

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

TRAIN DISPATCHERS—EMPORIA, KANSAS

J. W. WELLS
 F. B. HOSTETTER
 C. J. BARRACLOUGH
 W. K. GAGE
 F. T. McCABE
 C. W. McCOY

A. E. JUDD
 D. L. SEXTON
 J. F. PURCELL
 D. W. McALISTER
 D. W. MILLER
 R. D. DONOVAN

C. R. ROSE, 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
 R. E. JOHNSON, Trainmaster..... Argentine, Kans.
 R. E. DAVIS, Asst. Trainmaster..... Argentine, Kans.
 H. E. FORD, 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"/>	Damage Begins
5 miles per hour <input type="checkbox"/>	
6 miles per hour <input type="checkbox"/>	2 1/2 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.

13

IN EFFECT

Sunday, August 26, 1962

At 12:01 A. M.

Central Standard Time

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

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

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

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

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

**E. J. BRUCE,
 Superintendent,
 Argentine, Kansas**

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

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

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

FIRST DISTRICT

EASTERN DIVISION

Siding Capacity 50 ft. Per Car	WESTWARD First Class			Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 13 August 26, 1962	Ruling Grade Ascending	Mile Post	Communications	EASTWARD First Class			
	1	123	11							2	124	12	20
	San Francisco Chief	The Grand Canyon	The Kansas Cityan							San Francisco Chief	The Grand Canyon	The Chicagoan	The Chief
	Leave Daily	Leave Daily	Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	PM 11.00	PM 9.45	PM 5.20			HOLIDAY 3.8	0		C	AM 5.14	AM 5.37	AM 11.39	PM 10.09
43	11.04	9.49	5.24		6.4	WILDER 7.4	8.9	3.7		5.08	5.32	11.32	10.03
107	11.11	²⁰ 9.55	5.31		0	DE SOTO 8.0	10.6	11.1	C	5.00	5.25	11.24	¹²³ 9.55
49	11.18	10.02	5.38		10.6	EUDORA 4.1	0	19.1	C	4.52	5.17	11.16	9.47
	11.21	10.07	5.41		0	NORIA YL 3.3	0	23.2		4.46	5.11	11.10	9.41
180	11.25	10.10	5.45	Y	9.2	LAWRENCE YL 5.1	10.6	26.6	C	4.40	5.05	11.05	9.35
50	11.31	10.22	5.51		10.6	LAKE VIEW 5.8	0	31.6		4.35	4.58	10.58	9.30
52	11.37	10.28	5.57		0	LECOMPTON 8.6	21.1	37.4	B	4.30	4.52	10.53	9.25
125	11.44	10.37	6.04		10.6	TECUMSEH 6.6	0	46.0	B	4.21	4.42	10.46	9.16
41	11.50	10.50	6.15	T	7.0	A.T. & S.F. Crossing TOPEKA YL 6.5	0	52.6	C	4.15	4.35	10.40	9.10
49	11.59 AM	11.10	6.23		26.4	PAULINE YL 5.4	49.5	57.3	C	4.00	4.20	10.27	9.01
30	12.04	11.15	6.28		40.9	WAKARUSA 5.1	50.7	62.7	B	3.54	4.14	10.21	8.55
44	12.09	11.23	6.33		52.8	CARBONDALE 3.8	44.2	67.8	C	3.47	4.07	10.15	8.49
60	12.13	11.27	6.36		52.8	SCRANTON 5.3	52.8	71.6	C	3.43	4.03	10.11	8.45
68	12.18	11.33	6.41	Y	45.0	BURLINGAME 7.9	51.6	76.9	C	3.37	3.57	10.05	8.39
					10.8	Mo. Pac. Crossing 0.3	0	84.8					
100	12.26	11.43	6.49		52.8	OSAGE CITY 5.3	42.1	85.1	C	3.29	3.49	9.57	8.31
73	12.32	11.50	6.55		35.7	BARCLAY 6.1	51.1	90.4	B	3.24	3.44	9.52	8.26
80	12.37	11.57 AM	7.00		52.8	READING 8.2	39.0	96.5	C	3.18	3.38	9.47	8.21
49	12.44	12.06	7.08		49.8	LANG 6.2	57.8	104.8	B	3.11	3.31	9.40	8.14
	12.51	12.15	7.15	Y	5.3	N.R. JCT. YL 1.1	15.8	111.0		3.04	3.24	9.34	8.08
	⁵ 1.05 AM	⁵ 12.30 AM	⁵ 7.25 PM	T		EMPORIA YL 3 Tracks		112.1	C	3.00 AM	3.20 AM	9.30 AM	8.05 PM
	Arrive Daily	Arrive Daily	Arrive Daily			(113.9)				Leave Daily	Leave Daily	Leave Daily	Leave Daily
	55.6	41.2	53.0			Average speed per hour				51.0	49.9	52.9	55.1

SIGNAL SYSTEM TWO IN EFFECT:

Holiday to Emporia.

RULE 251 IN EFFECT:

Constitution Street (MP 111.9) Emporia to Emporia.

