for passengers ticketed to Arizona and California points.
 (b) Will stop at Strong City or at any station Newton to La Junta for passengers ticketed to California points, and will stop at any station west of Kansas City to let off passengers ticketed from foreign line points boarding train at Chicago or Kansas City.
- No. 2. Will stop at any station La Junta to Newton, and Kansas City to Chicago, to discharge paying passengers from points west of Albuquerque.
- No. 5. (a) Will stop at any station in Illinois to discharge passengers holding tickets from beyond Chicago.
 (b) Will stop at any station Chicago to Fort Madison to receive passengers ticketed to Kansas City and beyond.
 (c) Will stop at stations Coal City to Ransom inclusive to discharge paying passengers from Chicago or Joliet.
 (d) Will stop at Smithshire to discharge paying passengers from Chicago or pick up paying passengers for points in Missouri where this train is scheduled to stop.
 (e) Will stop on flag at Dean Lake and Standish for paying passengers for St. Joseph District and Kansas City.
 (f) Will stop at Sheffield to discharge paying passengers.
 (g) Will stop at any station west of Kansas City to discharge paying passengers from east of Kansas City.
 (h) Will stop at Nickerson to discharge paying passengers from Kansas City.
 (i) Will stop at stations Ellinwood to Dodge City to discharge paying passengers from McPherson District.
 (j) Will stop at Kendall on flag for paying passengers for west of La Junta.
 (k) Will stop at any station La Junta to Denver to discharge paying passengers from east or south of La Junta.
- No. 6. (a) Will stop on flag at Littleton for passengers ticketed to points east or south of Newton.
 (b) Will stop at stations Dodge City to Newton where it is not scheduled to stop, to discharge paying passengers from west of Dodge City when it misses connection at Dodge City with No. 568.
 (c) Will stop on flag at Speareville, Garfield, Pawnee Rock, Raymond and Alden for passengers ticketed to Chicago or east.
 (d) Will stop at any station Newton to Kansas City to discharge paying passengers from south of Purcell.
 (e) Will stop on flag at Mazon for paying passengers for Chicago and east thereof.
- No. 7. (a) Will stop on flag at Gardner, Edgerton, Wellsville, Melvern, Lebo and Neosho Rapids for passengers ticketed to points west of Newton where train is scheduled to stop.
 (b) Will stop at any station south of La Junta to discharge paying passengers from east of La Junta.
 (c) Will stop at any station west of Emporia to discharge paying passengers from Southern Kansas Division points.
 (d) Leaving Hutchinson Saturdays, will stop at any station on the Second District to discharge paying passengers arriving Hutchinson Saturdays on Pan Handle Division train No. 508.
 (e) Will stop at any station Lamy to Albuquerque to discharge paying passengers from Santa Fe District.
- No. 8. (a) Will stop at any station on Western, Middle or Eastern Divisions to discharge paying passengers from west of Dodge City.
 (b) Will stop on flag at Kendall for paying passengers for points east of Dodge City.
 (c) Will stop at Garfield for paying passengers for Kansas City and east.
 (d) Will stop at any station Kansas City to Chicago to discharge paying passengers from Lawrence, Olathe, and points west thereof. Also for paying passengers from connecting lines at Kansas City.
 (e) May be flagged at Mazon, Williamsfield and Princeville for paying passengers for Chicago or east.

- No. 9. (a) Will stop on flag at Dallas City for passengers ticketed to Colorado or beyond; and to Texas, Arizona, or California.
 (b) Leaving Hutchinson Sundays, will stop at any station on the Second District to discharge passengers from Chicago or points east of there using this train from Chicago.
- No. 10. (a) Will stop at any station Albuquerque to La Junta to discharge paying passengers from west of Albuquerque.
 (b) Will stop at any station La Junta to Kansas City to discharge paying passengers from west and south of La Junta.
 (c) Will stop on flag at Dillwyn and Zenith for paying passengers for Hutchinson and points east thereof where this train is scheduled to stop.
 (d) Will stop at any station Newton to Kansas City to discharge paying passengers from west of Mulvane.
- No. 12. (a) Will stop at Florence, Strong City and Osage City to discharge paying passengers from west of Dodge City.
 (b) Will stop on flag at Macksville, St. John, Stafford and Sylvia for paying passengers for points where this train is scheduled to stop.
 (c) Will stop at Holliday to discharge paying passengers from west of Dodge City for Southern Kansas Division or Leavenworth District.
 (d) Will stop on flag at Castle Rock, Monument and Fountain for paying passengers for Kansas City and points east.
- No. 16. Will stop at any station Newton to Kansas City to discharge paying passengers from west or south of Newton.
- No. 17. (a) Will stop at any station Kansas City to Newton to discharge paying passengers from points east of Kansas City.
 (b) Will stop on flag at Lake View for paying passengers for Topeka and west where train is scheduled to stop.
 (c) Will stop on flag at De Soto, Carbondale and Reading for paying passengers for points where train is scheduled to stop. Also to discharge paying passengers from Kansas City.
 (d) Will stop at any station south of Arkansas City to discharge paying passengers from points east or west of Newton.
 (e) Will stop on flag at Chilocco for paying passengers for Ponca City and points south.
 (f) Will stop at any station south of Guthrie to discharge paying passengers from points in Panhandle Division reaching Guthrie via Enid District.
- No. 18. (a) Will stop on flag at White Eagle for paying passengers for Kansas City or east thereof.
 (b) Will stop at any station south of Newton to discharge paying passengers from south of Purcell.
 (c) Will stop at any station east of Newton to discharge paying passengers from south of Newton.
 (d) Will stop at Chilocco to discharge paying passengers from Ponca City and points south.
 (e) Will stop on flag at Moore, Britton, Waterloo and Seward, to pick up paying passengers destined to Panhandle points when routed via Enid District.
- No. 109. Will stop at points between Argentine and Holliday on Sundays to receive and discharge paying passengers.
- No. 405. Will stop at any station south of Wichita to discharge paying passengers from east or west of Newton.
- No. 406. (a) Will stop at any station to discharge paying passengers from south of Purcell.
 (b) Will stop on flag at Bliss for paying passengers for points on Third District.
- No. 603. Will stop at Rocky Ford to discharge paying passengers from points east and south of Newton.
- No. 809. Will stop to discharge paying passengers from east of Albuquerque.

THE FOLLOWING SIGNS INDICATE—

s—Regular stop; f—Stop on signal; ¶—Stop for meals; N—Day and night telegraph office; G—Night telegraph office; D—Day telegraph office; P—Day and night telephone office; T—Day telephone office; V—Night telephone office; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

EASTERN DIVISION.—FIRST DISTRICT.

WESTWARD.

First Class.

