

E. O. CHADDOCK, Trainmaster Emporia, Kansas
 D. E. MADER, Trainmaster Emporia, Kansas
 L. S. LAWRENCE, Trainmaster, RFOFE Chanute, Kansas
 C. E. BAXTER, Road Foreman of Engines ... Argentine, Kans.
 M. F. KENNEDY, Chief Dispatcher Emporia, Kansas
 L. A. ORMSBY, Asst. Chief Dispatcher Emporia, Kansas
 J. W. WELLS, Asst. Chief Dispatcher Emporia, Kansas

TRAIN DISPATCHERS—EMPORIA, KANSAS

F. B. HOSTETTER	D. W. McALISTER
W. K. GAGE	D. W. MILLER
C. W. McCOY	D. E. HAMMAN
A. E. JUDD	J. A. FACKLAM
D. L. SEXTON	R. L. SMITH

J. A. CARRIER, Asst. Superintendent Argentine, Kans.
 D. W. TEEL, Asst. Superintendent Argentine, Kans.
 H. L. ROGERS, Asst. Superintendent Argentine, Kans.
 W. A. GOSSETT, Passenger Trainmaster ... Argentine, Kans.
 A. A. CATRON, Trainmaster Argentine, Kans.
 D. E. PARSONS, Trainmaster Argentine, Kans.
 R. E. KING, Road Foreman of Engines Argentine, Kans.
 L. C. LOWE, Asst. Trainmaster Argentine, Kans.
 J. L. SULLIVAN, Asst. Trainmaster Argentine, Kans.
 J. E. HUTCHISON, Asst. Trainmaster Argentine, Kans.
 B. J. HEATH, Asst. Trainmaster Argentine, Kans.

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY
OVERSPEED Couplings are **DAMAGING**—Here's what happens:

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

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

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

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

SPEED TABLE

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

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

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

**EASTERN LINES
 Western District**

EASTERN DIVISION

TIME TABLE No.

19

IN EFFECT

Monday, June 1, 1970

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**

**L. P. HEATH,
 Asst. General Manager,
 Topeka, Kansas**

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

**F. A. BEAUCHAMP,
 Superintendent,
 Argentine, Kansas**

2 EASTERN DIVISION

SECOND DISTRICT

Siding Capacity 50 ft. Per Car	WESTWARD					Ruling Grade Ascending	TIME TABLE No. 19 June 1, 1970	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD				
	First Class										First Class				
	1	211	23	17	15						16	18	2	212	24
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	PM 6.20	PM 6.05	PM 6.00	AM 2.05	AM 1.00	0	KANSAS CITY Union Station	47.8		C	AM 1.40	AM 5.35	AM 11.45	PM 12.10	PM 12.15
	6.24	6.09	6.04	2.09	1.04	0	1.4 K.C.T. TOWER 3	24.2	1.7	Y	1.27	5.23	11.29	11.56	12.01
						18.8	2.2 A.Y. TOWER	0	3.9	CR					PM
						10.4	0.9 ARGENTINE	0	4.8	YR					
	6.30	6.15	6.10	2.15	1.12	4.2	2.3 TURNER	9.7	7.1	CR	1.21	5.17	11.23	11.51	11.56
						4.2	3.2 MORRIS	7.8	10.3	C					
	6.35	6.21	6.15	2.21	1.18	22.3	3.1 HOLLIDAY	0	13.4		1.15	5.11	11.15	11.44	11.49
	PM		PM		AM	28.2	2.8 ZARAH	0	16.2		AM	AM	AM	AM	AM
						31.7	2.9 CRAIG	0	19.1	B					
136		6.32		2.35		21.1	6.8 OLATHE	21.1	25.9	CR		4.59		11.30	
	Via First District		Via First District		Via First District	21.1	5.1 CLARE	18.7	31.0		Via First District		Via First District		Via First District
						20.4	3.6 GARDNER	21.1	34.6	CY					
						21.1	5.2 EDGERTON	21.1	39.8						
						0	5.7 WELLSVILLE	21.1	45.5	CR					
						21.1	4.4 LE LOUP	21.1	49.9	B					
381		7.00		3.03		12.0	7.2 OTTAWA	17.2	57.1	Y CR		4.32		11.00	AM
		PM				21.1	2.8 Mo. Pac. Crossing	15.8	59.9						
						5.1	7.6 POMONA	0	67.5	B					
						17.1	4.3 QUENEMO	9.3	71.8	B					
						54.4	7.8 MELVERN		79.6	B					
						0	6.7 OLIVET	11.1	86.2	B					Via Third District
						21.1	1.4 RIDGETON	16.8	87.6	B					
						18.1	6.2 LEBO	21.1	93.8	C					
						5.4	7.8 Neosho Rapids	15.3	101.6	B					
						21.1	5.5 WIGGAM	0	107.1						
				3.50		5.3	4.2 N.R. JCT.	15.8	111.3	Y		3.49			
				3.55			1.1 EMPORIA YL		112.1	CR		3.45			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(112.2)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	52.4	62.3	52.4	61.2	43.7		Average speed per hour				31.4	61.2	26.2	48.8	30.2

