

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

TRAIN DISPATCHERS—EMPORIA, KANSAS

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

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

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

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

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

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

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

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

SPEED TABLE.

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

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

**The Atchison, Topeka and Santa Fe
Railway Co.**

**EASTERN LINES
Western District**

EASTERN DIVISION

TIME TABLE NO.

1

IN EFFECT

Sunday, March 3, 1957

**At 12:01 A. M.
Central Standard Time.**

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

**J. N. LANDRETH,
General Manager,
Topeka, Kansas.**

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

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

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

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

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS.

The term "beyond" refers to regular, flag or conditional stops authorized herein.

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

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

FIRST DISTRICT.

EASTERN DIVISION.

3

Siding Capacity 50 ft. Per Car.	WESTWARD. First Class.				Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 1, March 3, 1957.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class.				
	1	123	11	5							2	124	24	12	6
	San Francisco Chief.	The Grand Canyon.	The Kansas Cityan.	Passenger.							San Francisco Chief.	The Grand Canyon.	The Grand Canyon.	The Chicagoan.	Passenger.
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.							Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
	PM 11.50	PM 9.46	PM 5.15	AM 8.47							AM 3.40	AM 5.29	AM 8.15	AM 11.44	PM 8.35
48	11.54	9.51	5.20	8.51		6.4		0		0	3.40	5.29	8.15	11.44	8.35
41	11.56 AM	9.53	5.22	8.53		0		0	3.7		3.34	5.24	8.08	11.38	8.30
107	12.01	9.57	5.26	8.57		0		8.9	5.9		3.32	5.21	8.04	11.36	8.27
49	12.08	10.04	5.33	9.04		10.6		10.6	11.1	0	3.28	5.17	7.57	11.32	8.20
50	12.11	10.07	5.36	9.07		0		0	19.1	0	3.21	5.10	7.45	11.25	8.12
28	12.15	10.15	5.40	9.15	Y	9.2		0	28.2		3.16	5.05	7.35	11.20	8.06
50	12.21	10.22	5.47	9.21		10.6		10.6	26.5	C	3.10	5.00	7.30	11.15	8.00
52	12.27	10.28	5.52	9.26		0		0	31.6		3.05	4.50	7.15	11.10	7.50
67	12.30	10.32	5.55	9.29		0		0	37.4		3.00	4.44	7.09	11.05	7.44
50	12.33	10.36	5.58	9.32		5.8		9.0	40.9		2.57	4.41	7.03	11.02	7.40
35	12.36	10.39	6.01	9.35		10.6		21.1	45.0		2.54	4.38	6.58	10.59	7.36
41	12.45	11.00	6.10	9.50	FWT	7.0		0	48.2		2.51	4.35	6.53	10.56	7.32
49	12.53	11.10	6.17	9.57		26.4		0	52.6	C	2.45	4.30	6.45	10.50	7.25
80	12.58	11.15	6.22	10.02		40.9		49.5	50.6		2.45	4.30	6.40	10.50	7.25
44	1.03	11.23	6.27	10.08		52.8		50.7	57.8	0	2.32	4.17	6.31	10.41	6.58
60	1.06	11.27	6.30	10.11		52.8		44.2	62.7	0	2.26	4.11	6.22	10.35	6.53
68	1.10	11.33	6.35	10.19	Y	52.8		52.8	67.8	0	2.19	4.04	6.12	10.29	6.48
100	1.17	11.43	6.43	10.29		10.8		51.6	71.6	0	2.16	4.00	6.05	10.25	6.44
73	1.22	11.50	6.48	10.35		52.8		0	76.9	0	2.11	3.54	5.55	10.19	6.35
80	1.27	11.57	6.53	10.41		10.8		0	84.8						
49	1.34	12.06	7.01	10.49		52.8		42.1	85.1	C	2.03	3.46	5.42	10.11	6.22
	1.40	12.15	7.08	10.56	Y	52.8		51.1	89.4	B	1.58	3.40	5.30	10.06	6.14
	1.55	12.30	7.15	11.15	FWT	52.8		39.0	96.5	0	1.53	3.34	5.21	10.01	6.09
	1.40	12.15	7.08	10.56	Y	52.8		57.8	104.8	B	1.46	3.26	5.10	9.54	6.01
	1.55	12.30	7.15	11.15	FWT	52.8		15.8	111.0		1.40	3.20	4.59	9.48	5.54
	1.55	12.30	7.15	11.15	FWT	52.8		15.8	112.1	0	1.35	3.15	4.55	9.45	5.50
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.							Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
	55.6	41.2	57.0	46.2							54.8	51.0	35.1	57.4	42.4

SIGNAL SYSTEM TWO IN EFFECT:

Holliday to Emporia.

RULE 251 IN EFFECT:

Constitution Street (MP 111.9) Emporia to Emporia.

RULE 261 IN EFFECT:

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

Wilder to Holliday, eastward trains from Leavenworth Dist. only. Rule 273 indication on home signal at Wilder authorizes movement to First District as an eastward extra train.

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

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

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

SECOND DISTRICT.

EASTERN DIVISION.