	203	201	113	111	109	19	17	15	11	9	7	5	3	1	Capacity of Siding.	Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 36, November 12, 1911.	Ending Grade Ascending.	Distance from Kansas City.
	Southern Kansas Passenger.	Southern Kansas Passenger.	Panhandle & Peoria Valley Express.	Emporia Passenger.	Topoka Express.	De Luxe.	Kansas and Texas Express.	Kansas Fast Mail.	Colo., Okla. and Texas Flyer.	California Fast Mail.	Mexico and California Express.	Colorado and Utah Express.	California Limited.	California Express.	No. Cars.		KANSAS CITY.		Miles.
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Wednesday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			1.0	0	1.0
	PM 10.45	AM 9.00	AM 8.01	PM 4.15	PM 4.30	AM 8.00	PM 10.00	AM 1.45	PM 9.25	PM 9.35	PM 2.35	AM 9.40	AM 9.10	AM 11.30	1478	F W	C. B. & Q. Crossing.	0	1.0
																	0.3	0	1.3
																	0.2	0	1.3
																	0.2	0	1.5
																	0.1	0	1.6
																	0.2	0	1.6
	10.49	9.04	8.09	4.19	4.34	8.04	10.04	1.49	9.29	9.39	2.39	9.44	9.14	11.34		Y	K. C. T. Railway Crossing.	0	1.6
																	0.2	0	1.6
	10.50	9.05	8.10	4.20	4.35	8.05	10.05	1.50	9.30	9.40	2.40	9.45	9.15	11.35			A. T. & S. F. Junction.	26.4	4.6
															250	Y	2.8	0	7.0
	10.51	9.06	8.11	4.21	4.36	8.06	10.06	1.51	9.31	9.41	2.41	9.46	9.16	11.36			2.4	0	10.3
															5515	F W T	ARGENTINE.	26.4	7.0
	\$10.57	\$ 9.11	\$ 8.16	\$ 4.27	4.40	8.10	10.10	1.55	9.35	9.45	2.45	9.50	9.20	11.40			TURNER.	0	10.3
															29		3.3	0	10.3
	\$11.02	\$ 9.16	\$ 8.21	\$ 4.32	4.45	8.15	10.15	2.00	9.40	9.50	2.50	9.55	9.25	11.45			MORRIS.	25.0	13.3
															83		3.0	0	13.3
	\$11.09	9.23	\$ 8.26	\$ 4.38	4.50	8.20	10.20	2.05	9.45	9.55	2.55	10.00	9.30	11.50			HOLLIDAY.		
															214	W Y			
	\$11.15 PM	\$ 9.30 AM	\$ 8.32 AM	\$ 4.45 PM	\$ 4.55 PM	8.25 AM	10.25 PM	2.10 AM	9.50 PM	10.00 PM	3.00 PM	\$10.05 AM	9.35 AM	\$11.55 AM			(13.3)		
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Wednesday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.					
	(26.6)	(26.6)	(26.8)	(26.6)	(31.9)	(31.9)	(31.9)	(31.9)	(31.9)	(31.9)	(31.9)	(31.9)	(31.9)	(31.9)			Average speed per hour.		

See Supp Q-36

	191	189	187	185	181	179	177	175	173	Capacity of Siding.	Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 36, November 12, 1911.	Ending Grade Ascending.	Distance from Kansas City.
	40 C. B. I. & P.	13 C. M. & St. P.	32 C. M. & St. P.	8 C. M. & St. P.	16 Missouri Local.	10 Chicago Fast Mail.	6 Chicago Express.	2 Eastern Express.	120 Mixed.	No. Cars.		KANSAS CITY.		Miles.
	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			1.0	0	1.0
	AM 10.00	PM 5.55	PM 4.25	AM 9.05	PM 5.00	PM 6.00	PM 7.30	PM 9.00	AM 6.00	1478	F W	C. B. & Q. Crossing.	0	1.0
												0.3	0	1.3
												0.2	0	1.3
												0.2	0	1.5
												0.1	0	1.6
												0.2	0	1.6
	10.05	6.00 PM	4.30 PM	9.10 AM	5.05 PM	6.05 PM	7.35 PM	9.05 PM	6.05 AM		Y	Chicago Junction. STATE LINE.		1.5
												0.1	0	1.6
												0.2	0	1.6
	10.06 AM											0.2	0	1.6
										250	Y	A. T. & S. F. Junction.		1.8
		Via Kansas City Terminal Ry.	Via Kansas City Terminal Ry.	Via Kansas City Terminal Ry.	Via Kansas City Terminal Ry.	Via Kansas City Terminal Ry.	Via Kansas City Terminal Ry.	Via Kansas City Terminal Ry.	Via Kansas City Terminal Ry.					
	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.					
												(1.8)		

DOUBLE TRACK between Kansas City and Holliday.
All trains shall keep to the right.
Rules governing the movement of trains with the current of traffic on double track by means of Block Signals:
 Between Kansas City and Holliday, trains will run with the current of traffic by block signals, whose indications will supersede time-table superiority.
 The movement of trains will be supervised by the train dispatcher, who will issue instructions to signalmen when required.
 Trains having work to do which may detain them must obtain permission from the signalman at the last station at which there is a siding, before entering the block in which the work is to be done. The signalman must obtain authority to give this permission from the dispatcher.
 When necessary to run trains against the current of traffic, movement must be controlled by train orders.
 Except as affected by these rules, block signal and train rules will remain in force.
No. 19 RUNS WEDNESDAY.

All trains will be governed by double and joint track and Automatic Signal rules between Kansas City and Holliday.
 All trains must get Clearance Cards before leaving Kansas City Union Depot.
 Trains while on Union Depot tracks, Kansas City, will be governed by rules and regulations of Kansas City Union Depot Time Table
 Trains 3, 9 and 17 will register by Form 903 at Holliday. All other westward trains on the First District will get Clearance Cards before leaving Holliday.
 Enginemen must have their trains under control when moving in either direction between Turkey Creek Bridge and 12th Street, expecting to find track occupied, and keep sharp lookout for transfers crossing track on crossovers located in vicinity of point 1300 feet east of Turkey Creek Bridge.
 Trains will not exceed speed of ten (10) miles per hour when passing over slip-switches at A. T. & S. F. Junction.
 Conductors and Enginemen of the C. M. & St. P., C. R. I. & P. and M. K. & T. trains will be governed by Time, Rules and Regulations of the A. T. & S. F. Ry., Eastern Division Time Table.
 The distance shown between State Line and A. T. & S. F. Junction is the distance from Union Depot Junction to A. T. & S. F. Junction.

EASTERN DIVISION.—FIRST DISTRICT.

WESTWARD.

Second Class.