RULE 261 IN EFFECT:

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

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

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

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

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

4 EASTERN DIVISION

SECOND DISTRICT

WESTWARD									
First Class									
47	1	123	11	211	19	3	7	17	15
Oil Flyer	San Francisco Chief	The Grand Canyon	The Kansas Cityan	The Tulsan	The Chief	Passenger	Fast Mail Express	Super Chief-El Capitan	Texas Chief
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
PM 11.59	PM 10.45	PM 9.30	PM 8.05	PM 5.00	PM 4.55	AM 9.15	AM 9.00	AM 2.05	AM 1.50
12.05	10.49	9.34	5.09	5.04	4.59	9.19	9.04	2.09	1.54
12.13	10.54	9.40	5.15	5.09	5.05	9.25	9.10	2.15	2.00
12.19	11.00 PM	9.45 PM	5.20 PM	5.15	5.10	9.32	9.16	2.21	2.06
12.40				5.25	5.21	9.44	9.30	2.35	2.20
	Via First District	Via First District	Via First District						
12.51									
12.57				5.38	5.33	9.59	9.44	2.48	2.33
1.04									
1.20 AM				5.55 PM	5.47	10.16	9.59	3.03	2.48
					5.57	10.28	10.09	3.12	2.57
						10.33			
					6.08	10.42	10.19	3.22	3.08
					6.18	10.55	10.33	3.33	3.19
					6.35	11.14	10.54	3.50	3.36
					6.40 PM	11.20 AM	11.00 AM	3.55 AM	3.45 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
42.3	52.4	52.4	52.4	52.3	54.1	53.8	55.0	51.1	55.6

TIME TABLE No. 13 August 26, 1962			Rating Grade Ascending	Mile Post	Turn Tables and Wyes
STATIONS			Feet Per Mile		
KANSAS CITY Union Station					
K.C.T. TOWER 3 YL	1.4		0	1.7	Y
A. Y. TOWER YL	3.2		0	3.9	
KANSAS CITY, KS. (Argentine) YL	0.7		18.8	4.6	TY
TURNER YL	2.5		10.4	7.1	
MORRIS	3.2		4.2	10.3	
HOLLIDAY	3.1		4.2	13.4	
ZARAH	2.8		22.8	16.2	
CRAIG	2.9		28.2	19.1	
OLATHE	6.8		31.7	25.9	
CLARE	5.1		21.1	31.0	
GARDNER	3.6		21.1	34.6	Y
EDGERTON	5.2		20.4	39.8	
WELLSVILLE	5.7		21.1	45.5	
LE LOUP	4.4		0	49.9	
OTTAWA	7.2		21.1	57.1	Y
Mo. Pac. Crossing	2.8		12.0	59.9	
POMONA	7.6		21.1	67.5	
QUENEMO	4.3		5.1	71.8	
MELVERN	7.8		17.1	79.6	
OLIVET	6.7		54.4	86.2	
RIDGETON	1.4		0	87.6	
LEBO	6.1		21.1	98.8	
NEOSHO RAPIDS	7.9		18.1	101.6	
WIGGAM	5.5		5.4	107.1	
N.R. JCT.	4.2		21.1	111.3	Y
EMPORIA YL	1.1		5.3	112.1	T
(112.2)					

SIGNAL SYSTEM TWO IN EFFECT:

K.C.T. Tower 3 to Emporia.

RULE 251 IN EFFECT:

Constitution Street (MP 111.9) Emporia to Emporia.

RULE 261 IN EFFECT:

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

On siding Ottawa.