Siding Capacity 50 ft. Per Car.	Communications.	Routing Grade Ascending.	TIME TABLE No. 1, March 3, 1957.	EASTWARD.												
				First Class.												
				2	18	124	20	24	12	212	4	8	48	6	22	16
				San Francisco Chief.	Super Chief.	The Grand Canyon.	The Chief.	The Grand Canyon.	The Chicagoan.	The Tulsan.	Passenger.	Fast Mail Express.	Oil Flyer.	Passenger.	El Capitan.	Texas Chief.
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
			KANSAS CITY Union Station.	AM 4.10	AM 4.35	AM 5.00	AM 7.05	AM 9.00	PM 12.05	PM 12.10	PM 3.00	PM 7.05	PM 8.45	PM 9.00	PM 11.05	AM 12.50
			K.C.T. TOWER 3. YL	3.52	4.25	5.43	6.55	8.45	11.55		2.44	6.41	8.30	8.47	10.55	12.41
			A. Y. TOWER. YL													
			KANSAS CITY, KS. (Argentine.) YL					8.35				8.25				
			TURNER. YL	3.47	4.19	5.37	6.49	8.29	11.51	11.53	2.37	6.35	8.21	8.41	10.49	12.35
			MORRIS.					8.22								
			HOLLIDAY.	3.40 AM	4.13	5.29 AM	6.43	8.15 AM	11.44 AM	11.47	2.30	6.29	8.15	8.35 PM	10.43	12.29
			ZARAH.													
			CRAIG.													
			OLATHE. YL		3.59		6.29			11.33	2.14	6.15	8.04		10.29	12.15
			CLARE.	Via First District.		Via First District.		Via First District.	Via First District.					Via First District.		
			GARDNER.							2.02		7.52				
			EDGERTON.		3.45		6.15			11.19	1.57	5.58	7.44		10.15	12.03 AM
			WELLSVILLE.							1.49		7.37				
			LE LOUF.									7.31				
			OTTAWA JCT.		3.30		6.00			11.03 AM	1.34	5.40	7.23 PM		10.00	11.48
			HU.													
			POMONA.							1.22						
			QUENEMO.							1.15						
			MELVERN.		3.12		5.42			Via Third District	1.07	5.22	Via Third District.		9.42	11.32
			OLIVET.							12.56						
			RIDGETON.													
			LEBO.		2.59		5.29			12.42	5.09				9.29	11.19
			NEOSHO RAPIDS.													
			WIGGAM.													
			M.K.T. Crossing. N.R. JCT. YL		2.44		5.14				12.25	4.54			9.14	11.04
			EMPORIA. YL		2.40 AM		5.10 AM				12.20 PM	4.50 PM			9.10 PM	11.00 PM
			(112.2)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	26.2	58.5	25.4	58.5	17.5	37.5	51.2	42.0	49.8	41.8	27.7	58.5	51.2

SIGNAL SYSTEM TWO IN EFFECT:

Emporia to K.C.T. Tower 3.

RULE 251 IN EFFECT:

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

RULE 261 IN EFFECT:

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

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

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

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

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

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

SIGNAL SYSTEM ONE IN EFFECT:

Ottawa Jct. to Chanutte except Ottawa Jct., Ottawa-Mo. Pac. and Garnett-Mo. Pac. Interlockings.

SIGNAL SYSTEM TWO IN EFFECT:

Ottawa Jct., Ottawa-Mo. Pac. and Garnett-Mo. Pac. Interlockings.

RULE 251 IN EFFECT:

Ottawa Jct. to Ottawa.

Trains must secure numbered clearance card before leaving originating stations. Westward trains must secure clearance card at Ottawa when operator on duty.

Staining Capacity 30 lb. Per Car.	WESTWARD First Class.		Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 1, March 3, 1957.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD First Class.	
	211	47							212	48
	The Tulsa.	Oil Flyer.							The Tulsa.	Oil Flyer.
	Leave Daily.	Leave Daily.			STATIONS.				Arrive Daily.	Arrive Daily.
	PM 6.01	AM 3.20	Y	0	OTTAWA JCT. YL 0.9	84.4	57.2	C	AM 11.03	PM 7.23
	6.05	3.35	Y	17.5	OTTAWA. YL 0.2	0	58.1	C	11.00	7.20
				87.0	Mo. Pac. Crossing. 3.8	85.6	58.4			
70	6.09	3.43		26.8	B.N. JCT. 3.6	16.6	62.2	B	10.51	6.56
57	6.14	3.48		29.8	PRINCETON. 6.2	24.1	67.2	C	10.47	6.51
68	6.20	3.58		42.2	RICHMOND. 9.3	37.0	73.8	C	10.42	6.44
				0	Mo. Pac. Crossing. 6.1	29.9	82.7			
48	6.34 ⁴⁸	4.18		37.0	GARNETT. YL 8.2	37.0	82.8	C	10.30	6.34 ²¹¹
71	6.41	4.28		37.0	WELDA. 8.1	33.4	91.0	C	10.21	6.22
97	6.48	4.40		0	COLONY. 5.4	37.0	99.1	C	10.14	6.13
	6.53	4.46		20.2	CARLYLE. 4.9	37.0	104.5	B	10.09	6.06
				0	Mo. Pac. Crossing. 9.3	11.8	109.4			
92	6.58	5.03		37.0	IOLA. YL 7.7	37.0	109.7	C	10.05	6.00
82	7.05	5.20		37.0	HUMBOLDT. YL 8.3	37.0	117.4	C	9.58	5.45
				37.0	M.K.T. Crossing. 8.8	0	125.7			
	7.20 ^{PM}	5.45 ^{AM}	FW TY		CHANUTE. YL	126.5		C	9.50 AM	5.30 PM
	Arrive Daily.	Arrive Daily.			(59.2)				Leave Daily.	Leave Daily.
	52.2	30.7			Average speed per hour.				55.4	44.7

LAWRENCE DISTRICT.

Trains must secure numbered clearance card before leaving originating stations.

No switch lights on Lawrence District.

WEST- WARD.	Fuel, Water, Turn Wyes.	Ruling Grade Ascending.	TIME TABLE No. 1, March 3, 1957.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST- WARD.
			STATIONS.				
	Y	42.9	LAWRENCE. YL 9.7	57.9		C	
		65.5	VINLAND. 5.7	50.4	9.7		
		65.0	BALDWIN. 10.7	64.7	15.4	C	
	Y		OTTAWA JCT. YL		26.2	C	
			(26.1)				
			Average speed per hour.				

ATCHISON DISTRICT.

LEAVENWORTH DISTRICT.

Siding Capacity 50 ft. Per Car.	WEST- WARD. First Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 1, March 3, 1957.			Ruling Grade Ascending.	Mile Post.	Communications.	EAST- WARD. First Class.
	55			Motor.	Motor.	56				Motor.
	Leave Daily Ex. Sun.			STATIONS.					Arrive Daily Ex. Sun.	
		Y	0	ST. JOSEPH U.S. YL 0.3	0	484.2	0			
		FWT	0	TERMINAL YARD. YL 0.5	0	484.5	0			
			0	M.K. JCT. 0.1	0	485.0	0			
			12.4	TERMINAL JCT. 19.5	17.4	485.1	0			
	PM		17.8	WINTHROP. 0.4 C.B. & Q. Crossing.	0	504.6	0		PM	
	4.00			ATCHISON U.S. YL Mo. Pac. Crossing.	0	505.0	0	1.00		
			84.3	ATCHISON F.S. YL 0.5	0	0.5	0	12.50		
	4.05	FT	25.6	Mo. Pac. Crossing. 5.3	0	1.1	0			
	4.15		0	PARNELL. 2.3	50.9	6.4	0	12.40		
17	4.18	Y	24.8	HAWTHORNE. 2.0	0	8.7	0	12.36		
	4.22		68.9	CUMMINGS. 6.1	0	10.7	0	12.32		
18	4.35		0	NORTONVILLE. 9.2	64.8	16.8	0	12.23		
84	4.50		69.9	VALLEY FALLS. 8.9	64.0	26.0	0	12.05	PM	
	5.05		62.4	ROCK CREEK. 4.5	62.4	84.9	0	11.53		
	5.15		63.4	MERIDEN. 10.1	59.8	89.4	0	11.45		
8		Y	83.4	U.P. Crossing. YL 1.1	0	49.5	0	11.25	AM	
	5.40	FWT		TOPEKA. YL		50.8	0			
	Arrive Daily Ex. Sun.			(71.5)					Leave Daily Ex. Sun.	
	80.4			Average speed per hour.					81.9	

