

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1-2	Streator Chillicothe Galesburg La Plata Marceline Carrollton	Tulsa Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen and Scheduled stops Williams and beyond	Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen and Scheduled stops Williams and beyond	17-18	Streator Chillicothe	Scheduled stops in California	Scheduled stops Albuquerque and beyond
					Galesburg	Lamy and Scheduled stops in California	Lamy and Scheduled stops Albuquerque and beyond
				El Capitan	On days El Capitan is operated as a separate train, that train will make conditional stops shown for trains 17-18.		
2	La Plata	Chicago and beyond		19	Carrollton	Tulsa	
3	Between Kansas City and Wellington	Beyond Wellington			East of Kansas City	Dodge City to Halstead inclusive	
6	Newton to Kansas City		Wichita and beyond		Emporia	St. John Garden City Lamar La Junta and Scheduled stops beyond	
9	In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois	20	Stations in Illinois		Beyond Kansas City
	Verona Dallas City		Chicago and beyond		Ransom Verona Mazon Toluca Dallas City LaPlata	Chicago and beyond	
11	Newkirk	Oklahoma City and beyond	Wichita and beyond		Marceline		St. John Garden City Lamar La Junta and Scheduled stops beyond
12	Newkirk	Wichita and beyond	Oklahoma City and beyond		LaPlata		Kansas City and beyond
	East of Kansas City		Dodge City to Halstead inclusive				
	Carrollton		Tulsa				
15	Marceline	Wichita and beyond	Chicago and beyond	123	In Illinois	Stations in Illinois Kansas City and beyond	Stations in Illinois
	Ottawa Jct.	Scheduled stops beyond Newton		124	Newton to Kansas City	Points between Newton and Kansas City and beyond	Points between Newton and Kansas City and beyond Newton
	Newkirk	Oklahoma City and beyond	Wichita and beyond	211	Collinsville		Kansas City and beyond
16	Marceline		Wichita and beyond		Olathe	Cherryvale and beyond	Chicago and beyond
	Ottawa Jct.		Scheduled stops beyond Newton		Olathe	Chicago and beyond	Cherryvale and beyond

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

FIRST DISTRICT

EASTERN DIVISION 3

Siding Capacity 50 ft. Per Car	WESTWARD First Class				Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 8 July 27, 1958	Ruling Grade Ascending	Mile Post	Communications	EASTWARD First Class				
	1	123	11	5							2	124	12	6	
	San Francisco Chief	The Grand Canyon	The Kansas Cityan	The Ranger							San Francisco Chief	The Grand Canyon	The Chicagoan	The Ranger	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	PM 11.05	PM 9.46	PM 5.20	AM 8.47							AM 5.19	AM 5.29	AM 11.44	PM 8.50	
	STATIONS														
	48	41	107	49		6.4	HOLLIDAY 3.8	0		C					
						0	WILDER 2.3	0	3.7			5.14	5.24	11.38	8.45
						0	FRISBIE 5.1	8.9	5.9			5.12	5.22	11.36	8.42
						10.6	DE SOTO 8.0	10.6	11.1	C		5.08	5.18	11.32	8.35
						0	EUDORA 4.1	0	19.1	C		5.01	5.11	11.25	8.27
						9.2	NORIA 3.3	0	23.2			4.56	5.06	11.20	8.21
	130				Y	10.6	LAWRENCE YL 5.1	10.6	26.5	C	f	4.50	5.00	11.15	8.15
						0	LAKE VIEW 5.8	0	31.6			4.45	4.55	11.10	8.05
						10.6	LECOMPTON 8.6	21.1	37.4	B	f	4.40	4.50	11.05	7.59
						7.0	TECUMSEH 6.6	0	46.0	B		4.31	4.41	10.56	7.49
	41				FWT	26.4	TOPEKA YL 6.7	0	52.6	C	s	4.25	4.35	10.50	7.40
						40.9	PAULINE YL 5.4	49.5	57.3	C		4.10	4.20	10.41	7.20
						52.8	WAKARUSA 5.1	50.7	62.7	C		4.04	4.14	10.35	7.14
						52.8	CARBONDALE 3.8	44.2	67.8	C		3.57	4.07	10.29	7.07
						45.0	SCRANTON 5.3	52.8	71.6	C		3.53	4.03	10.25	7.03
					Y	52.8	BURLINGAME 7.9	51.6	76.9	C		3.47	3.57	10.19	6.56
						10.8	Mo. Pac. Crossing 0.3	0	84.8						
	100					52.8	OSAGE CITY 5.3	42.1	85.1	C		3.39	3.49	10.11	6.45
						35.7	BARCLAY 6.1	51.1	90.4	B		3.34	3.44	10.06	6.35
						52.8	READING 8.2	39.0	96.5	C		3.28	3.38	10.01	6.28
						49.8	LANG 6.2	57.8	104.8	B		3.21	3.31	9.54	6.21
					Y	5.8	N.R. JCT. YL 1.1	15.8	111.0			3.14	3.24	9.48	6.14
					FWT		EMPORIA YL 3 Track		112.1	C		3.10 AM	3.20 AM	9.45 AM	6.10 PM
							(113.9)					Leave Daily	Leave Daily	Leave Daily	Leave Daily
	55.6	41.2	57.0	43.2			Average speed per hour					53.0	53.0	57.4	44.1

SIGNAL SYSTEM TWO IN EFFECT:

Holliday to Emporia.

RULE 251 IN EFFECT:

Constitution Street (MP 111.9) Emporia to Emporia.

RULE 261 IN EFFECT:

On main tracks N.R. Jct. to Constitution Street (MP 111.9) Emporia and Wilder to Holliday, eastward trains from Leavenworth Dist. only.