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

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

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

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

Average speed per hour

SECOND DISTRICT

EASTERN DIVISION

5

Siding Capacity 50 ft. Per Car	Communications	Ruling Grade Ascending	TIME TABLE No. 13 August 26, 1962	EASTWARD									
				First Class									
				18	2	124	12	212	4	8	48	20	16
				Super Chief-El Capitan	San Francisco Chief	The Grand Canyon	The Chicagoan	The Tulsa	Passenger	Fast Mail Express	Oil Flyer	The Chief	Texas Chief
		Feet Per Mile	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	C	47.8	KANSAS CITY Union Station 1.4	AM 5.25	AM 5.55	AM 6.20	PM 12.05	PM 12.10	PM 3.00	PM 6.05	PM 10.00	PM 10.35	AM 12.50
		24.2	K.C.T. TOWER 3 YL 2.2	5.15	5.28	5.58	PM 11.53	PM 11.58	2.46	5.41	9.43	10.24	12.41
	C	0	A. Y. TOWER YL 0.7										
		0	KANSAS CITY, KS. (Argentine) YL 2.5						f 2.42		f 9.39		
	C	9.7	TURNER YL 3.2	5.09	5.22	5.45	11.47	11.51	2.38	5.35	9.35	10.17	12.35
	C	7.8	MORRIS 3.1										
	C	0	HOLLIDAY 2.8	5.03	5.14 AM	5.37 AM	11.39 AM	11.45	2.29	5.29	9.30	10.09 PM	12.29
		0	ZARAH 2.9										
	B	0	CRAIG 6.8										
W136 E140	C	21.1	OLATHE 5.1	4.49				s 11.31	s 2.14	5.15	s 9.20		12.15
		18.7	CLARE 3.6		Via First District	Via First District	Via First District					Via First District	
	C	21.1	GARDNER 5.2						f 2.02		9.10		
W136	C	21.1	EDGERTON 5.7	4.35				11.16	f 1.57	4.58	f 9.04		12.03 AM
	B	21.1	WELLSVILLE 4.4						f 1.49		f 8.57		
	C	21.1	LE LOUP 7.2								f 8.51		
W387	C	17.2	OTTAWA 2.8	4.20				11.00 AM	s 1.34	s 4.40	8.43 PM		11.48
		15.8	Mo. Pac. Crossing 7.6										
E114	B	0	POMONA 4.3						f 1.22				
	C	9.3	QUENEMO 7.8						f 1.16				
W111 EW60	C	11.1	MELVERN 6.7	4.02				Via Third District	f 1.08	4.22	Via Third District		11.32
	B	16.8	OLIVET 1.4						f 12.57				
	C	21.1	RIDGETON 6.2										
W101	C	21.1	LEBO 7.8	3.49					f 12.47	4.09			11.19
	B	15.3	NEOSHO RAPIDS 5.5										
		0	WIGGAM 4.2										
		15.8	N.R. JCT. 1.1	3.34					12.30	3.54			11.04
	C		EMPORIA YL	3.30 AM					12.25 PM	3.50 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
			Average speed per hour	58.5	19.1	18.3	30.2	48.8	43.4	49.5	44.5	30.2	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.

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

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

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

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

6 EASTERN DIVISION

THIRD DISTRICT

**SIGNAL SYSTEM
TWO IN EFFECT:**

Ottawa to Chanute.

**RULE 261 IN
EFFECT:**

Ottawa to MP 57.3.

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

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

Siding Capacity 50 ft. Per Car	WESTWARD First Class		Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 13 August 26, 1962	Ruling Grade Ascending	Mile Post	Communications	EASTWARD First Class	
	211	47							212	48
	The Tulsa	Oil Flyer							The Tulsa	Oil Flyer
	Leave Daily	Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
92	PM 5.55	AM 1.20	Y	17.5	OTTAWA YL 1.3	34.4	57.1	C	AM 11.00	PM 8.43
				37.0	Mo. Pac. Crossing 3.8	36.6	58.4			
70	6.04	1.35		26.8	B.N. JCT. 5.0	16.6	62.2	B	10.48	8.21
57	6.09	f 1.41		29.3	PRINCETON 6.2	24.1	67.2	B	10.44	f 8.17
68	6.14	f 1.48		42.2	RICHMOND 9.3	37.0	73.3	C	10.39	f 8.12
				0	Mo. Pac. Crossing 0.1	29.9	82.7			
48	s 6.25	s 2.03		37.0	GARNETT YL 8.2	37.0	82.8	C	s 10.28	s 8.00
71	6.33	f 2.13		37.0	WELDA 8.1	33.4	91.0	B	10.18	f 7.50
67	6.40	f 2.23		0	COLONY 5.4	37.0	99.1	C	10.11	f 7.39
	6.45			20.2	CARLYLE 4.9	37.0	104.5	B	10.06	f 7.31
				0	Mo. Pac. Crossing 0.3	11.5	109.4			
92	s 7.05	s 2.40		37.0	IOLA YL 7.7	37.0	109.7	C	s 10.02	s 7.25
82	s 7.15 ⁴⁸	s 2.50		37.0	HUMBOLDT YL 8.3	37.0	117.4	C	s 9.54	s 7.15 ²¹¹
				37.0	M.K.T. Crossing 0.8	0	126.7			
	s 7.25 PM	s 3.20 AM	TY		CHANUTE YL		126.5	C	9.45 AM	7.05 PM
	Arrive Daily	Arrive Daily			(69.4)				Leave Daily	Leave Daily
	46.2	34.7			Average speed per hour				55.5	42.5

LAWRENCE DISTRICT

No switch lights on Lawrence District.

WESTWARD		TIME TABLE No. 13 August 26, 1962	EASTWARD		
Turn Tables and Wyes	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications
		STATIONS			
Y	42.9	LAWRENCE YL 9.7	57.9		C
	86.6	VINLAND 5.7	50.4	9.7	
	68.0	BALDWIN 16.7	64.7	15.4	C
Y		OTTAWA YL		26.2	C
		(26.1)			

ATCHISON DISTRICT

WESTWARD			TIME TABLE No. 13 August 26, 1962	EASTWARD		
Siding Capacity 50 ft. Per Car	Turn Tables and Wyes	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications
		Feet Per Mile	STATIONS	Feet Per Mile		
	TY	0	TERMINAL YARD YL 0.5	0	484.5	C
		0	M.K. JCT. 0.1	0	485.0	
		17.8	TERMINAL JCT. } R.R. 19.9	17.4	485.1	
			C.B. & Q. Crossing }			
		34.3	ATCHISON U.S. YL Mo. Pac. Crossing 0.6	0	505.0	
	T	25.6	ATCHISON 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	
		24.8	HAWTHORNE 2.0	0	8.7	
		68.9	CUMMINGS 6.1	0	10.7	
15		0	NORTONVILLE 9.2	64.3	16.8	C
34		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
	Y	33.4	U.P. Crossing YL 1.1	0	49.5	
	T		TOPEKA YL		50.6	C
			(71.2)			