RULE 251 IN EFFECT:

Constitution Street (MP 111.9) Emporia to Emporia.

RULE 261 IN EFFECT:

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

On siding Ottawa.

Trains originating at Kansas City Union Station, Turner, Ottawa and Emporia must secure numbered clearance card before leaving. Westward trains originating at Kansas City Union Station, operating via First District, must secure numbered clearance card at A.Y. Tower.

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

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

At Zarah, auxiliary tracks are not to be used for meeting or passing of trains.

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

SECOND DISTRICT

EASTERN DIVISION 3

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
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 M.P. 7	50	40
M.P. 7 to Holliday, Main Track No. 1	79	60
Turner to M.P. 8, Main Tracks Nos. 2, 3, & 4	20	20
M.P. 8 to Holliday, Main Tracks No. 2 & 3	79	60
M.P. 8 to Holliday, Main Track No. 4	40	40
Holliday to Olathe	79	60
Olathe to Emporia (Except Main Track No. 3)	90	60
Wiggam to N.R. Jct., Main Track No. 3	79	60

Freight trains may observe passenger train speed but not to exceed 70 MPH, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 70 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

EXCEPTIONS:

- (A) Eastward—M.P. 13.4 to M.P. 8 on Main Tracks 2 & 3.
- (B) Maximum authorized speed for freight trains when averaging:
 - 71 to 84 tons per car 60 MPH
 - 85 tons and over per car,
 - or over 7,000 tons total 45 MPH

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS

	MPH	
	Psg.	Fr.
Curve, M.P. 1.7	15	15
2 Curves, M.P. 7.0 to 7.8 Track No. 1	70	50
M.P. 13.4 to 14.4, Track No. 3 only	40	40
Curves, M.P. 14.0 to 25.0	75	70
Curve, M.P. 28.1 to 28.9	70	70
Curve, M.P. 29.4 to 29.6	70	70
2 Curves, M.P. 30.4 to 31.4	60	60
2 Curves, M.P. 34.5 to 35.1 Track No. 1 only	50	50
Curve, M.P. 38.5 to 39.1 Track No. 1 only	65	65
Curve, M.P. 39.5 to 39.8 Track No. 2 only	70	70
Curve, M.P. 39.6 to 40.0 Track No. 1 only	65	65
Curve, M.P. 43.4 to 43.9	80	70
Curve, M.P. 49.3 to 49.6	70	70
Curve, M.P. 57.2 to 57.5	70	70
RR Crossing, M.P. 59.9 (Auto. Interlocking)	90	70
2 Curves, M.P. 70.8 to 71.6	80	70
Curve, M.P. 77.5 to 77.9	80	70
Curve, M.P. 79.6 to 79.9 Track No. 2	55	55
Track No. 1	70	70
Curve, M.P. 83.4 to 83.6 Track No. 2 only	55	55
Curve, M.P. 84.4 to 84.6 Track No. 2 only	70	70
Curve, M.P. 85.7 to 86.0 Track No. 2 only	65	65
2 Curves, M.P. 84.3 to 86.0 Track No. 1 only	70	70
Curve, M.P. 92.9 to 93.3	80	70
4 Curves, M.P. 98.0 to 101.4	65	65