Rule 285 indication on home signal at Wilder authorizes movement to First District as an eastward extra train.

Between NR Jct. and Constitution Street (MP 111.9) Emporia the middle track is designated Main Track No. 1; the north track Main Track No. 2 and the south track Main Track No. 3. On Main Track No. 1 the current of traffic is eastward; on Main Track No. 2 the current of traffic is westward and on Main Track No. 3 there is no current of traffic.

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.

WESTWARD											TIME TABLE No. 8 July 27, 1958	Ruling Grade Ascending	Mile Post	Fuel, Water, Turn Tables and Wyes
First Class														
47	1	123	11	211	19	3	7	5	17	15				
Oil Flyer	San Francisco Chief	The Grand Canyon	The Kansas Cityan	The Tulsan	The Chief	Passenger	Fast Mail Express	The Ranger	Super Chief-El Capitan	Texas Chief				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
PM 11.59 AM 12.05	PM 10.50	PM 9.30	PM 5.05	PM 5.00	PM 4.55	AM 9.15	AM 9.00	AM 8.30	AM 2.15	AM 1.50				
	10.54	9.34	5.09	5.04	4.59	9.19	9.04	8.35	2.19	1.54				
12.13	10.59	9.40	5.15	5.09	5.05	9.25	9.10	8.41	2.25	2.00				
12.19	11.05 PM	9.46 PM	5.20 PM	5.15	5.10	9.32	9.16	8.47 AM	2.31	2.06				
12.40				5.25	5.21	9.44	9.30		2.45	2.20				
12.51	Via First District	Via First District	Via First District					Via First District						
12.57				5.38	5.33	9.59	9.44		2.58	2.33				
1.04														
1.08				5.47	5.41	10.08	9.52		3.06	2.41				
1.20 AM				5.55 PM	5.47	10.16	9.59		3.13	2.48				
					5.57	10.28	10.09		3.22	2.57				
						10.33								
					6.08	10.42	10.19		3.32	3.08				
	Via Third District													
					6.18	10.55	10.33		3.43	3.19				
					6.35	11.14	10.54		4.00	3.36				
					6.40 PM	11.20 AM	11.00 AM		4.05 AM	3.45 AM				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
42.3	52.4	49.1	52.4	52.4	64.1	53.9	55.0	46.2	51.3	55.5				
Average speed per hour														

SIGNAL SYSTEM TWO IN EFFECT:

K.C.T. Tower 3 to Emporia.

RULE 251 IN EFFECT:

Constitution Street (MP 111.9) Emporia to Emporia.

RULE 261 IN EFFECT:

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

On siding Ottawa Jct.

Trains must secure numbered clearance card before leaving originating stations.

Between Turner and MP 14.4, south track is designated Main Track No. 1 upon which the current of traffic is eastward. First track north thereof is designated Main Track No. 2 upon which the current

of traffic is westward. Second track north of Main Track No. 1 is designated Main Track No. 3 upon which there is no current of traffic. Between Holliday and Turner the third track north of Main Track No. 1 is designated Main Track No. 4 upon which there is no current of traffic and upon which trains have no time table superiority. Trains using Main Track No. 4 will retain their identity but must observe Rule 93.

Between Wiggam and Constitution Street (MP 111.9) Emporia the middle track is designated Main Track No. 1; the north track Main Track No. 2 and the south track Main Track No. 3. On Main Track No. 1 the current of traffic is eastward; on Main Track No. 2 the current of traffic is westward and on Main Track No. 3 there is no current of traffic.

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

SECOND DISTRICT

EASTERN DIVISION

5

Siding Capacity 50 ft. Per Car	Communications	Rating Grade Ascending	TIME TABLE No. 8 July 27, 1958	EASTWARD First Class											
				18	2	124	12	212	4	8	6	48	20	16	
				Super Chief-El Capitan	San Francisco Chief	The Grand Canyon	The Chicagoan	The Tulsa	Passenger	Fast Mail Express	The Ranger	Oil Flyer	The Chief	Texas Chief	
			STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
			KANSAS CITY Union Station 1.4	AM 5.36	AM 6.00	AM 6.05	PM 12.05	PM 12.10	PM 2.00	PM 6.35	PM 9.15	PM 10.00	PM 10.35	AM 11.50	
			K.C.T. TOWER 3 YL 2.2	5.25	5.33	5.43	11.56	11.58	2.44	6.11	9.02	9.43	10.20	12.41	
			A. Y. TOWER YL 0.7												
			KANSAS CITY, KS. (Argentine) YL 2.5						f 2.40		s 9.39				
			TURNER YL 3.2	5.19	5.27	5.37	11.51	11.53	f 2.37	6.05	8.56	9.35	10.14	12.35	
			MORRIS 3.1						f 2.33						
			HOLLIDAY 2.8	5.13	5.19 AM	5.29 AM	11.44 AM	11.47	f 2.30	5.59	8.50 PM	9.30	10.08	12.29	
			ZARAH 2.9												
			CRAIG 6.8												
			OLATHE 5.1	4.59				11.33	s 2.14	5.45		s 9.20	9.54	12.15	
			CLARE 3.6		Via First District	Via First District	Via First District				Via First District	9.10			
			GARDNER 5.2						s 2.02						
			EDGERTON 5.7	4.45				11.19	s 1.57	5.28		f 9.04	9.40	12.03 AM	
			WELLSVILLE 4.4						s 1.49			s 8.57			
			LE LOUP 7.3									f 8.51			
			OTTAWA JCT. 2.7	4.30				11.03 AM	s 1.34	5.10		8.43 PM	9.25	11.48	
			HU Mo. Pac. Crossing 7.6												
			POMONA 4.3						s 1.22						
			QUENEMO 7.8						f 1.15						
			MELVERN 6.7	4.12				Via Third District	s 1.07	4.52		Via Third District	9.07	11.32	
			OLIVET 1.4						s 12.56						
			RIDGETON 6.2												
			LEBO 7.8	3.59					s 12.42	4.39			8.54	11.19	
			NEOSHO RAPIDS 5.5												
			WIGGAM 4.2												
			N.R. JCT. YL 1.1	3.44						12.25	4.24		8.39	11.04	
			EMPORIA YL	3.40 AM						12.20 PM	4.20 PM		s 8.35 PM	11.00 PM	
			(11.2)	Leave Daily	Leave (Daily)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Average speed per hour	58.5	19.6	22.3	37.5	51.2	42.0	49.8	27.7	44.5	56.1	61.2	