LEAVENWORTH DISTRICT

WESTWARD			TIME TABLE No. 13 August 26, 1962	EASTWARD		
Turn Tables and Wyes	Ruling Grade Ascending	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications
		Feet Per Mile	STATIONS	Feet Per Mile		
		21.1	WILDER 1.5	0		
		30.1	U.P. Crossing BONNER SPRINGS YL 6.0	0	1.6	C
		33.2	STONE 9.3	55.4	7.5	
		31.7	LANSING 1.7	10.6	16.8	C
		52.8	WADSWORTH 2.2	52.8	18.5	
		0	C.B. & Q. Crossing 1.3	66.0	20.7	
			LEAVENWORTH YL		22.0	C
			(22.0)			

SIGNAL SYSTEM TWO IN EFFECT:
Bonner Springs Interlocking.
Rule 285 indication on home signal at Wilder authorizes movement to First District.
No switch lights on Leavenworth District.

ALMA DISTRICT

WESTWARD			TIME TABLE No. 13 August 26, 1962	EASTWARD		
Turn Tables and Wyes	Ruling Grade Ascending	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications
		Feet Per Mile	STATIONS	Feet Per Mile		
Y		58.1	BURLINGAME YL 8.4	52.8		C
		58.1	HARVEYVILLE 9.6	0	8.4	C
		58.1	ESKRIDGE 7.5	70.0	18.0	C
		52.8	HESSDALE 6.7	70.2	25.5	
		50.7	ALLENBORPH 1.6	40.6	32.2	
Y			ALMA YL		33.8	C
			(33.8)			

No switch lights on Alma District.

SIGNAL SYSTEM TWO IN EFFECT:

U. P. Crossing MP 49.5

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

Between Terminal Jct. and Atchison U.S. be governed by C.R.I.&P. time table and operating rules. In addition to A.T.&S.F. clearance card, at Terminal Yard, secure C.R.I.&P. clearance at C.R.I.&P. Yard Office. At Atchison, secure C.R.I.&P. clearance at Mo.Pac. 14th Street Yard Office.

Train register for Atchison located in Mo.Pac. 14th Street Yard Office.

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

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

Terminal Yard and Terminal Jct.

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

Trains or engines using Mo. Pac. main track to Atchison Union Depot Co. Track 5, will be governed, eastward by signal 3308-R, and westward by signal 3305-R. Block indicators located at west crossover switch at AT&SF main track and at west end of Depot track 5, indicate condition of block on conflicting routes. If block indicator shows "Block Occupied", and no evidence of movement on opposing route, crossover switches may be lined and, after expiration of five minutes if still no evidence of movement on opposing route, may proceed, protecting against conflicting movements.

No switch lights on Atchison District.

8 EASTERN DIVISION

BURLINGTON DISTRICT

WEST- WARD	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 13 August 26, 1962		Ruling Grade Ascending	Mile Post	Communications	EAST- WARD
			Feet Per Mile	STATIONS					Feet Per Mile
		87.1	B.N. JCT. 7.0	39.6		7.0	B	
		91.2	HOMWOOD 5.6	54.4		12.6	C	
		126.0	WILLIAMSBURG 2.8	146.9		15.4		
		83.4	SILKVILLE 7.4	102.1		22.8	C	
		105.8	WAVERLY 5.4	45.8		28.2		
		42.8	HALL'S SUMMIT 5.1	83.0		33.3		
		92.2	SHARPE 8.3	5.0		41.6	C	
		57.1	BURLINGTON 10.4	61.0		52.0	C	
Y			GRIDLEY YL					
			(51.0)					

No switch lights on Burlington District.

VIRGIL DISTRICT

WESTWARD		TIME TABLE No. 13 August 26, 1962	EASTWARD		
Turn Tables and Wyes	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications
	Feet Per Mile	STATIONS	Feet Per Mile		
	10.6	VIRGIL YL 5.4	0	80.6	C
	33.4	HILLTOP YL 4.6	0	36.0	B
		M.D. JCT. YL		40.6	B
		(10.0)			

No switch lights on Virgil District.