	59	39	219	93	65	61	39	37	35	33	31	Capacity of Sidings.	Fuel, Water, Turbines and Wyes.	TIME TABLE No. 36, November 12, 1911.	Rolling Grade Ascending.	Distance from A. T. & S. F. Jct.
	Way Freight.	Fast Freight.	Southern Kansas Freight.	Line Freight.	Way Freight.	Way Freight.	Freight.	Texas Freight.	Kansas Mdeo.	Mexico and California Fast Freight.	Colorado and New Mexico Fast Freight.	No. Cars.		STATIONS.		Miles.
	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.					
	Via Kansas City Terminal Ry.	Via Kansas City Terminal Ry.								Via Kansas City Terminal Ry.						
	PM 5.00	AM 12.55								AM 2.30		250	Y	A. T. & S. F. Junction.		
	5.15 PM	1.30 AM	PM 8.00	AM 10.10	AM 5.00	AM 6.50	PM 10.15	PM 9.00	PM 8.15	3.00 4.30	AM 7.00	55 15	FWT	2.8	26.4	2.8
			8.15	10.25	5.15	7.05	10.30	9.15	8.30	4.45	7.15	29		ARGENTINE.	26.4	5.2
			8.25	10.35	5.25	7.15	10.40	9.25	8.40	4.55	7.25	88		TURNER.	0	5.2
			8.35 PM	10.45 AM	5.35 AM	7.25 AM	10.50 PM	9.35 ¹¹ ₁₆ PM	8.50 PM	5.05 AM	7.35 AM	214	W Y	MORRIS.	25.0	8.5
	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			HOLLIDAY.		11.5
	(11.2)	(4.8)	(14.9)	(14.9)	(14.9)	(14.9)	(14.9)	(14.9)	(14.9)	(10.6)	(14.9)	Average speed per hour.				

DOUBLE TRACK between Kansas City and Holliday.

All trains shall keep to the right.

Rules governing the movement of trains with the current of traffic on double track by means of Block signals:

Between Kansas City and Holliday, trains will run with the current of traffic by block signals, whose indications will supersede time-table superiority.

The movement of trains will be supervised by the train dispatcher, who will issue instructions to signalmen when required.

Trains having work to do which may detain them must obtain permission from the signalman at the last station at which there is a siding, before entering the block in which the work is to be done. The signalman must obtain authority to give this permission from the dispatcher.

When necessary to run trains against the current of traffic, movement must be controlled by train orders. Except as affected by these rules, block signal and train rules will remain in force.

All trains will be governed by double and joint track and Automatic Signal rules between Kansas City and Holliday.

Freight trains will register at yard office, Argentine.

Enginemen must have their trains under control when moving in either direction between Turkey Creek Bridge and Twelfth St., expecting to find track occupied, and keep sharp lookout for transfers crossing track on crossovers located in vicinity of point 1300 feet east of Turkey Creek Bridge.

Trains will not exceed speed of ten (10) miles per hour when passing over slip-switches at A. T. & S. F. Junction.

EASTERN DIVISION.—FIRST DISTRICT.

EASTWARD.

Showing Times Ascending.

Telegraph and Telephone Offices

Second Class.

TIME TABLE
No. 36,
November 12, 1911.

	34	36	38	40	62	66	220	32	60
	Fruit Express.	Stock Express.	Stock Express.	Stock Express.	Way Freight.	Way Freight.	Southern Kansas Freight.	West Express.	Wa Freight.
STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.
	Via Kansas City Terminal Ry.						Via Kansas City Terminal Ry.		
A. T. & S. F. Junction. 2.8	PM 4.04							PM 12.20	AM 7.20
ARGENTINE. 2.4	N 3.50 2.00	AM 5.15	AM 4.50	AM 4.05	PM 3.25	PM 4.45	AM 5.45	12.01 PM	7.05 AM
TURNER. 3.3	N 1.45	5.00	4.35	3.50	3.10	4.30	5.30		
MORRIS. 3.0	D V 1.35	4.50	4.25	3.40	3.00	4.20	5.20		
HOLLIDAY. (1 1.5)	N 1.25 PM	4.40 AM	4.15 AM	3.30 AM	2.50 PM	4.10 PM	5.10 AM		
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.

Average speed per hour (14.0) (14.9) (14.9) (14.9) (14.9) (14.9) (14.9) (14.9) (8.8) (11.2)

DOUBLE TRACK between Holliday and Kansas City.

All trains shall keep to the right.

Rules governing the movement of trains with the current of traffic on double track by means of block signals:

Between Holliday and Kansas City, trains will run with the current of traffic by block signals, whose indications will supersede time-table superiority.

The movement of trains will be supervised by the train dispatcher, who will issue instructions to signalmen when required.

Trains having work to do which may detain them must obtain permission from the signalman at the last station at which there is a siding, before entering the block in which the work is to be done. The signalman must obtain authority to give this permission from the dispatcher.

When necessary to run trains against the current of traffic, movement must be controlled by train orders. Except as affected by these rules, block signal and train rules will remain in force. All trains will be governed by double and joint track and Automatic Signal rules between Holliday and Kansas City.

Freight trains will register at yard office, Argentine.

Enginemen must have their trains under control when moving in either direction between Turkey Creek Bridge and Twelfth St., expecting to find track occupied, and keep sharp lookout for transfers crossing track on crossovers located in vicinity of point 1300 feet east of Turkey Creek Bridge.

All eastward trains will approach A. T. & S. F. Junction under control, expecting to find track west of A. T. & S. F. Junction occupied.

Trains will not exceed speed of ten (10) miles per hour when passing over slip-switches at A. T. & S. F. Junction.

EASTERN DIVISION.—FIRST DISTRICT.

EASTWARD.