SIGNAL SYSTEM TWO IN EFFECT:

Emporia to K.C.T. Tower 3.

RULE 251 IN EFFECT:

Emporia to Constitution Street (MP 111.9) Emporia.

RULE 261 IN EFFECT:

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

On siding Ottawa Jct.

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

Between MP 14.4 and Turner, south track is designated Main Track No. 1 upon which the current of traffic is eastward. First track north thereof is designated Main Track No. 2 upon which the current

of traffic is westward. Second track north of Main Track No. 1 is designated Main Track No. 3 upon which there is no current of traffic. Between Holliday and Turner the third track north of Main Track No. 1 is designated Main Track No. 4 upon which there is no current of traffic and upon which trains have no time table superiority. Trains using Main Track No. 4 will retain their identity but must observe Rule 93.

Between Constitution Street (MP 111.9) Emporia and Wiggam the middle track is designated Main Track No. 1; the north track Main Track No. 2 and the south track Main Track No. 3. On Main Track No. 1 the current of traffic is eastward; on Main Track No. 2 the current of traffic is westward and on Main Track No. 3 there is no current of traffic.

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

6 EASTERN DIVISION

THIRD DISTRICT

**SIGNAL SYSTEM
TWO IN EFFECT:**

Ottawa Jct. to division board Chanutte.

RULE 251 IN EFFECT:

Ottawa Jct. to Ottawa.

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

Siding Capacity 50 ft. Per Car	WESTWARD First Class		Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 8 July 27, 1958	Ruling Grade Ascending	Mile Post	Communications	EASTWARD First Class	
	211	47							212	48
	The Tulsa	Oil Flyer							The Tulsa	Oil Flyer
	Leave Daily	Leave Daily			STATIONS				Arrive Daily	Arrive Daily
	PM 5.55	AM 1.20	Y	0	OTTAWA JCT. YL 0.9	34.4	57.2	C	AM 11.03	PM 8.43
	6.00	1.35	F	17.5	OTTAWA YL 0.2	0	58.1	C	11.00	8.40
				37.0	Mo. Pac. Crossing 3.8	35.6	58.4			
	70	6.04	1.43	26.8	B.N. JCT. 5.0	16.6	62.2	B	10.51	8.16
	87	6.09	1.48	20.3	PRINCETON 6.2	24.1	67.2	C	10.47	8.11
	88	6.14	1.58	42.2	RICHMOND 9.3	37.0	73.3	C	10.42	8.03
				0	Mo. Pac. Crossing 0.1	29.9	82.7			
	48	6.25	2.18	37.0	GARNETT YL 8.2	37.0	82.8	C	10.30	7.53
	71	6.33	2.28	37.0	WELDA 8.1	33.4	91.0	C	10.21	7.43
	97	6.40	2.40	0	COLONY 5.4	37.0	99.1	C	10.14	7.31
		6.45	2.46	20.2	CARLYLE 4.9	37.0	104.5	B	10.09	7.23
				0	Mo. Pac. Crossing 0.3	11.5	109.4			
	92	6.55	3.01	37.0	IOLA YL 7.7	37.0	109.7	C	10.05	7.17
	82	7.02	3.10	37.0	HUMBOLDT YL 8.3	37.0	117.4	C	9.58	7.02
				37.0	M.K.T. Crossing 0.8	0	125.7			
		7.20 PM	3.30 AM	FW TY	CHANUTE YL		126.5	C	9.50 AM	6.55 PM
	Arrive Daily	Arrive Daily			(69.2)				Leave Daily	Leave Daily
	48.8	31.9			Average speed per hour				55.4	40.3

LAWRENCE DISTRICT

No switch lights on Lawrence District.

Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 8 July 27, 1958	Ruling Grade Ascending	Mile Post	Communications				
						WESTWARD		EASTWARD	
						Y			
		STATIONS							
Y	42.9	LAWRENCE YL 9.7	57.9		C				
	85.5	VINLAND 5.7	50.4	9.7					
	68.0	BALDWIN 10.7	64.7	15.4	C				
Y		OTTAWA JCT. YL		26.2	0				
		(36.1)							
		Average speed per hour							