GIRARD DISTRICT

Siding Capacity 80 Ft. Per Car	WEST- WARD	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 13 August 26, 1962		Ruling Grade Ascending	Mile Post	Communications	EAST- WARD
	Second Class			77	78				
	Mixed								Mixed
	Leave Daily. Ex. Sun.		Feet Per Mile	STATIONS	Feet Per Mile				Arrive Daily. Ex. Sun.
	AM 2.15	TY	0	A. U. JCT. YL 1.9	31.4		1.9		AM 9.05
			0	M.K.T. Crossing 4.1	0		6.0		
	f 2.30		31.7	ROLLIN 4.0	0		10.0		f 8.55
	f 2.40		0	SHAW 4.4	29.0		14.4	C	f 8.45
	f 2.55		20.5	ERIE 0.5	0		14.9		f 8.35
			44.4	M.K.T. Crossing 9.9	42.2		24.8		f 8.05
	f 3.25		52.8	WALNUT M.K.T. Crossing 7.1	42.2		31.9		f 7.50
	f 3.40		51.3	BRAZILTON 7.6	43.8		39.5		
			0	S.L.-S.F. Crossing 0.2	0		39.7	C	f 7.35
22	f 4.00		48.0	GIRARD 9.4	42.2		49.1	C	s 7.15
	s 4.30	Y	0	FRONTENAC YL 3.0	37.0		52.1		
			0	K.C.S. Crossing 0.1	0		52.2		
			0	Mo. Pac. Crossing 0.5	31.7		52.7		
			0	K.C.S. Crossing S.L.-S.F. Crossing 0.2	0		52.9		
			0	S.L.-S.F. Crossing 0.1	0		53.0	C	7.00 AM
	s 4.45 AM			PITTSBURG YL					
				PITTSBURG, K.C.S. 24.8					
				JOPLIN					
	Arrive Daily. Ex. Sun.			(77.8)					Leave Daily. Ex. Sun.
	21.3			Average speed per hour					25.4

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. 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.	WESTWARD			TIME TABLE No. 13 August 26, 1962	EASTWARD		
	Siding Capacity 50 ft. Per Car	Turn Tables and Wyes	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications
			Feet Per Mile				
				STATIONS			
		TY	42.2	A. U. JCT. YL 7.1	40.9	127.7	
			42.2	VILAS 4.2	42.2	134.8	
	32		0	REST 5.0	42.2	139.0	
			0	BENEDICT 0.2	25.2	144.0	B
			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 7.6	24.1	152.4	C
	54		42.2	BUXTON 5.3	42.2	160.0	B
			42.2	UPOLA 5.7	42.2	165.3	
				LONGTON YL		171.0	C
				(43.3)			

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: On main tracks N.R. Jct. to Constitution Street (MP 111.9) Emporia. Between N.R. Jct. and Constitution Street (MP 111.9) Emporia, the middle track is designated Main Track No. 1, the north track Main Track No. 2, and the south track Main Track No. 3. No switch lights on Howard District.	Siding Capacity 50 ft. Per Car	WESTWARD	Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 13 August 26, 1962	Ruling Grade Ascending	Mile Post	Communications	EASTWARD
		Feet Per Mile							Feet Per Mile
					STATIONS				
		T	0	T-3 Track	EMPORIA YL 0.8	0	112.1	C	
		Y	43.1		N.R. JCT. YL	51.7			
			47.2		10.1 OLPE	44.6	10.1	C	
			0		4.5 ROOT	42.2	14.6		
			23.5		4.8 MADISON	28.9	19.4	C	
			41.0		3.6 M. D. JCT. YL	0	23.0	B	
			38.2		2.9 BISBEE	35.5	25.9		
			38.8		6.2 HAMILTON	37.6	32.1	C	
	21		44.7		7.0 UTOPIA	47.2	39.1		
			34.3		4.6 Mo. Pac. Crossing	42.0	43.7		
			40.7		2.9 EUREKA YL	41.7	46.6	C	
			40.7		3.5 SMALL	41.7	50.1		
	24		46.9	Y	5.7 CLIMAX	44.8	55.8		
			32.3		7.1 SEVERY S.L.-S.F. Crossing	41.2	62.9	C	
			39.8		5.7 FIAT	43.2	68.6		
			41.7	Y	6.9 HOWARD	41.4	75.5	C	
					8.1 MOLINE YL		83.6	C	
					(84.4)				

10 EASTERN DIVISION

Rules 19, 321(C) and 813 of the Rules, Operating Department, revised 1959, are amended as follows:

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

By day, marker lamps not lighted.

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

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

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

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

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

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

Rule 321(C). At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

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

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

2. REGISTER STATIONS (Rule 83)

STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains
Topeka	Originating or terminating.
Emporia—Emporia Yard	Originating or terminating either place.
Turner	Originating or terminating.

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

Holliday	First District.
Emporia	Trains on which engine or train crews do not change.
Ottawa	Trains to and from Third District.
Chanute	Nos. 47, 48, 211 and 212.
Longton	Eastward extras when operator on duty.

3.

SPECIAL RULES

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 Mo. River Br.	C.R.I.& P. Ry.
Atchison U.S.	Missouri Pacific.
BURLINGTON DISTRICT	
B.N. Jct.	Third District.
ALMA DISTRICT	
Burlingame	First District.
LEAVENWORTH DISTRICT	
Wilder	First District.
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.
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 Terminal Ry. Co. tracks between Monterey Street and M.K. Jct.

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

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

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

8.

9. **RULE 85.** Second District, between Kansas City Union Station and Emporia, not necessary exchange train orders, signals and numbers when one section passes another.

10.