Selling Grade Ascending.	TIME TABLE No. 36, November 12, 1911.	Telegraph and Telephone Office.	First Class.									Second Class.		Third Class.					
			2	4	6	10	12	16	18	110	114	126	30	36	62	64	142	144	146
			Eastern Express.	Chicago Limited.	Kansas City and Chicago Express.	Atlantic Express.	Missouri River Flyer.	Kansas City Express.	Kansas City and Chicago Express.	Kansas City Express.	Kansas City Express.	Motor Passenger.	St. Joseph Stock.	Stock Express.	Way Freight.	Way Freight.	Mixed.	Mixed.	Mixed.
			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.		
			PM 8.10	PM 9.50 ³⁷ ₁₁	PM 6.20	PM 4.35	AM 6.40	PM 9.35 ³⁷	AM 6.25	AM 9.10	PM 3.20		AM 4.40	PM 2.30		AM 8.27 ¹¹⁸	PM 4.29	AM 11.20	
			N																
	HOLLIDAY.		N																
	1.7 CHOTEAU.																		
0	2.2 WILDER.		N	8.04	9.43	6.14	4.29	6.34	9.24	6.15	9.04 ⁶¹	3.12		4.20	2.05	8.18 ⁶¹	AM	4.23	
0	2.3 FRISBLE.			8.00	9.39	6.11	4.25	6.30	9.20	6.10	9.01	3.07		4.10	1.55				
0	3.9 CORLISS.			7.54	9.32	6.06	4.18	6.25	9.11	6.01	8.55	2.59		3.50	1.35				
0	1.3 DE SOTO.		D V	7.52	9.30	6.04	4.16	6.23	9.09	5.59	8.53 ¹¹³	2.56		3.45	1.25				
0	5.7 WEAVER.			7.44	9.21	5.57	4.06	6.15	8.55	5.46	8.39	2.44		3.20	1.00				
0	2.3 EUDORA.		D V	7.40	9.16	5.54	4.03	6.11	8.50	5.41	8.33	2.38		3.10	12.50				
0	4.1 NORIA.		T	7.35	9.09	5.49	3.56	6.05	8.42	5.32	8.23	2.30		2.50	12.31 ¹				
0	3.4 LAWRENCE.		N	7.30	9.04	5.44 ¹⁰⁹	3.51	6.00	8.35	5.25	8.15	2.22		2.30	12.05 ⁶¹	PM	10.46 ⁵		
0	5.1 LAKE VIEW.		D V	7.22	8.56	5.35	3.42	5.52	8.25	5.15	8.04	2.11		2.05	10.18 ³				
0	5.8 LECOMPTON.		D V	7.13	8.46	5.25	3.33	5.44	8.14	5.04	7.55	1.59 ⁶¹		1.45 ³⁹	9.40 ¹¹⁸				
0	3.9 GROVER.			7.07	8.40	5.19	3.26	5.38	8.07	4.57	7.48	1.50		1.15	9.15				
0	3.9 SPENCER.		D V	7.02	8.32	5.13	3.20	5.32	8.00	4.50	7.42	1.42		12.50	9.00				
0	3.3 TECUMSEH.		T	6.57	8.27	5.08	3.14 ⁶¹	5.27	7.53	4.44	7.37	1.35		12.30	8.45				
0	4.3 TOPEKA.		N	6.50 ¹⁰⁹ 6.25	8.20 8.15	5.00 4.55	3.05 2.55	5.20 5.15	7.45 7.30	4.35 4.25 ³⁹	7.30 AM 1.10	1.25 ¹ AM 10.50 ³	AM 2.30	12.01 ¹⁷ AM 10.20 ⁹	8.30 AM	PM 1.45 ¹			
0	1.2 Mo. Pac. Crossing.																		
0	5.6 PAULINE.		D V	6.14	8.02	4.42	2.43	5.03 ³⁹	7.16 ¹²⁵	4.11		12.55 ⁶⁴ 10.34 ¹¹⁸	2.00	9.55		1.10 ¹¹⁴ 12.41			
56.8	5.4 WAKARUSA.		D V	6.06	7.54	4.33	2.36	4.54	7.03	4.02		12.41	10.21	1.35	9.35		12.02 ⁵ PM		
51.2	4.9 CARBONDALE.		D V	5.58	7.45 ¹²⁵	4.25	2.29	4.44	6.54	3.53		12.29	10.10	1.15 ²⁹	9.20		11.13 ¹¹⁸ 10.58 ³		
45.1	3.9 SCRANTON.		D V	5.53	7.39	4.19	2.24 ¹	4.38	6.45	3.45		12.20 ⁵	10.01	1.00	9.05		10.25		
52.8	5.3 BURLINGAME.		N	5.45	7.32	4.10	2.15	4.30	6.35	3.36		12.05 PM	9.50 ⁶³ 64	12.36 ¹⁷ 12.11 ⁹ AM	8.50		10.00 ⁶³ 9.00 ¹²⁶		
47.5	5.4 PETERTON.		D	5.37	7.23	4.00	2.06	4.21	6.25	3.26		11.52	9.39	11.45	8.30		8.35		
0	2.4 Mo. Pac. Crossing.																		
0	0.3 OSAGE CITY.		N	5.32	7.19	3.55	2.01	4.16	6.20	3.21		11.45 ³ 11.40 ⁶³	9.33	11.39	8.19 ¹²⁵		8.20 8.00		
42.8	5.4 BARCLAY.		D V	5.25	7.12	3.46	1.53	4.08	6.09	3.11		11.30	9.21	11.27	7.55		7.45		
47.5	6.2 READING.		N	5.16	7.02	3.35	1.42 ⁶³	3.58	5.58	3.00 ²⁹		11.20	9.07	11.12	7.35		7.20 ⁸⁹		
33.6	8.0 LANG.		D V	5.05	6.50	3.22 ¹	1.29	3.45 ²⁹	5.45	2.45		11.06	8.50	10.55	7.10		7.00		
53.9	6.4 M. K. & T. Crossing. Emporia Junction.		P	4.55	6.40	3.13	1.18 ⁵	3.35	5.35	2.35		10.55	8.35	10.40	6.50		6.45		
0	1.1 EMPORIA.		N	4.50 PM	6.35 PM	3.08 PM	1.10 PM	3.30 AM	5.30 PM	2.30 AM		10.50 AM	8.30 AM	10.30 PM	6.40 PM		6.35 AM		
	(114.7)			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	

DOUBLE TRACK between Emporia and Emporia Junction.

All trains shall keep to the right.

Nos. 2, 4 and 12 will register by Form 903 at Holliday.

All trains must get Clearance Cards before leaving Topeka.

Passenger trains must get Clearance Cards before leaving Emporia, and freight trains must get Clearance Cards before leaving lower yard, Emporia.

Passenger trains will reduce speed to thirty (30) miles an hour and freight trains will reduce speed to fifteen (15) miles an hour around curve two (2) miles west of Grover.

Passenger trains will not exceed forty (40) miles an hour Carbondale to Wakarusa and Pauline to Topeka.

Average speed per hour..... (39.3) (36.2) (36.8) (35.3) (37.2) (29.9) (30.6) (31.9) (27.5) (26.3) (17.2) (13.8) (11.3) (11.5) (26.0) (33.4) (7.8)

EASTERN DIVISION.—SECOND DISTRICT.

WESTWARD.