Siding Capacity 50 ft. Per Car.	WEST- WARD. Second Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 1, March 3, 1957.			Ruling Grade Ascending.	Mile Post.	Communications.	EAST- WARD. Second Class.
	83			Mixed.	Mixed.	84				Mixed.
	Leave Daily Ex. Sun.			STATIONS.					Arrive Daily Ex. Sun.	
	AM 8.15		21.1	WILDER. 1.5 U.P. Crossing.	0		0		PM 1.55	
	8.30		80.1	BONNER SPRINGS. YL 6.0	0		1.5	0	1.40	
	8.45		83.2	STONE. 4.4	52.8		7.5	0	12.55	
	9.00		0	EAST FAIRMOUNT. 4.9	55.4		11.9	0	12.45	
	9.30		31.7	LANSING. 2.1	10.6		16.8	0	12.35	
	9.40		52.8	WADSWORTH. 2.3 C.B. & Q. Crossing.	52.8		18.5	0	12.25	
			0	LEAVENWORTH. YL 1.3	66.0		20.7	0		
	10.10 AM	T	66.0	LEAVENWORTH. YL 11.0	66.0		22.0	0	12.10 PM	
			10.9	LOWMONT. 5.3	66.0		38.0	0		
			66.0	POTTER. 3.9	63.4		39.4	0		
		Y		HAWTHORNE.			45.8	0		
	Arrive Daily Ex. Sun.		11.5	(45.3)					Leave Daily Ex. Sun.	
				Average speed per hour.					11.7	

SIGNAL SYSTEM TWO IN EFFECT:
Bonner Springs Interlocking.
Trains must secure numbered clearance card before leaving originating stations.
Rule 273 indication on home signal at Wilder authorizes movement to First District.
No. 83 is superior to No. 84.
No switch lights on Leavenworth District.

ALMA DISTRICT.

Siding Capacity 50 ft. Per Car.	WEST- WARD. Second Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 1, March 3, 1957.			Ruling Grade Ascending.	Mile Post.	Communications.	EAST- WARD. Second Class.
	51			Mixed.	Mixed.	52				Mixed.
	Leave Mon., Wed., Fri.			STATIONS.					Arrive Mon., Wed., Fri.	
	AM 11.00	Y	58.1	BURLINGAME. YL 8.4	52.8			0	PM 3.20	
	11.20		52.8	HARVEYVILLE. 5.0	0		8.4	0	3.00	
	PM 12.01		58.1	BRADFORD. 4.6	0		13.4	0		
	12.30		58.1	ESKRIDGE. 7.5	70.0		18.0	0	2.30	
			52.8	HESSDALE. 6.7	70.2		25.5	0	2.05	
	1.10 PM	Y	50.7	ALLENORPH. 1.6	40.6		32.2	0		
	Arrive Mon., Wed., Fri.			ALMA.			33.8	0	1.45 PM	
	15.6			(33.8)					Leave Mon., Wed., Fri.	
				Average speed per hour.					21.3	

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

SIGNAL SYSTEM ONE IN EFFECT:

Atchison Br. Co., Inc. Bridge, Winthrop to Atchison U.S.
Topeka - U.P. Interlocking.
Trains must secure numbered clearance card before leaving originating stations. Westward trains must secure clearance card at Atchison F.S. when operator on duty.
Between the following points there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines:
St. Joseph U.S. and M.K. Jct.
Winthrop and Mo. Pac. crossing 0.6 mile west of Atchison F.S.
M.P. 49 and Topeka.
Between St. Joseph U.S. and Monterey Street be governed by St. Joseph Union Depot Co. Time Table, Rules and Regulations.
Between Terminal Jct. and Winthrop be governed by C.R.I. & P. Co. Time Table, Operating Rules.
Over Atchison Br. Co., Inc. Bridge, between Winthrop and Atchison U.S., be governed by Bulletin Instructions.
No switch lights on Atchison District.
Trains using Missouri Pacific main track to Atchison Union Depot Co. Track 5, will be governed, eastward by Signal 3308-R, and westward by Signal 3305-R. Semaphore switch indicators are located at west crossover switch of A.T. & S.F. main track and at west end of Depot Track No. 5. When indication is "block clear" the opening of crossover switches is authorized. When indication is "block occupied," if no evidence of train or engine movement on opposing route, crossover switches may be lined and, after expiration of five minutes, may proceed, protecting against conflicting movements.

8 EASTERN DIVISION.

BURLINGTON DISTRICT.

WEST-WARD. Second Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 1, March 3, 1957.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST-WARD. Second Class.
Mixed.							Mixed.
Leave Mon., Wed., Fri.			STATIONS.				Arrive Mon., Wed., Fri.
AM 9.50		87.1	B.N. JCT. 7.0	39.6	7.0	B	PM 4.10
10.10		91.2	HOMEWOOD. 2.7	0	9.7	f	3.50
f		83.8	RANSOMVILLE. 2.9	54.4	12.6	C	3.35
10.30		126.0	WILLIAMSBURG. 2.8	146.9	15.4	f	
f		80.9	SILKVILLE. 3.4	99.8	18.8	f	3.15
10.45		83.4	AGRICOLA. 4.0	102.1	22.8	C	3.00
11.01		106.8	WAVERLY. 5.4	45.8	28.2	s	2.40
11.15		42.8	HALL'S SUMMIT. 5.1	33.0	33.8	s	2.25
11.30		92.2	SHARPE. 8.3	5.0	41.6	C	2.00
12.15		0	BURLINGTON. 0.3	0	41.8		
		54.4	M.K.T. Crossing. 5.1	61.0	46.9	f	
		57.1	VIVA. 5.1	56.7	52.0	C	1.25 PM
12.45 PM	Y		GRIDLEY. YL				Leave Mon., Wed., Fri.
17.8			(52.0)				18.9
			Average speed per hour.				