11. RAILROAD CROSSINGS AT GRADE

STATION	MILE POST LOCATION	TYPE	Maximum Speed MPH	
			Passenger	Freight
FIRST DISTRICT				
Topeka	52.6	Automatic Interlocking	20	20
Osage City	84.8	Automatic Interlocking	90	60

SPECIAL RULES

11. RAILROAD CROSSINGS AT GRADE (Cont'd)

STATION	MILE POST LOCATION	TYPE	Maximum Speed MPH	
			Passenger	Freight
SECOND DISTRICT				
Between Ottawa and Pomona	59.9	Interlocking — If governing signal indicates stop and unable communicate with control station, follow instructions outlined in box at crossing.	90	70
THIRD DISTRICT				
Ottawa	58.4	Automatic Interlocking	20	20
Garnett	82.7	Automatic Interlocking	20	20
Iola	109.4	Automatic Interlocking	20	20
Chanute	125.7	Electric locked gate normally across MKT track. If gate is normal and signal indicates proceed, observe maximum speed shown.	40	40
ATCHISON DISTRICT				
Atchison U. S.	505.0	Gate normally across CB&Q track. When gate is normal observe maximum speed shown.	10	10
Atchison U. S.	505.0	Stop. Rules 98, A, B, C and D.	10	10
Atchison	1.1	Gate normally across Mo.Pac. track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	10	10
Topeka	49.5	Interlocking — If governing signal indicates stop, communicate with Union Pacific Control Station	15	15
LEAVENWORTH DISTRICT				
Bonner Springs	1.5	Interlocking	10	10
Leavenworth	20.7	Stop. Rules 98, A, B, C and D.	30	30
FREDONIA DISTRICT				
Benedict	144.2	Automatic Interlocking	20*	20*
Fredonia	151.0	Stop. Rules 98, A, B, C and D.	40	30
Fredonia	152.4	Gate normally across AT&SF track. Stop, open and close gate.	40	30
GIRARD DISTRICT				
Between Rollin and A.U. Jct.	1.9	Gate normally across MKT track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	15	15
Erie	14.9	Automatic Interlocking. Be governed by instructions in box at crossing.	20*	20*
Walnut	24.8	Automatic Interlocking	20*	20*
Girard	39.5	Automatic Interlocking	20	20
Pittsburg	52.1	Gate normally across AT&SF track. Stop, open and close gate.	15	15
Pittsburg	52.2	Stop. Rules 98, A, B, C and D.	15	15
Pittsburg	52.7	Gate normally across AT&SF track. Stop, open and close gate.	15	15
Pittsburg	52.7	Stop. Rules 98, A, B, C and D.	15	15
Pittsburg	52.9	Stop. Rules 98, A, B, C and D.	15	15
HOWARD DISTRICT				
Severy	62.9	Gate normally across AT&SF track. Stop, open and close gate.	30	30

11. RAILROAD CROSSINGS AT GRADE (Cont'd)

STATION	MILE POST LOCATION	TYPE	Maximum Speed MPH	
			Passenger	Freight
Eureka	43.7	Gate normally across AT&SF track. Stop, open and close gate.	30	30

*Speed shown applies only until head end of train is through interlocking limits.

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT	90	60
SECOND DISTRICT		
Kansas City (Union Station) to State Line	20	15
State Line to K.C.T. Tower 3	15	15
K.C.T. Tower 3 to Olathe (except Main Track No. 4)	79	60*
Between Holliday and Turner, Main Track No. 4	45	45
Olathe to Emporia (Except Main Track No. 3)	90	60*
Between Wiggam and N.R. Jct., Main Track No. 3	79	60*
THIRD DISTRICT		
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

*Note: On Second District, where district speed is shown 60 MPH for Freight and Mixed, be governed by the following to permit maximum speeds:

When controlling engine has four or more units of operative dynamic brake and average weight per car does not exceed 60 tons, maximum freight train speed is:
 3251 to 4250 tons—65 MPH
 3250 tons or less—70 MPH

FIRST DISTRICT		
2 Curves, M.P. 0.0 to 0.3	30	30
Curve, M.P. 0.7 to 0.9	65	.....
Curve, M.P. 2.8 to 3.3	55	55
Curve, M.P. 3.7 to 3.9	65	.....
2 Curves, M.P. 6.3 to 6.5	65	.....
Curve, M.P. 8.8 to 9.3	65	.....
4 Curves, M.P. 15.1 to 16.1	65	.....
4 Curves, M.P. 18.3 to 19.5	60	55
Curve, M.P. 23.4 to 23.6	55	50
Curve, M.P. 24.6 to 24.8	65	.....
2 Curves, M.P. 25.2 to 25.9	55	50
6 Curves, M.P. 26.2 to 27.4	30	25
2 Curves, M.P. 28.7 to 30.3	65	.....
2 Curves, M.P. 34.8 to 34.7	65	.....
2 Curves, M.P. 34.8 to 35.2	55	55
2 Curves, M.P. 36.9 to 37.3	60	.....
2 Curves, M.P. 37.4 to 37.8 (Lecompton)	65	.....
3 Curves, M.P. 51.1 to 52.0	65	.....
M.P. 52.2 (Viaduct, to Fourth Street (Topeka))	20	20
Curve, M.P. 58.9 to 59.1	65	.....
Curve, M.P. 59.8 to 60.0	65	.....
Curve, M.P. 60.3 to 60.6	70	.....
7 Curves, M.P. 61.0 to 62.8 (Wakarusa)	50	50
2 Curves, M.P. 63.0 to 63.6	55	55
2 Curves, M.P. 63.7 to 64.2	45	45