ATCHISON DISTRICT

LEAVENWORTH DISTRICT

WESTWARD			TIME TABLE No. 8 July 27, 1958	EASTWARD		
Siding Capacity 30 ft. Per Car	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending		Trailing Grade Ascending	Mile Post	Communications
			STATIONS			
	Y	0	ST. JOSEPH U.S. 0.3	0	484.2	C
	FWT	0	TERMINAL YARD 0.5	0	484.5	C
		0	M.K. JCT. 0.1	0	485.0	
		17.8	TERMINAL JCT. 19.9	17.4	485.1	
			C.B. & Q. Crossing			
		34.3	ATCHISON U.S. YL Mo. Pac. Crossing 0.6	0	505.0	C
	FT	26.6	ATCHISON F. S. YL 0.6	0	0.5	C
		58.6	Mo. Pac. Crossing 5.3	0	1.1	
		0	PARNELL 2.3	50.9	6.4	
17	Y	24.8	HAWTHORNE 2.0	0	8.7	
		68.9	CUMMINGS 6.1	0	10.7	
16		0	NORTONVILLE 9.2	64.3	16.8	C
84		69.9	VALLEY FALLS 8.9	64.0	26.0	C
		62.4	ROCK CREEK 4.5	63.4	34.9	
		63.4	MERIDEN 10.1	59.3	39.4	C
8	Y	33.4	U.P. Crossing YL 1.1	0	49.5	
	FWT		TOPEKA YL		50.8	C
			(71.5)			
			Average speed per hour			

WESTWARD			TIME TABLE No. 8 July 27, 1958	EASTWARD		
Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending			Ruling Grade Ascending	Mile Post	Communications
			STATIONS			
			WILDER 1.5	0		
	21.1		U.P. Crossing BONNER SPRINGS YL 6.0	0	1.5	C
	30.1		STONE 4.4	52.8	7.5	
	33.2		EAST FAIRMOUNT 4.9	55.4	11.9	
	0		LANSING 1.7	10.6	18.8	C
	31.7		WADSWORTH 2.2	52.8	18.5	
	52.8		C.B. & Q. Crossing 1.3	66.0	20.7	
	0		LEAVENWORTH YL 11.0	66.0	22.0	C
T	66.0		LOWEMONT 6.4	66.0	33.0	
	10.9		POTTER 5.9	66.0	39.4	
	66.0		HAWTHORNE	63.4	45.3	
Y						
			(45.3)			
			Average speed per hour			

SIGNAL SYSTEM TWO IN EFFECT:

Bonner Springs Interlocking.
Rule 235 indication on home signal at Wilder authorizes movement to East District.
No switch lights on Leavenworth District.

ALMA DISTRICT

WESTWARD			TIME TABLE No. 8 July 27, 1958	EASTWARD		
Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending			Ruling Grade Ascending	Mile Post	Communications
			STATIONS			
Y	58.1		BURLINGAME YL 8.4	52.8		C
	52.8		HARVEYVILLE 5.0	0	8.4	C
	58.1		BRADFORD 4.6	0	13.4	
	58.1		ESKRIDGE 7.5	70.0	18.0	C
	62.8		HESSDALE 6.7	70.2	25.5	
	50.7		ALLENBORPH 1.6	40.6	32.2	
Y			ALMA		33.8	C
			(33.8)			
			Average speed per hour			

No switch lights on Alma District.

SIGNAL SYSTEM ONE IN EFFECT:

1000 ft. east of Atchison Br. Co., Inc. Bridge to Atchison U.S.
Topeka - U.P. Interlocking.
Trains must secure numbered clearance card before leaving originating stations. Westward trains must secure clearance card at Atchison F.S. when operator on duty.
Between the following points there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 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.
1000 ft. east of Atchison Br. Co., Inc. Bridge and Mo. Pac. crossing 0.6 mile west of Atchison F.S.
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 1000 ft. east of Atchison Br. Co., Inc. Bridge be governed by C.R.I. & P. Co. Time Table, Operating Rules.
Over Atchison Br. Co., Inc. Bridge, between Terminal Jct. and Atchison U.S., be governed by Bulletin Instructions.
No switch lights on Atchison District.
Trains using Missouri Pacific main track to Atchison Union Depot Co. Track 5, will be governed, eastward by Signal 3303-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. 6. 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

WESTWARD Second Class 79	Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	TIME TABLE No. 8 July 27, 1958	Rolling Grade Ascending	Mile Post	Communications	EASTWARD Second Class 80
Mixed							Mixed
Leave Mon., Wed., Fri.			STATIONS				Arrive Mon., Wed., Fri.
AM 9.50		87.1	B.N. JCT. 7.0	39.6		B	PM 4.10
f 10.10		91.2	HOMEWOOD 2.7	0	7.0		f 3.50
f		83.3	RANSOMVILLE 2.9	54.4	9.7		f
s 10.30		126.0	WILLIAMSBURG 2.8	146.9	12.6	C	s 3.35
f		80.9	SILKVILLE 3.4	99.8	15.4		f
f		83.4	AGRICOLA 4.0	102.1	18.8		f
s 11.01		105.3	WAVERLY 5.4	45.8	22.8	C	s 3.00
s 11.15		42.8	HALL'S SUMMIT 5.1	83.0	28.2		s 2.40
s 11.30 PM		92.2	SHARPE 8.5	5.0	33.3		s 2.25
s 12.15		54.4	BURLINGTON 5.3	61.0	41.6	C	s 2.00
f		57.1	VIVA 5.1	56.7	46.9		f
s 12.45 PM	Y		GRIDLEY YL		52.0	C	PM 1.25
Arrive Mon., Wed., Fri.			(52.0)				Leave Mon., Wed., Fri.
17.8			Average speed per hour				18.9

Trains must secure numbered clearance card before leaving originating stations.
 No. 79 is superior to No. 80.
 No switch lights on Burlington District.

VIRGIL DISTRICT

WESTWARD	Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	TIME TABLE No. 8 July 27, 1958	Rolling Grade Ascending	Mile Post	Communications	EASTWARD
			STATIONS				
		10.0	VIRGIL YL 5.4	0	80.0	C	
		88.4	HILLTOP YL 4.6	0	86.0	B	
			M.D. JCT. YL		40.0	B	
			(10.0)				
			Average speed per hour				

No switch lights on Virgil District.