Trains must secure numbered clearance card before leaving originating stations.

No. 79 is superior to No. 80.

No switch lights on Burlington District.

VIRGIL DISTRICT.

WEST-WARD.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 1, March 3, 1957.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST-WARD.
			STATIONS.				
		10.6	VIRGIL. 5.4	0	30.6	C	
		33.4	HILLTOP. 4.6	0	36.0	B	
			M.D. JCT. YL		40.6	B	
			(10.0)				
			Average speed per hour.				

Trains must secure numbered clearance card before leaving originating stations.

No switch lights on Virgil District.

GIRARD DISTRICT.

WEST-WARD. Second Class.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 1, March 3, 1957.	Ruling Grade Ascending.	Mile Post.	Communications.	EAST-WARD. Second Class.
Mixed.							Mixed.
Leave Daily, Ex. Sun.			STATIONS.				Arrive Daily, Ex. Sun.
AM 2.15	TY	0	A.U. JCT. YL 1.9	31.4	1.9		AM 9.40
		0	M.K.T. Crossing. 4.1	0	6.0		
f 2.30		31.7	ROLLIN. 4.0	0	10.0	f	9.25
f 2.40		0	SHAW. 4.4	29.0	14.4	C	9.15
f 2.55		20.5	ERIE. 0.5	0	14.9		9.05
		44.4	M.K.T. Crossing. 9.0	42.2	24.8	C	8.35
f 3.25		52.8	WALNUT. 7.1	42.2	31.9	f	8.20
f 3.40		51.3	M.K.T. Crossing. 7.5	43.8	39.5		
		0	BRAZILTON. 7.5	0	39.7	C	8.05
22 f 4.00		48.0	S.L.-S.F. Crossing. 0.2	0	49.1	C	7.45
s 4.30	FY	0	GIRARD. 9.4	42.2	52.1		
		0	FRONTENAC. YL 3.0	37.0	52.2		
		0	K.C.S. Crossing. 0.1	0	52.7		
		0	Mo. Pac. Crossing. 0.5	31.7	52.9		
		0	K.C.S. Cr'y.-S.L.-S.F. Cr'y. 0.2	0	53.0	C	7.30 AM
s 4.45 AM		0	S.L.-S.F. Crossing. 0.1	0			
			PITTSBURG. YL				
			PITTSBURG. K.C.S. 24.8				
			JOPLIN. K.C.S.				
Arrive Daily, Ex. Sun.			(77.0)				Leave Daily, Ex. Sun.
21.2			Average speed per hour.				24.4

SIGNAL SYSTEM TWO IN EFFECT:

Erie-M.K.T. Semi-Automatic Interlocking.

Walnut-M.K.T. Interlocking.

Girard-S.L.-S.F. Interlocking.

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

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

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

No. 77 is superior to No. 78.

No switch lights on Girard District.

Rules 16, S-89(A) and 104(A) of the Rules, Operating Department, revised 1953, are amended as follows:

- Rule 16: (e) Cancelled, (l) and (m) amended to read:
 (l): ————When standing — apply or release air brakes.
 (m): ————When running — brakes sticking; look back for hand signals.

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

Rule S-89(A). Amended to read: At meeting point, the train holding main track must stop clear of the track to be used by the train to be met and, if practicable, be protected by lining the switch.

Rule 104(A). Amended to read: When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

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

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

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

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

2. REGISTER STATIONS (Rule 83).
 STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains
Topeka	Originating or terminating.
Emporia—Emporia Yard	Originating or terminating either place.
Turner	Originating or terminating.
Argentine (Bowl Office)	Originating or terminating.

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

Holliday	First District.
Emporia	Trains on which engine or train crews do not change.
Ottawa	No. 211.
Ottawa Jct.	Trains to and from Third District.
Terminal Yard	First Class.
Chanute	Nos. 47, 48, 211 and 212.

3.
 4. JUNCTION SWITCHES. (Rule 98).

LOCATION	NORMAL POSITION
ATCHISON DISTRICT	
M.K. Jct.	Missouri Division.
Terminal Jct.	C.R.I.& P. Ry.
Winthrop-Atchison Br. Co. Inc.	C.R.I.& P. Ry.
Atchison-Atchison Br. Co. Inc.	Atchison U.S.
Atchison U.S.	Missouri Pacific.
BURLINGTON DISTRICT	
B.N. Jct.	Third District.
ALMA DISTRICT	
Burlingame	First District.
LEAVENWORTH DISTRICT	
Wilder	First District.
Hawthorne	Atchison District.
LAWRENCE DISTRICT	
Lawrence	First District.

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

LOCATION	NORMAL POSITION
FREDONIA DISTRICT	
A.U. Jct.	Oklahoma Division.
Longton	Oklahoma Division.
VIRGIL DISTRICT	
M. D. Jct.	Howard District.
GIRARD DISTRICT	
A.U. Jct.	Oklahoma Division.
Pittsburg K.C.S.	K. C. S. Ry.
HOWARD DISTRICT	
Moline	Oklahoma Division.

5. JOINT TRACK FACILITIES.

KANSAS CITY—K.C.T. Tower 3. A.T.&S.F. trains will use K.C.T. (Kansas City Terminal Ry. Co.) tracks between Union Station and K.C.T. Tower 3.

ST. JOSEPH—A.T.&S.F. trains will use St. Joseph Union Depot Company tracks between St. Joseph U.S. and Monterey Street, 0.2 mile west of Union Station, and St. Joseph Terminal Ry. Co. tracks between Monterey Street and M.K. Jct.

TERMINAL JCT. — WINTHROP. A.T.&S.F. trains will use C.R.I.&P. Ry. Co. tracks between Terminal Jct. and Winthrop.

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

FREDONIA—S.L.-S.F. engines use A.T.&S.F. main track between connecting switch M.P. 152.1 and crossover switch M.P. 152.0 in making interchange.