Third Class.		Second Class.					First Class.							Capacity of Slings.	Fuel, Water, Turn Tables and Wyes.	TIME TABLE		Rolling Grade Ascending.	Distance from Kansas City.
93	65	219	37	35	33	31	203	201	111	19	15	11	7			No. Cars.	No. 36, November 12, 1911.			Miles.
Line Freight.	Way Freight.	Southern Kansas Freight.	Texas Freight.	Kansas Mds.	Mexico and California Fast Freight.	Colorado and New Mexico Fast Freight.	Southern Kansas Passenger.	Southern Kansas Passenger.	Emporia Passenger.	De Luxe.	Kansas Fast Mail.	Colo. Okla. and Texas Flyer.	Mexico and California Express.						
Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Wednesday.	Leave Daily.	Leave Daily.	Leave Daily.			STATIONS.			
AM 10.45	AM 5.50	PM 8.40	PM 9.56 ¹¹	PM 8.50	AM 5.05	AM 7.35	PM 11.15	AM 9.30	PM 4.45	AM 8.25	AM 2.10	PM 9.50 ³⁷	PM 3.00	214	W Y	HOLLIDAY.	13.3		
11.00	6.00	8.50	10.10	9.00	5.20	7.45	11.21	9.36	4.52	8.30	2.15	9.56	3.07	52		3.0 ZARAH.	21.1 16.3		
11.15	6.15	9.00	10.26	9.10	5.35	8.00	11.30	9.44	5.00	8.36	2.21	10.03	3.14	10		3.1 CRAIG.	31.7 19.4		
11.30	6.30	9.10	10.37	9.20	5.50	8.15	11.37	9.51	5.07	8.43	2.28	10.12	3.22	75		3.2 SNOW.	31.7 22.6		
11.50	6.40 7.30	9.20	10.50	9.35	6.05	8.30 ¹⁹ 9.00	11.45	10.00	5.15	8.50 ³¹	2.35	10.20	3.30	162	W Y	3.3 OLATHE.	31.7 25.9		
PM 12.15	7.50	9.35	11.05	9.50	6.20	9.20	11.55	10.11	5.26	8.58	2.43	10.28	3.38	15		3.4 Frisco Crossing.	21.1 26.3		
12.30	8.05	9.45	11.15	10.00	6.30	9.30	12.03	10.19	5.36	9.03	2.48	10.33	3.42	144		4.7 CLARE.	21.1 31.0		
1.00	8.20	10.02	11.30	10.15	6.50	9.50	12.17	10.30	5.49	9.11	2.55	10.42	3.50	97	W	4.8 GARDNER.	15.8 34.6		
1.20	8.40	10.17	11.45	10.33	7.10	10.10	12.30	10.43	6.01	9.18	3.03	10.52	3.57	42		5.4 EDGERTON.	21.1 40.0		
1.35	9.15 ¹⁹ 9.37	10.30	11.59	10.50 ¹¹ 11.10	7.25	10.25	12.42	10.54	6.13	9.25 ³⁵	3.10	10.59 ³⁵	4.03	220		5.5 WELLSVILLE.	15.8 45.5		
2.05	10.15 10.45	10.50 PM	AM 12.35	11.30	7.45	10.50	1.00 AM	11.10 AM	6.30 7.00	9.36	3.20	11.10	4.15 4.20	110	W F Y	4.6 LE LOUP.	36.9 50.1		
2.25	11.05		1.05	11.47	8.05	11.15			7.11	9.45	3.30	11.19	4.30	10		4.1 WOODLIEF.	21.1 54.2		
2.40	11.20		1.25	11.58	8.20	11.35			7.20	9.51	3.36	11.26	4.38	80		3.2 NORTH OTTAWA. A. T. & S. F. Crossing.	0 57.4		
2.52	11.35		1.45	AM 12.15	8.35	11.50			7.28	9.57	3.42	11.32	4.45	130	W Y	2.8 Tower "HU" Mo. Pac. Crossing.	31.7 60.2		
3.05	11.50		2.05	12.32	8.50	PM 12.05			7.35	10.03	3.48	11.39	4.51	5		3.3 RICHTER.	0 63.5		
3.20	PM 12.05		2.25	12.50	9.05	12.20			7.43	10.08	3.53	11.47	4.57	114	W	4.3 POMONA.	0 67.3		
4.05	12.52		3.15	1.35	9.35	1.10			8.10	10.20	4.05	11.59	5.11	110		4.2 QUENEMO.	0 72.0		
4.30	1.15		4.00 4.25 ¹⁵	2.05	10.15 ¹⁹ 10.40	1.35			8.21	10.28 ³³	4.13 ³⁷	AM 12.07	5.21	120		0.8 Mo. Pac. Crossing.	0 72.3		
5.00	1.45		4.55	2.42	11.10	2.05			8.36	10.40	4.25	12.17	5.34	112	W	3.2 MAXSON.	0 76.0		
5.35	2.30		5.35	3.30	11.45	2.45			8.55	10.55	4.40	12.30	5.50		Y	3.8 MELVERN.	21.1 79.3		
5.45 PM	2.40 PM		5.45 AM	3.40 AM	11.59 AM	3.00 PM			9.00 PM	11.00 AM	4.45 AM	12.35 AM	5.55 PM	2270	W F T	6.7 OLIVET.	21.1 86.5		
Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Wednesday.	Arrive Daily.	Arrive Daily.	Arrive Daily.			1.4 RIDGETON.	21.1 87.9		
(14.2)	(13.9)	(19.9)	(13.4)	(15.6)	(15.3)	(15.4)	(25.2)	(26.4)	(26.5)	(38.5)	(38.5)	(36.2)	(35.1)	..... Average speed per hour.				

DOUBLE TRACK between Holliday and Emporia.

Between Holliday and Emporia Junction, all trains shall keep to the left.

DOUBLE TRACK between Olivet and Ridgeton. All trains shall keep to the left.

Between Emporia Junction and Emporia, all trains shall keep to the right.

Operators at Ridgeton will handle connecting switches.

Rules governing the movement of trains with the current of traffic on double track by means of Block Signals:

Between Holliday and Emporia, trains will run with the current of traffic by block signals, whose indications will supersede time-table superiority.

The movement of trains will be supervised by the train dispatcher, who will issue instructions to signalmen when required.

Trains having work to do which may detain them must obtain permission from the signalman at the last station at which there is a siding, before entering the block in which the work is to be done. The signalman must obtain authority to give this permission from the dispatcher.

When necessary to run trains against the current of traffic, movement must be controlled by train orders.

Except as affected by these rules, block signal and train rules will remain in force.

All trains from the Howard Branch and all Freight trains westward from the First and Second District will use the south main line from Emporia Junction to the Freight Yard.

No. 19 RUNS WEDNESDAY.

EASTERN DIVISION.—SECOND DISTRICT.

EASTWARD.