GIRARD DISTRICT

WESTWARD Second Class 77	Siding Capacity 50 ft. Per Car	Fuel, Water, Turn Tables and Wyes	Rolling Grade Ascending	TIME TABLE No. 8 July 27, 1958	Rolling Grade Ascending	Mile Post	Communications	EASTWARD Second Class 78
Mixed								Mixed
Leave Daily, Ex. Sun.				STATIONS				Arrive Daily, Ex. Sun.
AM 2.15		TY	0	A. U. JCT. YL 1.9	31.4			AM 9.15
			0	M.K.T. Crossing 4.1	0	1.9		
f 2.30			31.7	ROLLIN 4.0	0	6.0		f 8.55
f 2.40			0	SHAW 4.4	29.0	10.0		f 8.45
f 2.55			20.5	ERIE 0.5	0	14.4	C	f 8.35
			44.4	M.K.T. Crossing 9.9	42.2	14.9		
f 3.25			52.8	WALNUT M.K.T. Crossing 7.1	42.2	24.8	C	f 8.05
f 3.40			51.3	BRAZILTON 7.6	43.8	31.9		f 7.50
			0	S.L.-S.F. Crossing 0.2	0	39.5		
s 4.00			48.0	GIRARD 9.4	42.2	39.7	C	f 7.35
s 4.30		Y	0	FRONTENAC YL 3.0	37.0	49.1	C	s 7.15
			0	K.C.S. Crossing 0.1	0	52.1		
			0	Mo. Pac. Crossing 0.5	31.7	52.2		
			0	K.C.S. Crossing S.L.-S.F. Crossing 0.2	0	52.7		
			0	S.L.-S.F. Crossing 0.1	0	52.9		
s 4.45 AM				PITTSBURG YL		53.0	C	7.00 AM
				PITTSBURG, K.C.S. 24.8				
				JOPLIN				
Arrive Daily, Ex. Sun.				(77.8)				Leave Daily, Ex. Sun.
21.2				Average speed per hour				23.6

SIGNAL SYSTEM TWO IN EFFECT:

A.U. Jct. to Pittsburg.

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

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

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

No. 77 is superior to No. 78.

No switch lights on Girard District.

FREDONIA DISTRICT

EASTERN DIVISION 9

**SIGNAL SYSTEM
TWO IN EFFECT:**

Benedict Interlocking.

Trains must secure numbered clearance card before leaving originating stations, except A.U. Jct.

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

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

No switch lights on Fredonia District.

Siding Capacity 50 ft. Per Car	WESTWARD		TIME TABLE No. 8 July 27, 1958	EASTWARD	
	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications
			STATIONS		
	TY	42.2	A. U. JCT. YL 7.1	40.9	127.7
		42.2	VILAS 4.2	42.2	134.8
62		0	REST 5.0	42.2	139.0
		0	BENEDICT 0.2	25.2	144.0 C
		0	Mo. Pac. Crossing 6.8	26.4	144.2
		0	Mo. Pac. Crossing 1.4	10.5	151.0
		42.2	FREDONIA YL S.L.-S.F. Crossing 7.5	24.1	152.4 C
64		42.2	BUXTON 5.3	42.2	160.0 B
		42.2	UFOLA 5.7	42.2	165.3
			LONGTON YL		171.0 C
			(43.3)		
			Average speed per hour		

HOWARD DISTRICT

**SIGNAL SYSTEM
TWO IN EFFECT:**

N.R. Jct. to Emporia.

RULE 251 IN EFFECT:
Constitution Street (MP 111.9) Emporia to Emporia.

RULE 261 IN EFFECT:
N.R. Jct. to Constitution Street (MP 111.9) Emporia on main tracks.

Between NR Jct. and Constitution Street (MP 111.9) Emporia the middle track is designated Main Track No. 1; the north track Main Track No. 2 and the south track Main Track No. 3. On Main Track No. 1 the current of traffic is eastward; on Main Track No. 2 the current of traffic is westward and on Main Track No. 3 there is no current of traffic.

Trains must secure numbered clearance card before leaving originating stations.

No switch lights on Howard District.

Siding Capacity 50 ft. Per Car	WEST- WARD		TIME TABLE No. 8 July 27, 1958	Ruling Grade Ascending	Mile Post	Communications	EAST- WARD	
	Second Class	Fuel, Water, Turn Tables and Wyes					Second Class	Class
	97						98	
	Mixed		STATIONS				Mixed	
	Leave Tues., Thurs., Sat.						Arrive Mon., Wed., Fri.	
	AM 7.30	FWT	0	CTC	112.1	C	PM 4.55	
	7.35	Y	43.1	} 3 TRACKS	0		4.15	
	s 8.00		47.2		EMPORIA YL 0.8	51.7		s 3.50
	f 8.10		0	N.R. JCT. YL	44.6	10.1	C	f 3.40
	s 8.25		23.5	OLPE 4.5	42.2	14.6	B	f 3.40
	8.33		41.0	ROOT 4.8	28.9	19.4	C	s 3.30
	f 8.39		38.2	MADISON 3.6	0	23.0	B	s 3.15
	s 8.52		38.8	M. D. JCT. YL 2.9	35.5	25.9		f 3.05
21	f 9.06		44.7	BISBEE 6.2	37.6	32.1	C	s 2.50
			34.3	HAMILTON 7.0	47.2	39.1		f 2.35
	s 9.30		40.7	UTOPIA 4.6	42.0	43.7		
	f 9.40		40.7	Mo. Pac. Crossing 2.9	41.7	46.6	C	s 2.15
	s 9.52		46.9	EUREKA YL 3.5	41.7	50.1		f 2.05
24	s 10.07	Y	32.3	SMALL 5.7	44.8	55.8		s 1.50
	f 10.19		39.8	CLIMAX 7.1	41.2	62.9	C	s 1.35
	s 10.33		41.7	SEVERY S.L.-S.F. Crossing 5.7	43.2	68.6		f 1.20
	s 11.40	Y		FIAT 6.9	41.4	75.5	C	s 1.05
	AM			HOWARD 8.1		83.6	C	12.45 PM
	Arrive Tues., Thurs., Sat.			MOLINE YL				Leaves Mon., Wed., Fri.
	20.3		(84.4)					20.3
			Average speed per hour					