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

6.
 7. TRAFFIC REVERSAL.

Between Turner and Olathe where Rule 261 is in effect, Operators will not display proceed signal for movement against the current of traffic or for movement on Main Track No. 4 without train order authority.

Between K.C.T. Tower 3 and Olathe, and between Lebo and Constitution Street (MP 111.9) Emporia, if a train or engine is stopped by a stop signal (Rule 292) it must not proceed without permission from interlocking station. If authorized to proceed be governed by Rule 606. If unable to communicate, after complying with Rule 606 (b), be governed by Rule 509 (a).

Between Turner and Olathe and between Lebo and Constitution Street (MP 111.9) Emporia, at switches where there is no head out signal, obtain permission from interlocking station before occupying main track regardless of position of switch indicator. If communication fails, main track may be used under flag protection with front and rear protected until next home signal is passed.

8.
 9.
 10.

11. RAILROAD CROSSINGS AT GRADE.

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

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

HU—Mo. Pac. Interlocking.

N. R. JCT.—M.K.T. Interlocking.

OTTAWA—Mo. Pac. 0.3 mile west of station. Automatic Interlocking. Maximum speed 20 MPH.

GARNETT—Mo. Pac. 0.1 mile east of station. Automatic Interlocking. Maximum speed 20 MPH.

IOLA—Mo. Pac. 0.3 mile east of station. Automatic Interlocking. Maximum speed 20 MPH.

SPECIAL RULES.

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

CHANUTE—M.K.T. 0.8 mile east of station is protected by electric locked gate set normally across M.K.T. track. When gate is normal and signal indicates proceed, may proceed at speed not to exceed 40 MPH.

ATCHISON U.S.—C.B.&Q. is protected by gate set normally across C.B.&Q. track. When gate is normal, may proceed at speed not to exceed 10 MPH.

ATCHISON U.S.—Mo. Pac. Stop. See Rules 98, A, B, C and D.

ATCHISON F.S.—Mo. Pac. 0.6 mile west of station is protected by gate set normally across Mo. Pac. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 10 MPH.

TOPEKA—U.P. Interlocking 1.1 mile east of station. Maximum speed 20 MPH.

BONNER SPRINGS—U.P. 0.1 mile east of station. Interlocking. Maximum speed 10 MPH.

LEAVENWORTH—C.B.&Q. 1.3 mile east of station. Stop. See Rules 98, A, B, C and D.

BURLINGTON—M.K.T. 0.2 mile west of station. Stop. See Rules 98, A, B, C and D.

BENEDICT—Mo. Pac. 0.2 mile west of station. Automatic Interlocking. Maximum speed 20 MPH.

FREDONIA—Mo. Pac. 1.4 miles east of station. Stop. See Rules 98, A, B, C and D.

FREDONIA—S.L.-S.F. protected by gate set normally across A.T.&S.F. track. Stop, open and close gate.

A.U. JCT.—Girard District. M.K.T. 1.9 miles west of station is protected by gate set normally across M.K.T. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal, may proceed at speed not to exceed 15 MPH.

ERIE—M.K.T. Semi-Automatic Interlocking. Maximum speed 20 MPH.

WALNUT—M.K.T. Automatic Interlocking. Maximum speed 20 MPH.

GIRARD—S.L.-S.F. 0.2 mile east of station. Automatic Interlocking. Maximum speed 20 MPH.

PITTSBURG—K.C.S. 0.9 mile east of station. Stop. See Rules 98, A, B, C and D.

PITTSBURG—Mo. Pac. 0.8 mile east of station. Stop. See Rules 98, A, B, C and D.

PITTSBURG—K.C.S.—S.L.-S.F. 0.3 mile east of station. Stop. See Rules 98, A, B, C and D.

PITTSBURG—S.L.-S.F. 0.1 mile east of station. Stop. See Rules 98, A, B, C and D.

SEVERY—S.L.-S.F. protected by gate set normally across A.T.&S.F. track. Stop, open and close gate.

EUREKA—Mo. Pac. 2.9 miles east of station is protected by gate set normally across A.T.&S.F. track. Stop, open and close gate.

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT	90	60
SECOND DISTRICT.		
Kansas City (Union Station) to K.C.T. Tower 3...	20	10
K.C.T. Tower 3 to Olathe		
(Except Main Track No. 4)	79	60
Between Holliday and Turner, Main Track No. 4...	45	45
Olathe to Emporia (Except Main Track No. 3)	90	60
Between Wiggam and N.R. Jct., Main Track No. 3.	79	60
THIRD DISTRICT	79	60
ATCHISON DISTRICT	45	35
LAWRENCE DISTRICT	35	30
LEAVENWORTH DISTRICT	30	30
ALMA DISTRICT	30	25
BURLINGTON DISTRICT	25	25
FREDONIA DISTRICT	40	30
VIRGIL DISTRICT	40	30
GIRARD DISTRICT	40	35
HOWARD DISTRICT	35	35
FIRST DISTRICT.		
2 Curves, M.P. 0.0 to 0.3	30	30
Curve, M.P. 0.7 to 0.9	65	.....