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	SWITCHES AND TURNOUTS	MPH
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
	I	Turnout end of two tracks	40
M.P. 4.2	I	Turnout to Departure Yard	15
M.P. 5.4	I	Turnout to Departure Yard	15
Turner	I	Turnout to South Receiving Yard M.P. 6.9	15
	I	Crossovers and Turnouts between Key Road (M.P. 7.2) and M.P. 7.5	15
	I	Crossover between Main Tracks Nos. 2 and 3 (M.P. 8)	40
	I	Crossover between Main Tracks Nos. 3 and 4 (M.P. 8)	30
Morris	I	Turnout Main Track No. 1 to Hump Lead (M.P. 8.3)	40
	I	Crossovers M.P. 11	40
Holliday	I	Crossovers between Main Tracks Nos. 2 and 3	30
	I	Turnout Main Track No. 4	40
M.P. 14.4	I	Turnout Main Track No. 3	40
	I	Crossovers	50
Craig	I	Crossovers	50
Olathe	I	Both ends siding	30
	I	Crossovers between Main Tracks	40
Gardner	I	Crossovers	50
Wellsville	I	Crossovers	50
Ottawa	I	Both ends siding	40
	I	Crossovers between main tracks	40
M.P. 76	I	Crossover between Main Track No. 2 and siding	40
	I	Crossovers	40
Ridgeton	I	Crossovers	40
Lebo	I	Crossovers	40
Wiggam	I	Turnout Main Track No. 3	40
	I	Crossovers	40
N.R. Jct.	I	East crossover between Main Tracks Nos. 1 and 3	30
	I	Other crossovers	40
Emporia	I	Crossover between Main Tracks Nos. 1 and 3 near Merchant Street, and Turnout from Main Track No. 3 to Track No. 10 near Constitution St.	15
	S	Turnout from Main Track No. 3 to Track 11 near Merchant St.	15
Merrick	I	West crossover between Main Tracks Nos. 3 and 1 and two west crossovers between Main Tracks Nos. 2 and 1.	50
	I	Other crossovers and turnout from Main Track No. 3 to yard lead.	30

4 EASTERN DIVISION

FIRST DISTRICT

Siding Capacity 60 ft. Per Car	WESTWARD First Class			Rolling Grade Ascending	TIME TABLE No. 19 June 1, 1970	Rolling Grade Ascending	Mile Post	Communications Tera Tables and Wyes	EASTWARD First Class		
	1	23	15						2	24	16
	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily
	PM 6.35	PM 6.15	AM 1.18						AM 11.15	AM 11.49	AM 1.15
43	6.38	6.18	1.21	6.4	HOLLIDAY 3.8	0					
107	6.45	6.25	1.29	0	WILDER 7.4	8.9	3.7	B	11.10	11.42	1.10
49	6.52	6.32	1.38	10.6	DE SOTO 8.0	10.6	11.1	C	11.03	11.34	1.02
	6.55	6.35	1.42	0	EUDORA 4.1	0	19.1	B	10.55	11.25	12.55
130s	7.00s	6.40s	1.48	9.2	NORIA YL 3.3	0	23.2		10.50	11.20	12.50
50	7.06	6.46	1.53	10.6	LAWRENCE YL 5.1	10.6	26.5	Y CR	10.45s	11.15s	12.45s
52	7.12	6.52	1.58	0	LAKE VIEW 5.8	0	31.6		10.33	11.02	12.35
125	7.20	7.00	2.05	10.6	LECOMPTON 8.6	21.1	37.4	B	10.28	10.56	12.29
41s	7.35s	7.15s	2.25	7.0	TECUMSEH 6.6	0	46.0	B	10.21	10.47	12.21
49	7.43	7.23	2.33	26.4	A.T.&S.F. Crossing TOPEKA YL 6.5	0	52.6 50.6	Y C R	10.15s	10.40s	12.15s
30	7.48	7.28	2.38	40.9	PAULINE YL 5.4	49.5	57.3	C	10.00	10.25	11.57
44	7.54	7.34	2.43	52.8	WAKARUSA 5.1	50.7	62.7	B	9.54	10.19	11.52
60	7.58	7.38	2.46	52.8	CARBONDALE 3.8	44.2	67.8	B	9.48	10.13	11.46
68	8.03	7.43	2.51	45.0	SCRANTON 5.3	52.8	71.6	B	9.44	10.09	11.42
100	8.10	7.50	2.57	52.8	BURLINGAME 7.9	51.6	76.9	Y C	9.38	10.03	11.37
73	8.15	7.55	3.02	10.8	Mo. Pac. Crossing OSAGE CITY 5.3	0	84.8				
80	8.21	8.01	3.07	35.7	OSAGE CITY 5.3	42.1	85.1	C	9.30	9.55	11.27
49	8.31	8.10	3.15	52.8	BARCLAY 6.1	51.1	90.4	B	9.23	9.48	11.22
	8.38	8.18	3.21	52.8	READING 8.2	39.0	96.5	B	9.18	9.43	11.16
s 8.50 PM	s 8.30 PM	s 3.30 AM	49.8	57.8	LANG 6.2	57.8	104.8	B	9.11	9.36	11.09
			5.3	15.8	N.R. JCT. YL 1.1	15.8	111.0	Y	9.05	9.30	11.03
					EMPORIA YL } 3 Tracks		112.1	T CR	9.00 AM	9.25 AM	11.00 PM
	Arrive Daily	Arrive Daily	Arrive Daily		(113.9)				Leave Daily	Leave Daily	Leave Daily
	50.6	50.6	51.8		Average speed per hour				50.6	47.5	50.6