Rule 104(A). 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 and Eastward Extras when operator on duty.
Ottawa Jct.	Trains to and from Third District.
Chanute	Nos. 47, 48, 211 and 212.

4. JUNCTION SWITCHES (Rule 98)

LOCATION	NORMAL POSITION
ATCHISON DISTRICT	
M.K. Jct.	Missouri Division.
Terminal Jct.	C.R.I.& P. Ry.
1000 ft. east of Atchison Br. Co., Inc. Bridge.	C.R.I.& P. Ry.
Atchison-Atchison Br. Co. Inc.	Atchison U.S.
Atchison U.S.	Missouri Pacific.
BURLINGTON DISTRICT	
B.N. Jct.	Third District.
ALMA DISTRICT	
Burlingame	First District.
LEAVENWORTH DISTRICT	
Wilder	First District.
Hawthorne	Atchison District.
LAWRENCE DISTRICT	
Lawrence	First District.
FREDONIA DISTRICT	
A.U. Jct.	Oklahoma Division.
Longton	Oklahoma Division.
VIRGIL DISTRICT	
M. D. Jct.	Howard District.
GIRARD DISTRICT	
A.U. Jct.	Oklahoma Division.
Pittsburg K.C.S.	K. C. S. Ry.

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

LOCATION	NORMAL POSITION
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. CENTRALIZED TRAFFIC CONTROL

Between Constitution Street (MP 111.9) Emporia and Turner where CTC rules are in effect, in connection with Rule 658, if unable to communicate at switches where there is no head-out signal, main track may be used under flag protection with front and rear protected until engine passes next governing signal.

7. TRAFFIC REVERSAL

Between K.C.T. Tower 3 and Turner, at switches where there is no head-out signal, obtain permission from interlocking station before fouling or entering main track. If communication fails, main track may be used under flag protection with front and rear protected until engine passes next governing signal.

- 8.
- 9.
- 10.
- 11. RAILROAD CROSSINGS AT GRADE

TOPEKA—A.T.& S.F. Second Street. Automatic Interlocking. Maximum speed 20 MPH.

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

HU—Mo. Pac. Interlocking. If governing signal indicates stop and employes unable to communicate with interlocking station, be governed by instructions outlined in box at crossing.

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.

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.

SPECIAL RULES

11. RAILROAD CROSSINGS AT GRADE—(Cont'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.

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. Be governed by instructions in box at crossing. 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. 0.8 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	30	30
LEAVENWORTH DISTRICT	30	30
ALMA DISTRICT	30	25
BURLINGTON DISTRICT	25	25
FREDONIA DISTRICT	40	30
VIRGIL DISTRICT	20	20
GIRARD DISTRICT	40	35
HOWARD DISTRICT	30	30

FIRST DISTRICT

2 Curves, M.P. 0.0 to 0.3	30	30
Curve, M.P. 0.7 to 0.9	65	.....
Curve, M.P. 2.8 to 3.3	55	55
Curve, M.P. 3.7 to 3.9	65	.....
2 Curves, M.P. 6.3 to 6.5	65	.....
Curve, M.P. 8.8 to 9.3	65	.....
4 Curves, M.P. 15.1 to 16.1	65	.....

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

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT—(Cont'd)		
4 Curves, M.P. 18.3 to 19.5	60	55
Curve, M.P. 23.4 to 23.6	55	50
Curve, M.P. 24.6 to 24.8	65	.....
2 Curves, M.P. 25.2 to 25.9	55	50
6 Curves, M.P. 26.2 to 27.4	80	25
2 Curves, M.P. 28.7 to 30.3	65	.....
2 Curves, M.P. 34.3 to 34.7	65	.....
2 Curves, M.P. 34.8 to 35.2	55	55
2 Curves, M.P. 36.9 to 37.3	60	.....
2 Curves, M.P. 37.4 to 37.8 (Lecompton)	65	.....
3 Curves, M.P. 51.1 to 52.0	65	.....
M.P. 52.2 (Viaduct), to Tenth Street (Topeka)	20	20
Curve, M.P. 58.9 to 59.1	65	.....
Curve, M.P. 59.8 to 60.0	65	.....
Curve, M.P. 60.3 to 60.6	70	.....
7 Curves, M.P. 61.0 to 62.8 (Wakarusa)	50	50
2 Curves, M.P. 63.0 to 63.6	55	55
2 Curves, M.P. 63.7 to 64.2	45	45
Curve, M.P. 64.5 to 64.7	60	55
Curve, M.P. 65.0 to 65.3	65	.....
2 Curves, M.P. 66.5 to 67.2	45	45
Curve, M.P. 67.5 to 67.6	50	45
Curve, M.P. 67.7 to 67.8 (Carbondale)	55	55
Curve, M.P. 68.2 to 68.8	70	.....
Curve, M.P. 69.0 to 69.4	65	55
Curve, M.P. 69.8 to 70.0	75	.....
Curve, M.P. 70.6 to 70.9	80	.....
Curve, M.P. 75.1 to 75.3	65	.....
2 Curves, M.P. 76.0 to 77.1 (Burlingame)	55	55
Curve, M.P. 84.0 to 84.4	55	50
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	65	.....
Curve, M.P. 93.7 to 94.0	65	.....
Curve, M.P. 96.1 to 96.4	65	.....
2 Curves, M.P. 97.8 to 98.3	55	50
2 Curves, M.P. 107.3 to 108.1	55	55
Curve, M.P. 110.0 to 110.3	55	55
Curve, M.P. 110.8 to 111.0	30	30
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	70	.....
Curve, M.P. 29.4 to 29.6	75	.....
Curve, M.P. 30.4 to 30.8	65	55
Curve, M.P. 31.0 to 31.4 (Clare)	65	.....
2 Curves, M.P. 35.1 to 34.5, Eastward Track (Gardner)	50	50
Curve, M.P. 39.1 to 38.5, Eastward Track	65	50
Curve, M.P. 39.5 to 39.8, Westward Track	70	.....