Miles Grade Ascending.	TIME TABLE No. 36. November 12, 1911.	Telegraph and Telephone Codes.	First Class.						Third Class.					
			8	20	111	112	202	204	34	38	40	65	66	220
			Kansas City and Chicago Express.	De Luxe.	Back-up.	Local Passenger.	Kansas City and Chicago Express.	Kansas City and Chicago Express.	Fruit Express.	Stock Express.	Stock Express.	Back-up.	Way Freight.	Southern Kansas Freight.
	STATIONS.		Arrive Daily.	Arrive Thursday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.		
	HOLLIDAY.	N	AM 6.00	PM 10.40		AM 10.00	PM 6.00	AM 6.20	PM 1.25	AM 4.15	AM 3.30	PM 4.00	AM 5.00	
0	3.0													
0	ZARAH.	D	5.54	10.35		\$ 9.54	\$ 5.53	f 6.12	1.15	4.05	3.17	3.45	4.50	
0	3.1	V												
0	CRAIG.		5.46	10.29		f 9.45	f 5.45	6.05	1.05	3.50	3.05	3.30	4.40	
0	3.2													
0	SNOW.	D	5.38	10.22		f 9.38	f 5.37	f 5.58	12.50	3.40	2.50	3.15	4.30	
0	3.3	V												
0	OLATHE.	D	5.30	10.15		\$ 9.30	\$ 5.30	\$ 5.50	12.35	3.30	2.35	3.00	4.15	
0	0.4	V												
	Frisco Crossing.													
21.1	4.7													
21.1	CLARE.	T	5.19	10.08		f 9.17	f 5.16	f 5.39	12.17	3.15	1.55	2.33	3.55	
21.1	3.6													
21.1	GARDNER.	D	5.12	10.03		\$ 9.10	\$ 5.08	\$ 5.31	12.04 PM	3.05	1.25	2.15	3.40	
21.1	5.4	V												
21.1	EDGERTON.	D	5.02	9.56		\$ 9.00	\$ 4.56	\$ 5.20	11.45	2.45	12.45 AM	1.45	3.17	
21.1	5.5	V												
21.1	WELLSVILLE.	D	4.50	9.48		\$ 8.50	\$ 4.43	\$ 5.09	11.26	2.30	11.58	1.15	2.55	
21.1	4.6	V												
21.1	LE LOUP.	D	4.42	9.42		\$ 8.40	\$ 4.32	f 5.00	11.10	2.15	11.40	12.50	2.35	
21.1	4.1	V												
21.1	WOODLIEF.													
21.1	3.2													
0	NORTH OTTAWA.	N	4.27	9.33		8.25	4.15	4.45	10.35	1.50	11.10	12.10 PM	2.05 AM	
0	2.8					8.10	PM	AM				11.35		
0	Tower "HU"													
0	Mo. Pac. Crossing.													
0	3.8													
0	RICHTER.		4.17	9.24		f 7.58			10.16	1.30	10.45	11.08		
0	4.3													
0	POMONA.	D	4.09	9.18		\$ 7.49			10.03	1.15	10.25	10.50		
0	4.2	V												
0	QUENEMO.	D	4.02	9.13		\$ 7.42			9.50	1.00	10.10	10.35		
0	0.8	V												
0	Mo. Pac. Crossing.													
0	3.2													
0	MAXSON.		3.55	9.08		f 7.33			9.37	12.45	9.55	10.23		
0	3.8													
0	MELVERN.	D	3.48	9.03		\$ 7.26			9.25	12.30	9.40	10.10		
0	6.7	V												
21.1	OLIVET.	D	3.35	8.54	PM 8.05	\$ 7.14			9.05	12.10	9.12	PM 12.40	9.40	
21.1	1.4													
21.1	RIDGETON.	P	3.32	8.52 ⁴⁰	8.01 PM	f 7.11			9.00	12.05 AM	9.05	12.35 PM	9.35	
21.1	6.3													
21.1	LEBO.	N	3.21	8.43		\$ 7.01			8.40	11.45	8.00	9.05		
21.1	7.8													
21.1	NEOSHO RAPIDS.	D	3.08	8.33		\$ 6.50			8.18	11.20	7.30	8.30		
21.1	5.4	V												
0	WIGGAM.													
0	4.3													
0	M. E. & T. Crossing.													
0	Emporia Junction.	P	2.50	8.20		6.35			7.50	10.50	6.55	8.00		
0	1.1													
0	EMPORIA.	N	2.45 AM	8.15 PM		6.30 AM			7.40 AM	10.40 PM	6.45 PM	7.50 AM		
	(99.5)		Leave Daily.	Leave Thursday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	
	Average speed per hour.....		(30.0)	(41.2)	(21.0)	(30.0)	(25.2)	(27.9)	(17.3)	(17.8)	(12.0)	(16.8)	(13.1)	(15.1)

See Table No. 36

DOUBLE TRACK between Emporia and Holliday.

Between Emporia and Emporia Junction all trains shall keep to the right.

Between Emporia Junction and Holliday all trains shall keep to the left.

DOUBLE TRACK between Ridgeton and Olivet. All trains shall keep to the left.

Operators at Ridgeton will handle connecting switches.

All eastward trains, Olathe to Holliday, will be handled under POSITIVE BLOCK.

Passenger Trains must get clearance cards before leaving Emporia. Freight Trains must get clearance cards before leaving lower yard, Emporia.

Rules governing the movement of trains with the current of traffic on double track by means of Block signals:

Between Emporia and Holliday, trains will run with the current of traffic by block signals, whose indications will supersede time-table superiority.

The movement of trains will be supervised by the train dispatcher, who will issue instructions to signalmen when required.

Trains having work to do which may detain them must obtain permission from the signalman at the last station at which there is a siding, before entering the block in which the work is to be done. The signalman must obtain authority to give this permission from the dispatcher.

When necessary to run trains against the current of traffic, movement must be controlled by train orders.

Except as affected by these rules, block signal and train rules will remain in force.

Passenger trains will not exceed one mile in two minute and freight trains one mile in three minutes, Olathe to Zarah.

No. 20 RUNS THURSDAY.

EASTERN DIVISION.—ATCHISON DISTRICT.

WESTWARD.										EASTWARD.														
Third Class.		Second Class.				First Class.		Capacity of Siding.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Distance from Chicago and Atchison.	Telegraph and Telephone Offices.	First Class.		Second Class.				Third Class.	
121	29	147	123	125	101	107	105				No. 36, November 12, 1911.						106	108	30	102	126	124	148	122
Freight.	Through Freight.	Mixed.	U. P. R. R. Passenger. 119	U. P. R. R. Passenger. 121	L. & T. Mixed.	Kansas and Texas Express.	Colorado and California Express.	No. Cars.	Y	0	STATIONS.			Miles.	N	St. Joseph and Atchison Express.	St. Joseph and Atchison Express.	St. Joseph Stock.	L. & T. Mixed.	U. P. R. R. Passenger. 122	U. P. R. R. Passenger. 120	Mixed.	Way Freight.	
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	PM 7.20	AM 7.15	0	ST. JOSEPH U. D.			488.6	N	PM 7.45	AM 9.55	0	0	0	0	0	0	0
	PM 5.48									218	TERMINAL YARD.			488.8	N	7.43	9.53	AM 7.05						
	5.50									24.3	Terminal Junction.			489.4	N	7.40	9.50	7.00						
										30.6	WINTHROP.			509.0	N									
										0	STATE LINE.			509.2	N									
	6.50	AM 6.00				\$ 8.15	\$ 8.10			55.4	ATCHISON U. D.			509.4	N	\$ 7.00	\$ 9.05	5.55					PM \$ 5.00	
	PM 7.35	6.55 ¹⁰⁶ 7.30	\$ 6.05			\$ 8.20	\$ 8.15	452	WFT	21.5	ATCHISON F. D.			0	N	\$ 6.55 ²⁹	\$ 9.00	5.45					\$ 4.55	PM 4.30
								4	Y	60.7	Mo. Pac. Crossing.			0	N									
								60.7	Y	60.7	GREENVIEW.			0	N									
8.00	7.55	f 6.30				f 8.33	f 8.29	27	Y	52.8	PARNELL.			6.4	N	f 6.42	f 8.49	5.27					f 4.38	4.05
								71	Y	35.4	HAWTHORNE.			8.7	N	f 6.37	f 8.44	5.20					4.30 PM	3.55
						\$ 8.42	\$ 8.40 ¹⁰⁸	33	Y	68.1	CUMMINGS.			10.7	N	\$ 6.32	\$ 8.40 ¹⁰⁵	5.15						3.45
						\$ 8.55 ¹⁰⁷	\$ 8.53	50	Y	32.3	NORTONVILLE.			16.7	D	\$ 6.19	\$ 8.27	5.00						3.20
						f 9.02	f 9.00	35	Y	0	NICHOLS.			20.3	D	f 6.11	f 8.20							
									W	0	U. P. Junction.			26.6	N					PM AM	PM AM			
			\$ 7.10	\$ 10.05		\$ 9.15	\$ 9.13	105	W	26.0	VALLEY FALLS.			26.2	N	\$ 5.58	\$ 8.09	4.30			\$ 4.10	\$ 8.29		2.20
									W	0	U. P. Junction.			26.4	N						PM AM	PM AM		
									W	69.2	M. Pac. Crossing.			59.8	N									
10.10	9.22					\$ 9.35	\$ 9.33	30	W	59.4	ROCK CREEK.			34.3	D	\$ 5.38	\$ 7.50	4.06						1.40
									W	0	MERIDEN.			61.7	D	\$ 5.28	\$ 7.41	3.55	AM 7.50					1.15
								No Sid'g.	W	48.0	Meriden Junction.			40.3	D									
								21	W	62.5	KILMER.			42.6	D									
								186	W	23.0	NORTH TOPEKA. U. P. R. R. Crossing.			49.5	D	\$ 5.05	\$ 7.20	3.20	\$ 7.25					12.40
									WFT	0	TOPEKA.			50.5	N	5.00 PM	7.15 AM	3.15 AM	7.20 AM					12.30 PM
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.				(71.3)					Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.
(13.6)	(14.6)	(13.0)				(22.4)	(25.2)	(24.4)	Average speed per hour.....			(25.9)	(26.7)	(18.5)	(22.4)			(17.4)	(12.4)					