EASTERN DIVISION. 11

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT—(Cont'd).		
2 Curves, M.P. 2.8 to 3.3	55	55
Curve, M.P. 3.7 to 3.9	65	.....
Curve, M.P. 6.3 to 6.5	70	.....
Curve, M.P. 8.8 to 9.3	65	.....
4 Curves, M.P. 15.1 to 16.1	70	.....
4 Curves, M.P. 18.3 to 19.5	60	55
Curve, M.P. 23.4 to 23.6	55	50
Curve, M.P. 24.6 to 24.8	70	.....
2 Curves, M.P. 25.2 to 25.9	55	50
6 Curves, M.P. 26.2 to 27.4	30	25
2 Curves, M.P. 28.7 to 30.3	70	.....
2 Curves, M.P. 34.3 to 34.7	65	.....
2 Curves, M.P. 34.8 to 35.2	55	55
2 Curves, M.P. 36.9 to 37.3	60	.....
2 Curves, M.P. 37.4 to 37.8 (Lecompton)	65	.....
3 Curves, M.P. 51.1 to 52.0	65	.....
M.P. 52.2 (Viaduct), to Tenth Street (Topeka)	20	20
Curve, M.P. 58.9 to 59.1	70	.....
Curve, M.P. 59.8 to 60.0	65	.....
Curve, M.P. 60.3 to 60.6	75	.....
7 Curves, M.P. 61.0 to 62.8 (Wakarusa)	50	50
2 Curves, M.P. 63.0 to 63.6	55	55
2 Curves, M.P. 63.7 to 64.2	45	45
Curve, M.P. 64.5 to 64.7	60	55
Curve, M.P. 65.0 to 65.3	65	.....
2 Curves, M.P. 66.5 to 67.2	45	45
Curve, M.P. 67.5 to 67.6	50	45
Curve, M.P. 67.7 to 67.8 (Carbondale)	55	55
Curve, M.P. 68.2 to 68.8	75	.....
Curve, M.P. 69.0 to 69.4	65	55
Curve, M.P. 69.8 to 70.0	80	.....
Curve, M.P. 70.6 to 70.9	85	.....
Curve, M.P. 75.1 to 75.3	70	.....
2 Curves, M.P. 76.0 to 77.1 (Burlingame)	55	55
Curve, M.P. 84.0 to 84.4	55	50
Mo. Pac. Crossing to west switch (Osage City)	40	40
Curve, M.P. 88.5 to 88.9	55	55
Curve, M.P. 89.5 to 90.2	70	.....
Curve, M.P. 93.7 to 94.0	70	.....
Curve, M.P. 96.1 to 96.4	70	.....
2 Curves, M.P. 97.8 to 98.3	55	50
2 Curves, M.P. 107.3 to 108.1	55	55
Curve, M.P. 110.0 to 110.3	55	55
Curve, M.P. 110.8 to 111.0	30	30
N.R. Jct. to M.P. 112.3	20	20
SECOND DISTRICT.		
Curve, M.P. 1.7	15	15
4 Curves, M.P. 2.1 to 3.7	55	40
Curve, M.P. 6.7 to 6.8	65	45
M.P. 13.4 to 14.4, Track No. 3	40	40
M.P. 25.3 to 26.5 (Olathe)	40	30
Curve, M.P. 26.7 to 27.2	65	50
Curve, M.P. 28.1 to 28.9	75	.....
Curve, M.P. 29.4 to 29.6	80	.....
Curve, M.P. 30.4 to 30.8	65	55

12 EASTERN DIVISION.

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
SECOND DISTRICT—(Cont'd).		
Curve, M.P. 31.0 to 31.4 (Clare)	70	.....
2 Curves, M.P. 34.5 to 35.1, Westward Track (Gardner)	50	50
Curve, M.P. 38.5 to 39.1, Westward Track	65	50
Curve, M.P. 39.8 to 39.5, Eastward Track	75	.....
Curve, M.P. 39.6 to 40.0, Westward Track (Edgerton)	65	50
Curve, M.P. 43.4 to 43.9	85	.....
Curve, M.P. 49.3 to 49.6	75	.....
Siding between Ottawa Jct. and H.U.	40	40
Curve, M.P. 57.2 to 57.5	70	50
2 Curves, M.P. 70.8 to 71.6	85	.....
Curve, M.P. 77.5 to 77.9	85	.....
Curve, M.P. 79.9 to 79.6, (Eastward Track (Melvern) Westward Track)	55 75	45
Curve, M.P. 83.6 to 83.4, Eastward Track	55	45
Curve, M.P. 84.6 to 84.4, Eastward Track	75	.....
Curve, M.P. 86.0 to 85.8, Eastward Track	65	55
2 Curves, M.P. 84.3 to 86.0, Westward Track	75	.....
Curve, M.P. 92.9 to 93.3	85	.....
4 Curves, M.P. 98.0 to 101.4	65	55
N.R. Jct. to M.P. 112.3	20	20

THIRD DISTRICT.

Ottawa Jct. to M.P. 59.0	20	20
3 Curves, M.P. 75.6 to 76.7	75	.....
2 Curves, M.P. 76.9 to 78.0	65	55
Curve, M.P. 78.7 to 79.1	75	.....
2 Curves, M.P. 79.3 to 79.8 (Rock Crusher)	40	40
Curve, M.P. 80.2 to 80.3	75	.....
2 Curves, M.P. 87.2 to 88.6	75	.....
Garnett, First St. to Seventh St.	15	15
Iola, over Street Crossings	15	15
Chanute, over Street Crossings	30	20

ATCHISON DISTRICT.

Curves except where further restricted	40	30
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LAWRENCE DISTRICT.

Lawrence, over street crossings	30
M.P. 3.0 to 4.0	20	20
Curves, M.P. 6.1 to 15.4	30	30

LEAVENWORTH DISTRICT.

Curves except where further restricted	20	20
Stone, over hard surfaced highway	15	15
Between viaduct east and hard surfaced highway west of Wadsworth	15	15
Curves between C.B. & Q. crossing and west end Leavenworth Yards	15	15
Between Leavenworth and Hawthorne, except where further restricted	20	20
Curves between Leavenworth and Hawthorne	15	15

SPECIAL RULES.

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
ALMA DISTRICT.		
Curves, except where further restricted	20	20
M.P. 32.5 to 33.9 (Alma)	15	15
HOWARD DISTRICT.		
Curve, M.P. 0.3 to N.R. Jct. Switch	15	15
Curve, M.P. 2.8 to 3.0	25	25
3 Curves, M.P. 75.2 to 76.3	25	25
Moline wye switch	10	10

13. SPEED REGULATIONS, PASSENGER TRAINS.

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops, so that train will move smoothly, without jar, and train conductors must observe that this is done.

14. MAXIMUM SPEED OF ENGINES.

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2400-2438, 2600-2606	45	45	45	45
650-653, 2300	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75

* Note: 65 MPH applies when backing handling train.

Steam				
1010, 5001-5035	60	40	25	
3752-3775	90	40	25	
2900-2929, 3776-3785	100	40	25	

SPECIAL RULES.

15. MOVEMENTS OVER SUBMERGED TRACK. (Rule 817).

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 2099-2162	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019 ..	4	5	5
460-468, 2400-2402	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 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. DEAD ENGINES.

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

17. DERRICKS, CRANES, ETC.

Trains handling derricks, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear must not exceed 30 MPH at any point on First, Second and Third Districts and 20 MPH at any point on all other Districts. Such equipment must not be moved in any train except on authority of Trainmaster.