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. 40.0 to 39.6, Eastward Track (Edgerton)	65	50
Curve, M.P. 43.4 to 43.9	80	.....
Curve, M.P. 49.3 to 49.6	70	.....
Curve, M.P. 57.2 to 57.5	65	50
2 Curves, M.P. 70.8 to 71.6	80	.....
Curve, M.P. 77.5 to 77.9	80	.....
Curve, M.P. 79.6 to 79.9, { Westward Track (Melvern) { Eastward Track	55 70	45
Curve, M.P. 83.4 to 83.6, Westward Track	55	45
Curve, M.P. 84.4 to 84.6, Westward Track	70	.....
Curve, M.P. 85.8 to 86.0, Westward Track	65	55
2 Curves, M.P. 86.0 to 84.3, Eastward Track	70	.....
Curve, M.P. 92.9 to 93.3	80	.....
4 Curves, M.P. 93.0 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	70	.....
2 Curves, M.P. 76.9 to 78.0	65	55
Curve, M.P. 78.7 to 79.1	70	.....
2 Curves, M.P. 79.3 to 79.8 (Rock Crusher)	40	40
Curve, M.P. 80.2 to 80.3	70	.....
2 Curves, M.P. 87.2 to 88.6	70	.....
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

M.P. 3.0 to 4.0	20	20
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LEAVENWORTH DISTRICT

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

ALMA DISTRICT

Curves, except where further restricted	20	20
M.P. 32.5 to 33.9 (Alma)	15	15

HOWARD DISTRICT

Curve, M.P. 0.3 to N.R. Jct. Switch	15	15
Curve, M.P. 2.8 to 3.0	25	25
3 Curves, M.P. 75.2 to 76.3	25	25
Moline wye switch	10	10

SPECIAL RULES

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, 2400-2433, 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, 3776-3784	100	40	25	

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, 2403-2433, 2650-2893	5	5	5
Diesel-Electric and Gas Electric Motor Cars			
Passenger Cars	3	5	5
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.

SPECIAL RULES

17. DERRICKS, CRANES, ETC.

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

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

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

18. SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

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

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

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT			
Holliday	I	Turnout First District	30
	I	West end house track	15
Frisbie	S	Both ends siding	15
	S	West end siding	30
DeSoto	S	East end siding	15
	S	West end siding	30
Eudora	S	Both ends siding	15
Lawrence	S	Both ends siding	30
Lakeview	S	Both ends siding	15
Lecompton	S	Both ends siding	15
Tecumseh	S	Both ends siding	30
Topeka	S	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

SECOND DISTRICT

K.C.T. Tower 3	I	Second crossover west of Tower 3	30
	I	Crossover east of 12th St.	15
A.Y. Tower	I	Crossover east of Tower	40
Argentine	I	Crossover east of Passenger Station	40
Turner	I	Crossover east of Key Road between Main Trks. 1 and 2	30
	I	Crossovers west of Key Road	30
	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

EASTERN DIVISION

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

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
SECOND DISTRICT—(Cont'd)			
Morris	I	Crossover east of station	30
	I	Crossovers west of station	40
Holliday	I	Crossover between Main Trks. 2 and 3 at Tower	30
	I	Turnout Main Track 4	40
	I	West end siding	15
M.P. 14.4	I	Turnout Main Trk. 3 and cross- overs	40
Craig	I	Crossovers	40
Olathe	I	Both ends of siding east of station	30
	I	Crossover east end siding west of station	40
	I	Crossovers between Main Trks.	40
	I	West end siding west of station	40
Clare	I	Crossover	40
Gardner	I	Crossover	40
Wellsville	I	Crossovers	40
Ottawa Jct.	I	Both ends siding	40
	I	Crossover east of siding	40
	I	Crossovers between main tracks near Tower	40
HU	I	Crossover	40
Quenemo	I	Crossovers	40
	I	East end siding	40
Ridgeton	I	Crossovers	40
Lebo	I	Crossovers	40
	S	East end siding	30
Wiggam	I	Turnout Main Track No. 3	40
	I	Crossovers	40
N.R. Jct.	I	Crossovers	30
Emporia	S	Both ends crossover between Main Tracks Nos. 1 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	Turnout Third District	15
Ottawa	S	Ends of two tracks	15
Colony	S	Both ends siding	15
Iola	S	Both ends siding	15
Chanute	I	Freight lead 0.8 mile east of station	30

HOWARD DISTRICT.