Trains will be governed by Time, Rules and Regulations of C. R. I. & P. Ry. between Terminal Junction and Winthrop.

Between Terminal Junction and St. Joseph Union Depot connection trains will be governed by rules and regulations Missouri Division current Time Table.

Trains while on Union Depot tracks, Atchison, will be governed by rules and regulations of Atchison Union Depot Time Table.

Trains while on Union Depot tracks, St. Joseph, will be governed by rules and regulations of St. Joseph Union Depot Time Table.

U. P. R. R. trains using main track at Valley Falls will be governed by rules and regulations of The A. T. & S. F. Railway.

Trains will enter and leave Terminal Yard, St. Joseph, at first connecting switch with C. R. I. & P. Ry. west of Terminal Junction.

Passenger trains will register by Form 903 at Terminal Yard and at Atchison F. D.

Train 101 must obtain orders from Train Dispatcher, before going on A. T. & S. F. main track at Meriden Junction.

All trains must get Clearance Cards before leaving Topeka.

All westward freight trains must get Clearance Cards before leaving Atchison Freight Depot.

Trains will not exceed speed of six miles an hour while crossing Missouri River Bridge, Atchison.

Freight trains will not exceed twenty-five miles an hour between Atchison and Topeka.

EASTERN DIVISION.—LEAVENWORTH DISTRICT.

WESTWARD.				EASTWARD.										
Second Class.	First Class.			Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Rating Grade Ascending.	TIME TABLE No. 36, November 12, 1911.	Rating Grade Ascending.	Distance from Leavenworth.	Telegraph and Telephone Meters.	First Class.			Second Class.
145	143	141	103								104	142	144	146
Mixed.	Mixed.	Mixed.	L. & T. Mixed. 102.	No. Cars.				Miles.			L. & T. Mixed. 101.	Mixed.	Mixed.	Mixed.
Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.			STATIONS.					Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.
				214	W Y	HOLLIDAY.				N				
				30		1.7 CHOTEAU.								
				148	Y	2.2 WILDER.		54.3		N		AM 8.18	PM 4.23	AM 10.50
PM 12.45	PM 6.30	AM 10.20		52		1.6 U. P. R. Crossing. BONNER SPRINGS.	0	52.7		D	\$ 8.18	\$ 4.18		\$10.25 ¹⁴¹
\$12.52	\$ 6.35	\$10.25 ¹⁴⁶		7		2.1 JAGGARD.	0	50.6			f 8.07	f 4.12		f 10.15
f 1.00	f 6.40	f 10.32		4		4.0 STONE.	0	46.6			f	f		
				No Sid'g.		1.5 Mo. Pac. Crossing.	0	45.1						
				30		1.1 HARVEY'S SPUR.	0	44.0			f	f		
\$ 1.30	f 7.05	f 11.00		28		1.8 EAST FAIRMOUNT.	52.8	42.4			f 7.46	f 3.50		\$ 9.50
\$ 1.55	\$ 7.20	\$11.15		71		4.9 LANSING.	0	37.5		D	\$ 7.32	\$ 3.37		9.35 9.10
				30	F	1.1 CARR MINE.	0	36.4			f	f		
\$ 2.03	\$ 7.25	\$11.20		40		1.0 SOLDIERS' HOME.	0	35.4		D	\$ 7.26	\$ 3.32		\$ 9.00
\$ 2.10	\$ 7.30	\$11.25		52.8		2.1 L. & T. Junction.	52.8	33.3						
2.15 2.45	7.35 PM	11.30 AM	AM 10.55	No Sid'g.		1.2 S. LEAVENWORTH.	66.0	32.3			PM 4.05	\$ 7.20	\$ 3.26	\$ 8.52
				212	W T	1.2 LEAVENWORTH.	0	32.1		D	4.00 PM	7.15 AM	3.20 PM	8.45 8.25
				No Sid'g.		4.3 U. P. R. Crossing.	66.0	27.8						
f 3.08				21		0.8 MIOCENE.	66.0	27.0						f 8.00
\$ 3.35				17		6.0 LOWEMONT.	0	21.0						\$ 7.30
\$ 4.05				32		6.4 POTTER.	0	14.6		T				\$ 7.05
				No Sid'g.		2.3 MOUNT PLEASANT.	58.1	12.3						
4.30 PM				71	Y	3.6 HAWTHORNE.	66.0	8.7						6.40 AM
						2.3 PARNELL.								
					W F	6.4 ATCHISON U.D.				N				
Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.			(45.6)					Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.
(13.9)	(20.5)	(19.0)	(14.4)	Average speed per hour.....				(14.4)	(21.1)	(21.1)		(13.7)		

All trains must get Clearance Cards before leaving Leavenworth.

NOTE.—At Wilder, the east leg of the Y will be considered main line of the Leavenworth District, and switch at west end of the Y will be kept set for main line as above.

Orders must be obtained from Train Dispatcher before going on main track, First District, at Wilder.