SPECIAL RULES

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, 407-430	70	70	45	65
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	45*	65
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, 2403-2441, 2602-2606	45	45	45	45
650-653	40	40	40	40
800-849, 900-979, 1100-1174, 1200-1234, 1600-1607	75	75	45	75
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75

* Note: 70 MPH applies when backing handling train.

15. MOVEMENTS OVER SUBMERGED TRACKS (Rule 817)

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
450-451	2	5	5
11-15, 80-87, 600-611, 800-849, 1600-1607, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2602-2606, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1234, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

16. DEAD ENGINES

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

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:

EASTERN DIVISION

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17. DERRICKS, CRANES, ETC. (Cont'd)

DISTRICT	All Except Pile Drivers AT 199452 AT 199453 AT 199454 AT 199455 MPH	Pile Drivers AT 199452 AT 199453 AT 199454 AT 199455 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
DeSoto	S	East end siding	15
	S	West end siding	30
Eudora	S	Both ends siding	15
Lawrence	S	Both ends siding	30
Lakeview	S	Both ends siding	15
Lecompton	S	Both ends siding	15
Tecumseh	S	Both ends siding	30
Topeka	S	Both ends siding	15
	S	West end of yards	15
Pauline	S	Both ends siding	15
Wakarusa	S	Both ends siding	30
Carbondale	S	West end siding	15
	S	East end siding	30
Scranton	S	Both ends siding	30
Burlingame	S	Both ends siding	30
Osage City	S	Both ends siding	30
Barclay	S	Both ends siding	30
Reading	S	Both ends siding	30
Lang	S	Both ends siding	30
N.R. Jct.	I	Turnout First Dist.	30
SECOND DISTRICT			
K.C.T. Tower 3	I	Second crossover west of Tower 3	30
	I	Crossover east of 12th St.	15
A.Y. Tower	I	Crossover east of Tower	40
Argentine	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
Morris	I	Crossover east of station	30
	I	Crossovers west of station	40

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

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

STATION	TYPE	LOCATION	MPH
SECOND DISTRICT—(Cont'd)			
Holiday	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	40
	I	Crossovers	50
Craig	I	Crossovers	50
Olathe	I	Both ends of siding east of station	30
	I	Crossover east end siding west of station	40
	I	Crossovers between Main Trks. West end siding west of station	40
Clare	I	Crossover	40
Gardner	I	Crossover	50
Wellsville	I	Crossovers	50
Ottawa	I	Both ends siding	40
	I	Crossover east of siding	40
	I	Crossovers between main tracks	40
M.P. 59.9	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	I	Both ends crossover between Main Tracks Nos. 1 and 3 near Merchant Street, and Turnout from Main Track No. 3 to Track 10 near Constitution St.	15
	S	Turnout from Main Track No. 3 to Track 11 near Merchant St.	15
Merrick	I	Crossovers	30
THIRD DISTRICT			
Ottawa	I	Turnout Third Dist to Second Dist	15
	S	Both Ends Siding	15
Colony	S	Both ends siding	15
Lola	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

Noria	N.R. Jct. (First and Howard Dists. only)
Lawrence	
Topeka	Garnett
Pauline	Lola
Burlingame (Alma District only)	Humboldt
K.C.T. Tower 3	Chanute
A.Y. Tower	A.U. Jct.
Argentine	Atchison
Turner	St. Joseph
Emporia	Terminal Yard
Alma	Bonner Springs
Ottawa (Lawrence and Third Dists. Only)	Leavenworth
	M. D. Jct. (extends to end of track, Virgil)
	Gridley
	Fredonia
	Longton
	Frontenac
	Pittsburg
	Moline
	Eureka

20. BULLETIN BOOKS

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

20. BULLETIN BOOKS (Cont'd)

Moline	Station
Wellington	Telegraph Office

21. STANDARD CLOCKS

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

22. STANDARD THERMOMETERS

Topeka	Gridley	Frontenac
Argentine	Atchison	Pittsburg
Holiday	Alma	Joplin
Emporia	Chanute	Moline
Ottawa	Longton	Howard
	Erie	Eureka
		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
LEAVENWORTH DISTRICT	
20.7	Highway Viaduct
.....	Highway Viaduct, Grant Avenue over U.P. Spur to Ft. Leavenworth
ALMA DISTRICT	
33.5	Mill Creek
BURLINGTON DISTRICT	
41.1	Neosho River
HOWARD DISTRICT	
51.5	Fall River