18. SWITCHES—MAXIMUM AUTHORIZED SPEED.

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

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

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT			
Holliday	I	Turnout First District	30
	I	West end house track	15
Frisbie	S	Both ends siding	15
DeSoto	S	East end siding	15
	S	West end siding	30
Eudora	S	Both ends siding	15
Lawrence	S	West end siding	15
Lakeview	S	Both ends siding	15
Lecompton	S	Both ends siding	15
Topeka	I	East end siding	15
	S	West end of yards	15
	S	West end siding	15
Pauline	S	Both ends siding	15
Wakarusa	S	Both ends siding	30
Carbondale	S	West end siding	15
	S	East end siding	30
Scranton	S	Both ends siding	30
Burlingame	S	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

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

STATION	TYPE	LOCATION	MPH
SECOND DISTRICT			
K.C.T. Tower 3	I	Second crossover west of Tower 3	30
	I	Crossover east of 12th St.	15
A.Y. Tower	I	Crossover east of Tower	40
Argentine	I	Crossover east of Passenger Station	40
Turner	I	Crossover east of Key Road	
	I	between Main Trks. 1 and 2	30
	I	Crossovers west of Key Road	30
	I	Crossovers at MP 7.4 between Main Trks. 2, 3, and 4. (From Departure Yard)	15
	I	Crossover at MP 7.5 between Main Trks. 1 and 2	40
	I	Crossover between Main Trks. 2 and 3. (MP 8)	40
	I	Crossover between Main Trks. 3 and 4 (MP 8)	30
Morris	I	Crossover east of station	30
	I	Crossovers west of station	40
Holliday	I	Crossover between Main Trks. 2 and 3 at Tower	30
	I	Turnout Main Track 4	40
	I	West end siding	15
M.P. 14.4	I	Turnout Main Trk. 3 and cross-overs	40
Craig	I	Crossovers	40
Olathe	I	Both ends of siding east of station	30
	I	Crossover east end siding west of station	40
	I	Crossovers between Main Trks.	40
	S	West end siding west of station	30
Edgerton	I	West end eastward siding	30
	I	East end westward siding	15
	S	East end eastward siding	30
	S	West end westward siding	15
Ottawa Jct.	I	East ends of sidings	30
	I	West end westward siding	15
	I	Crossovers	15
HU	I	West end siding	40
	I	Crossover west of Tower	30
Quenemo	I	East end siding	30
	S	West end siding	30
Melvern	I	West end eastward siding	15
	S	East end eastward siding	30
	S	West end middle siding	15
Ridgeton	S	East end siding	30
	I	West end siding	30
Lebo	I	Crossovers	40
	S	East end siding	30
Wiggam	I	Turnout Main Track No. 3	40
	I	Crossovers	40
N.R. Jct.	I	Crossovers	30
Emporia	S	Both ends crossover between Main Tracks Nos. 2 and 3 and Turnout from Main Track No. 3 to Track 11 near Merchant St.	15
	S	Turnout from Main Track No. 3 to Track 10 near Constitution St.	15
Merrick	I	Crossovers	30
THIRD DISTRICT			
Ottawa Jct.	I	Turnouts Third District	15
	I	Switch from eastward track to westward siding, Second Dist.	15
Ottawa	S	End of two tracks M.P. 58.3	15
Colony	S	Both ends siding	15
Iola	S	Both ends siding	15
Chanute	I	Freight lead 0.8 mile east of station	30
HOWARD DISTRICT.			
N.R. Jct.	I	Turnout Howard District	15

19. YARD LIMITS.

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

20. BULLETIN BOOKS.

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

21. STANDARD CLOCKS.

Argentine	Yard, Bowl and Roundhouse Offices.
Topeka	Yard and Roundhouse Offices.
Turner	Yard Office.
Kansas City, St. Joseph.	Union Station Telegraph Offices.
Emporia	Telegraph, Yard and Roundhouse Offices.
Ottawa	Telegraph Office.
Terminal Yard	Yard Office.
Atchison	Freight Station.
Chanute	Telegraph and Roundhouse Offices.

22. STANDARD THERMOMETERS.

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

23. OVERHEAD OBSTRUCTIONS. (Rule 761)

Mile Post	Name
FIRST DISTRICT	
.....	De Soto, Highway Viaduct, Ordnance Plant Track.
19.6	Wakarusa River.
26.9	Lawrence, Overhead Conveyor.
51.7	Topeka, Pedestrian Viaduct.
52.2	Topeka, Branner Street Viaduct.
52.4	Pedestrian Viaduct, Second Street, Topeka.
94.9	Marais des Cygnes River.
107.9	Neosho River.
SECOND DISTRICT	
84.4	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.

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

Mile Post	Name	
LEAVENWORTH DISTRICT.		
20.7	Highway Viaduct.	
.....	Highway Viaduct, Grant Avenue over U.P. Spur to Ft. Leavenworth.	
41.4	Stranger Creek.	
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. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.		
Name	Location	Capacity
FIRST DISTRICT.		
Cooperative Farm Chem. Assn. (spur).....	M.P. 24.6	179 cars
Kansas Power and Light Co. (spur).....	M.P. 30.3	36 cars
Spur	M.P. 31.7	2 cars
Kansas Power and Light Co.....	M.P. 46.8	29 cars
SECOND DISTRICT.		
American Sand Company (spur).....	M.P. 7.3	4 cars
Stewart Sand Company (spur).....	M.P. 7.9	73 cars
American Sand Company (spur).....	M.P. 8.4	43 cars
Peerless Crushed Rock Company (spur).....	M.P. 8.7	34 cars
Gravel pit (spur).....	M.P. 14.5	43 cars
Midcontinent Gr. Co. (spur).....	M.P. 44.7	12 cars
THIRD DISTRICT.		
Industrial Spur	M.P. 60.0	3 cars
Union Gas Spur	M.P. 61.0	4 cars
Buildex Spur	M.P. 62.0	25 cars
Crusher	M.P. 79.4	77 cars
ATCHISON DISTRICT.		
Skelly Oil Co. (spur).....	M.P. 47.8	6 cars

SPECIAL RULES.

24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE—(Cont'd).