Freight trains will not exceed speed of one mile in four minutes.

The block signal at the register station at junction of Leavenworth District and the First District governs the movement of trains eastward from the Leavenworth District to the First District.

Brakemen will go ahead of engine at U. P. R. R. crossing west of Leavenworth and flag westward trains over the crossing.

EASTERN DIVISION.

LAWRENCE DISTRICT.

WESTWARD.			Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 36, November 12, 1911.	Ruling Grade Ascending.	Distance from Kansas City.	Telegraph and Telephone Offices.	EASTWARD.		
Third Class.	First Class.									First Class.		Third Class.
135	133	131								132	134	136
Mixed.	Passenger.	Passenger.								Passenger.	Passenger.	Mixed.
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	No. Cars.			STATIONS.		Miles.		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.
AM 6.01	PM 4.15	AM 8.11	1040	WT	52.8	OTTAWA.		59.4	N	AM 11.00	PM 7.00	PM 5.35
f 6.05	\$ 4.20	\$ 8.15	230	WFY	41.2	NORTH OTTAWA. A. T. & S. F. Crossing.		57.4	N	\$10.55	\$ 6.55	\$ 5.30
f 6.25	\$ 4.32	\$ 8.27	16		52.8	NORWOOD.		62.7		\$10.41	\$ 6.41	\$ 5.10
\$ 6.50	\$ 4.45 ¹³⁶	\$ 8.40	22		55.4	BALDWIN.		68.0	D	\$10.29	\$ 6.29	\$ 4.45 ¹³³
	f	f	7		0	QUAYLE.		70.2		f	f	
\$ 7.20	\$ 5.00	\$ 8.55	22		0	VINLAND.		73.8	T	\$10.12	\$ 6.12	\$ 4.10
f 7.35	\$ 5.08	\$ 9.03	10		63.3	SIBLEYVILLE.		77.0		\$10.05	\$ 6.05	f 3.55
	f	f	9		0	INDIA.		81.4		f	f	f
8.05 AM	5.25 PM	9.20 AM	663	WFY	0	LAWRENCE.		83.5	N	9.50 AM	5.50 PM	3.30 PM
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.				(27.1)				Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.
(13.0)	(23.2)	(23.5)	Average speed per hour						(23.2)	(23.2)	(13.0)	

Double Track between Ottawa and North Ottawa.
 No Switch Lights on Lawrence District.
 No. 131 has right to Lawrence over No. 132.
 No. 133 has right to Lawrence over No. 134.
 All westward trains will get Clearance Cards before leaving North Ottawa.
 Freight trains will not exceed speed of one mile in four minutes

ALMA DISTRICT.

OSAGE CITY DISTRICT.

WESTWARD.			Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 36, November 12, 1911.	Ruling Grade Ascending.	Distance from Burlingame.	Telegraph and Telephone Offices.	EASTWARD.		
Second Class.	First Class.									Third Class.		
153	154	154										
Mixed.												
Leave Daily Ex. Sunday.	No. Cars.					STATIONS.		Miles.		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.
AM 11.30	241	WY	58.1		0	BURLINGAME.		70.2	N	PM 6.20		
PM 12.05	26	W	52.8		8.5	HARVEYVILLE.		0	D	\$ 5.35		
\$12.25	18		58.1		13.4	BRADFORD.		0		\$ 5.10		
\$12.45	41		58.1		13.1	ESKRIDGE.		70.2	D	\$ 4.45		
\$ 1.25	27		58.1		25.5	HALIFAX.		70.2		\$ 3.50		
2.00 PM	54	WFY	52.8		33.8	ALMA.		0	D	3.20 PM		
Arrive Daily Ex. Sunday.			0		34.2	C. R. I. & P. Junction.						
(13.7)	Average speed per hour						(11.4)					

All trains must get Clearance Cards before leaving Burlingame and Alma.
 No Switch Lights on Alma District.
 All trains will reduce speed to six (6) miles an hour at Mile Post 33.
 No. 153 has right to Alma over No. 154.
 Freight trains will not exceed speed of one mile in four minutes.

WESTWARD.			Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 36, November 12, 1911.	Ruling Grade Ascending.	Distance from Kansas City.	Telegraph and Telephone Offices.	EASTWARD.		
Third Class.		Third Class.										
183	181	182								184		
Mixed.	Mixed.	Mixed.	Mixed.									
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	No. Cars.		STATIONS.		Miles.		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.
PM 7.35	AM 7.55	180	WY	0		QUENEMO.		72.0	D	AM 7.35	PM 7.00	
f 7.50	f 8.15	10		0		Mo. Pac. Crossing.		73.0				
\$ 8.08	\$ 8.44	23		37.0		DEAVERS.		77.1		f 7.20	f 6.37	
				52.8		LYNDON.		82.7	D	\$ 7.02	\$ 6.15	
8.35 PM	9.25 AM	340	WT	52.8		Mo. Pac. Crossing.		86.9				
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.			52.8		OSAGE CITY.		92.0	N	6.35 AM	5.40 PM	
(20.0)	(13.3)	Average speed per hour						(20.0)	(15.0)			

No Switch Lights on Osage City District.
 Trains will not exceed speed of one mile in three minutes.

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

DR. J. P. KASTER, Chief Surgeon, Topeka.

DRS. MINNEY, MAGEE & WILLIAMS, Specialists Eye and Ear, Topeka.

DR. L. H. MUNN, Specialist Diseases Nerves and Spine, Topeka.

DR. C. A. MCGUIRE, Consultant, Topeka.

EASTERN DIVISION.

DR. J. W. PERKINS, Kansas City.

Bell Telephone Grand 626, Office; Main, 636 Residence.
Home Telephone Main 626, Office; Main 2346, Residence.

DR. D. E. CLOPPER, Argentine.

DR. H. T. JONES, Lawrence.

DR. W. H. BOGLE, Atchison.

DR. J. D. FREEMAN, Topeka Hospital.

DR. G. L. KERLEY, Topeka Hospital.

DR. J. H. O'CONNELL, Topeka Hospital.

DR. M. L. BISHOFF, Topeka Hospital.

DR. A. M. GARTON, Topeka Hospital.

DR. C. D. LLOYD, Leavenworth.

DR. R. M. MOORE, Olathe.

DR. T. M. ZANE, Osage City.

DR. EVALD OLSEN, Burlingame.

DR. F. ECKDALL, Emporia.

DR. E. B. GOSSETT, North Ottawa Hospital.

DR. J. F. OSBORNE, St. Joseph.

DR. H. E. MARKHAM, Quenemo.

DR. F. P. MANN, Valley Falls.

DR. G. N. JEWETT, Eskridge.

DR. J. W. HOWLAND, Topeka Hospital.

Map of
The Atchison, Topeka & Santa Fe Railway System
 and Connections.



A.T. & S.F. Ry. System, Through Lines Double Track Lines Under Construction

POOLE BROS., CHICAGO. 7-6-11