N.R. Jct.	I	Turnout Howard District	15
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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
Ottawa	St. Joseph	Eureka
Emporia	Terminal Yard	M. D. Jct. (ex- tends to end of track, Virgil)
Ottawa Jct. (Lawrence and Third Dists. Only)	Bonner Springs	
	Leavenworth	

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SPECIAL RULES

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
Lawrence	Baggage Room
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
Emporia	Benedict	Howard
Ottawa	Longton	Eureka
	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	
34.4	Highway Viaduct
45.1	Highway Viaduct
57.0	Signal Bridge
69.0	Marais des Cygnes River
71.3	Marais des Cygnes River
79.7	Highway Viaduct
79.8	Highway Viaduct
92.5	Highway Viaduct
102.9	Neosho River
ATCHISON DISTRICT	
0.2	Atchison, Highway Viaduct
25.7	Delaware River
48.9	Soldier Creek
50.4	Topeka Pedestrian Viaduct
LEAVENWORTH DISTRICT	
20.7	Highway Viaduct
.....	Highway Viaduct, Grant Avenue over U.P. Spur to Ft. Leavenworth
41.4	Stranger Creek

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

Mile Post	Name	
ALMA DISTRICT		
83.5	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
Callery Chemical Co. (spur).....	M.P. 28.7	54 cars
Kansas Power and Light Co. (spur).....	M.P. 30.3	36 cars
Spur	M.P. 31.7	2 cars
Dupont Cellophane Plant (spur).....	M.P. 46.0	100 cars
Kansas Power and Light Co.....	M.P. 46.8	29 cars
Old Siding	M.P. 48.1	35 cars
SECOND DISTRICT		
American Sand Company (spur).....	M.P. 7.3	4 cars
Stewart Sand Company (spur).....	M.P. 7.9	73 cars
American Sand Company (spur).....	M.P. 8.4	43 cars
Peerless Crushed Rock Company (spur).....	M.P. 8.7	34 cars
Gravel pit (spur).....	M.P. 14.5	43 cars
Midcontinent Gr. Co. (spur).....	M.P. 44.7	17 cars
THIRD DISTRICT		
Buildex Spur	M.P. 62.0	25 cars
Crusher	M.P. 79.4	50 cars
ATCHISON DISTRICT		
Skelly Oil Co. (spur).....	M.P. 47.8	6 cars
FREDONIA DISTRICT		
Neosho Fertilizer (spur).....	M.P. 129.6	8 cars
Ash Grove Shale Pit (spur).....	M.P. 130.1	48 cars
City light plant (spur).....	M.P. 153.6	2 cars
HOWARD DISTRICT		
Stock track, Eureka	M.P. 45.4	24 cars
Stock track, Madison	M.P. 20.1	23 cars

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. (A. G. Bohling), Union Station | Kansas City, Mo. |
| E. C. GORDON, 4610 Troost Avenue..... | Kansas City, Mo. |
| L. J. WITMER, 841 Minnesota Avenue..... | Kansas City, Kans. |
| E. R. BLANSIT, 7128 Kaw Drive..... | Muncie, Kans. |
| L. M. CONNOR, JR., 3120 Strong Ave..... | Kansas City, Kans. |
| ROSS LENTZ, 1506 So. 21st..... | Argentine |
| R. L. METZ, 3221 Strong Ave..... | Argentine |
| L. G. FORT..... | Emporia |
| J. M. HUGHES..... | Emporia |
| D. H. ROSENBALM (Asst.)..... | Emporia |
| W. G. HARDEN..... | St. Joseph |
| C. W. RUNYAN..... | Atchison |
| NICK SCHELBAR..... | Lawrence |
| H. C. BURDICK..... | Topeka |
| V. E. UNDERWOOD..... | Osage City |
| A. G. MADTSON..... | Ottawa |
| JACK WOOD..... | Chanute |
| D. C. DODSON..... | Moline |
| A. J. BENELLI..... | Pittsburg |

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

- DR. 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. TRIMBLE..... Emporia
DR. E. L. GANN..... Emporia
DR. W. R. EUBANK (Eye Only)..... Kansas City, Mo.
DRS. ALTRINGER, BUNTING & KNIGHT (E.N.T.) Kansas City, Mo.
DR. A. J. BAER, 1102 Grand Ave..... Kansas City, Mo.
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.

LOCAL SURGEONS

- DR. GRAHAM OWENS..... Kansas City, Mo.
DR. ROBERT D. IRLAND (Office Calls Only).... Kansas City, Mo.
DR. E. G. KETNER..... 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. 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. E. S. MILLER..... Kansas City, Kans.
DR. CHRISTOPHER G. DAVIS..... Kansas City, Kans.
DR. W. D. HAWLEY..... Kansas City, Kans.
DR. BERIC C. CHADS..... Kansas City, Kans.
DR. JOHN E. INGRAM..... Kansas City, Kans.
DR. W. L. GOOD..... Mission
DR. M. V. ROBBINS..... DeSoto
DR. G. E. MANAHAN..... Lawrence
DR. F. G. SCHENCK..... Burlingame
DR. O. C. FRITTS..... Osage City
DR. NILES STOUT..... Lyndon
DR. F. 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..... Eskridge
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. R. O. CHRISTIAN..... Iola
DR. D. R. ABBUEHL..... Chanute
DR. G. L. ASHLEY..... Chanute
DR. GLEN ASHLEY..... Chanute
DR. D. E. RAY..... Chanute
DR. JAMES D. GOUGH..... Chanute
DR. ALBERT A. KIHM..... Chanute
DR. CHARLES E. VESTLE..... Humboldt
DR. 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.)