Name	Location	Capacity
FREDONIA DISTRICT.		
Neosho Fertilizer (spur).....	M.P. 129.6	8 cars
Ash Grove Shale Pit (spur).....	M.P. 130.1	48 cars
City light plant (spur).....	M.P. 153.6	2 cars
HOWARD DISTRICT.		
Stock track, Eureka.....	M.P. 45.4	24 cars
Stock track, Madison.....	M.P. 20.1	23 cars

25. STATUTORY REGULATIONS.

IN KANSAS, it is lawful for the Conductor to eject from the train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay fare to his destination, and he may be expelled at any point on the line of the road at which there is a station where the person ejected may at least get lodging.

The Kansas statutes prohibit gambling and the practice of any confidence games.

Drunken or disorderly persons may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

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

LOCAL TIME INSPECTORS—EASTERN DIVISION

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

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

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

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

EYE, EAR, NOSE AND THROAT SPECIALISTS.

DR. KARL W. STOCK (Eye Only).....Topeka.
 DR. B. J. ASHLEY (Eye Only).....Topeka.
 DR. H. W. POWERS (E.N.T.).....Topeka.
 DR. H. L. KIRKPATRICK (E.N.T.).....Topeka.
 DR. RALPH R. PRESTON (E.N.T.).....Topeka.
 DR. JOHN N. SHERMAN.....Chanute.
 DR. D. P. TRIMELE.....Emporia.
 DR. E. L. GANN.....Emporia.
 DR. W. R. EUBANK (Eye Only).....Kansas City, Mo.
 DRS. ALTRINGER, BUNTING & KNIGHT (E.N.T.) Kansas City, Mo.
 DR. A. J. BAER, 1102 Grand Ave.....Kansas City, Mo.
 DR. CECIL E. HASSIG.....Kansas City, Kans.
 DR. FRED N. BOSILEVAC (Eye Only).....Kansas City, Kans.
 DR. ROBERT WILSON (E.N.T.).....Kansas City, Kans.
 DR. C. H. STEELE (E.N.T.).....Kansas City, Kans.

EASTERN DIVISION. 15

LOCAL SURGEONS.

DR. GRAHAM OWENS.....Kansas City, Mo.
 DR. ROBERT D. IRLAND (Office Calls Only).... Kansas City, Mo.
 DR. E. G. KETTNER.....Kansas City, Mo.
 DR. R. H. DUNHAM.....Kansas City, Mo.
 DR. W. B. ALLEN.....Kansas City, Mo.
 DR. K. L. SHIREMAN.....Kansas City, Mo.
 DR. DONALD FERGUSON (Colored).....Kansas City, Mo.
 DR. WALTER R. PETERSON (Colored).....Kansas City, Mo.
 DR. P. R. CARPENTER.....Kansas City, Kans.
 DR. MAURICE V. LAING.....Kansas City, Kans.
 DR. C. C. NESSELRODE.....Kansas City, Kans.
 DR. GLENN R. PETERS.....Kansas City, Kans.
 DR. HARVEY L. LLOYD.....Kansas City, Kans.
 DR. ALVIN SILVERS.....Kansas City, Kans.
 DR. W. D. FRANCISCO.....Kansas City, Kans.
 DR. JOHN HUFF.....Kansas City, Kans.
 DR. W. H. DYER (Colored).....Kansas City, Kans.
 DR. E. S. MILLER.....Kansas City, Kans.
 DR. K. C. HAAS.....Kansas City, Kans.
 DR. CHRISTOPHER G. DAVIS.....Kansas City, Kans.
 DR. W. D. HAWLEY.....Kansas City, Kans.
 DR. W. L. GOOD.....Mission.
 DR. G. E. MANAHAN.....Lawrence.
 DR. F. G. SCHENCK.....Burlingame.
 DR. O. C. FRITTS.....Osage City.
 DR. NILES STOUT.....Lyndon, Kans.
 DR. F. A. ECKDALL.....Emporia.
 DR. F. J. ECKDALL.....Emporia.
 DR. A. W. CORBETT.....Emporia.
 DR. CHARLES R. HOPPER.....Emporia.
 DR. ARTHUR WHITAKER.....Atchison.
 DR. W. A. MADISON.....Nortonville.
 DR. J. K. GRIFFITH.....Valley Falls.
 DR. C. W. WALKER.....Esbridge.
 DR. J. H. RYAN.....St. Joseph, Mo.
 DR. S. E. SENOR.....St. Joseph, Mo.
 DR. G. R. COMBS.....Leavenworth.
 DR. WILLIAM E. MCCANN.....Olathe.
 DR. ADELBERT S. REECE.....Gardner.
 DR. N. E. NAYLOR.....Wellsville.
 DR. J. F. BARR.....Ottawa.
 DR. JOHN CARTER.....Ottawa.
 DR. J. H. BUCKLES.....Waverly.
 DR. A. B. MCCONNELL.....Burlington.
 DR. J. R. SMITHHEISLER.....Richmond.
 DR. J. N. CARTER.....Garnett.
 DR. C. B. HARRIS.....Garnett.
 DR. T. O. OSBORN - Osteopath.....Colony.
 DR. E. O. CHRISTIAN.....Iola.
 DR. D. R. ABBUEHL.....Chanute.
 DR. G. L. ASHLEY.....Chanute.
 DR. GLEN ASHLEY.....Chanute.
 DR. D. E. RAY.....Chanute.
 DR. JAMES D. GOUGH.....Chanute.
 DR. CHARLES E. VESTLE.....Humboldt.
 DR. JAMES G. LEE.....Bonner Springs.
 DR. K. M. ROTTLUFF.....Bonner Springs.
 DR. KENNETH HUNTER.....Lebo.
 DR. RAYMOND L. PENDLETON.....Baldwin.
 DR. JOHN H. BASHAM.....Eureka.
 DR. FRED LOSE.....Madison.
 DR. G. R. LOCKETT.....Moline.
 DR. H. W. BERTHELSEN.....Howard.
 DR. E. C. BRYAN.....Erie.
 DR. E. C. BRYAN.....Walnut.
 DR. EARL C. LIGHTFOOT.....Girard.
 DR. ROBERT FRIGGERI.....Girard.
 DR. GEO. J. P. GISH.....Frontenac.
 DR. LYNN E. BEAL.....Fredonia.
 DR. D. B. MCKEE.....Pittsburg.
 DR. C. H. FAIN.....Pittsburg.
 DR. PAUL B. LEFFLER.....Pittsburg.
 DR. J. R. KUHN, JR.....Joplin, Mo.



SANTA FE SAFETY FIRST



Every employe should report promptly to his foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

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