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

SPECIAL RULES

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		
Stewart Sand Company (spur).....	M.P. 7.9	73 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. 158.6	2 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.	
E. R. BLANSIT, 7128 Kaw Drive..... Muncie, Kans.	
L. M. CONNOR, JR., 3120 Strong Ave..... Kansas City, Kans.	
ROSS LENTZ, 3221 Strong Ave..... Kansas City, Kans.	
R. L. METZ, 3221 Strong Ave..... Kansas City, Kans.	
JACK F. GAMBRILL, 709 Central..... Kansas City, Kans.	
HARRY M. FAERBER, 821 No. 7th..... Kansas City, Kans.	
D. H. ROSENBALM..... Emporia	A. G. MADTSON.. Ottawa
W. G. HARDEN..... St. Joseph	JACK WOOD... Chanute
C. W. RUNYAN..... Atchison	D. C. DODSON... Moline
NICK SCHELBAR..... Lawrence	A. J. BENELLI... Pittsburg
AL W. SMITH..... Topeka	
WENDELL F. IVES.. Topeka	
V. E. UNDERWOOD. Osage City	

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

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

EYE, EAR, NOSE AND THROAT SPECIALISTS

DR. KARL W. STOCK (Eye Only)..... Topeka
DR. B. J. ASHLEY (Eye Only)..... Topeka
DR. H. W. POWERS (E.N.T.)..... Topeka
DR. H. L. KIRKPATRICK (E.N.T.)..... Topeka
DR. RALPH R. PRESTON (E.N.T.)..... Topeka
DR. RUSSELL E. BRIDWELL (E.E.N.T.)..... Topeka
DR. JOHN N. SHERMAN..... Chanute
DR. D. P. TRIMBLE..... Emporia
DR. E. L. GANN..... Emporia
DR. W. R. EUBANK (Eye Only)..... Kansas City, Mo.
DRS. ALTRINGER, BUNTING & KNIGHT (E.N.T.) Kansas City, Mo.
DR. A. J. BAER (Eye Only)..... Kansas City, Mo.
DR. ROLAND D. WILLIAMS (E.N.T.)..... Kansas City, Mo.

DR. BENTLEY A. NELSON (E.N.T.).....	Kansas City, Mo.
DR. 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. 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.....	Kansas City, Mo.
DR. WALTER R. PETERSON.....	Kansas City, Mo.
DR. V. E. LINK.....	Independence, Mo.
DR. H. W. KEAIRNES.....	Independence, Mo.
DR. C. F. GRABOKE.....	Independence, Mo.
DR. P. R. CARPENTER.....	Kansas City, Kans.
DR. MAURICE V. LAING.....	Kansas City, Kans.
DR. GLENN R. PETERS.....	Kansas City, Kans.
DR. ALVIN SILVERS.....	Kansas City, Kans.
DR. W. D. FRANCISCO.....	Kansas City, Kans.
DR. JOHN HUFF.....	Kansas City, Kans.
DR. CHRISTOPHER G. DAVIS.....	Kansas City, Kans.
DR. JOHN E. INGRAM.....	Kansas City, Kans.
DR. KENNETH R. KENNEDY.....	Kansas City, Kans.
DR. W. L. GOOD.....	Mission
DR. G. O. HARPSTER.....	Mission
DR. Q. C. HUERTER.....	Bethel, Kans.
DR. R. P. MCCARTHY.....	Bethel, Kans.
DR. M. V. ROBBINS.....	DeSoto
DR. G. E. MANAHAN.....	Lawrence
DR. F. G. SCHENCK.....	Burlingame
DR. O. C. FRITTS.....	Osage City
DR. NILES STOUT.....	Lyndon
DR. F. J. ECKDALL.....	Emporia
DR. CHARLES R. HOPPER.....	Emporia
DR. ROBERT O. BROWN.....	Atchison
DR. W. A. MADISON.....	Nortonville
DR. A. T. STEWART.....	Valley Falls
DR. WM. H. WALKER.....	Eskridge
DR. J. H. RYAN.....	St. Joseph, Mo.
DR. S. E. SENOR.....	St. Joseph, Mo.
DR. ROBERT W. KIEBER.....	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. ROBERT A. GOLLIER.....	Ottawa
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. WILSON E. MYERS.....	Iola
DR. D. R. ABBUEHL.....	Chanute
DR. G. L. ASHLEY.....	Chanute
DR. GLEN ASHLEY.....	Chanute
DR. D. E. RAY.....	Chanute
DR. JAMES D. GOUGH.....	Chanute
DR. ALBERT A. KIHM.....	Chanute
DR. E. E. LONG.....	Humboldt
DR. ERNEST W. MITTS.....	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. J. GORDON CLAYPOOL.....	Howard
DR. E. C. BRYAN.....	Erie
DR. E. C. BRYAN.....	Walnut
DR. ROBERT FRIGGERI.....	Girard
DR. GEO. J. P. GISH.....	Frantenc
DR. LYNN E. BEAL.....	Fredonia
DR. D. B. MCKEE.....	Pittsburg
DR. C. H. FAIN.....	Pittsburg
DR. PAUL B. LEFFLER.....	Pittsburg
DR. J. R. KUHN, JR.....	Joplin, Mo.



SANTA FE SAFETY FIRST



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

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