RULE 251 IN EFFECT:

Constitution Street (MP 111.9) Emporia to Emporia.

RULE 261 IN EFFECT:

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

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.

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Holliday to Emporia	90	60

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psg.	Fr.
2 Curves, M.P. 0.0 to 0.3	30	30
Curve, M.P. 0.7 to 0.9	65	.....
Curve, M.P. 2.8 to 3.3	55	55
Curve, M.P. 3.7 to 3.9	65	.....
2 Curves, M.P. 6.3 to 6.5	65	.....
Curve, M.P. 8.8 to 9.3	65	.....
4 Curves, M.P. 15.1 to 16.1	65	.....
4 Curves, M.P. 18.3 to 19.5	60	55
Curve, M.P. 23.4 to 23.6	55	50
Curve, M.P. 24.6 to 24.8	65	.....
2 Curves, M.P. 25.2 to 25.9	55	50
6 Curves, M.P. 26.2 to 27.4	30	25
2 Curves, M.P. 28.7 to 30.3	65	.....
2 Curves, M.P. 34.3 to 34.7	65	.....
2 Curves, M.P. 34.8 to 35.2	55	55
2 Curves, M.P. 36.9 to 37.3	60	.....
2 Curves, M.P. 37.4 to 37.8	65	.....
3 Curves, M.P. 51.1 to 52.0	65	.....
M.P. 52.2 (Viaduct), to Fourth Street (Topeka)	20	20
RR Crossing M.P. 52.6 (Automatic Interlocking)	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	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	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	55	55
Curve, M.P. 84.0 to 84.4	55	50
RR Crossing M.P. 84.8 (Automatic Interlocking)	90	60
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

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	SWITCHES AND TURNOUTS	MPH
Holliday	I	Turnout First District	30
DeSoto	S	East end siding	15
	S	West end siding	30
Eudora	S	Both ends siding	15
Lawrence	S	Both ends siding	30
Lakeview	S	Both ends siding	15
Lecompton	S	Both ends siding	15
Tecumseh	S	Both ends siding	30
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

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Cooperative Farm Chem. Assn. (spur)	M.P. 24.6	179 Cars
Industrial Spur	M.P. 28.7	188 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
Nationwide Warehouse (spur)	M.P. 54.5	10 Cars

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Wilder	First District
Burlingame	First District (Siding)

RULE 261 IN EFFECT:

Ottawa to MP 57.3. (Ottawa)

DY Jct. to East Switch Bartlesville MP 40.3.

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

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

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

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

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

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

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

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

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

Siding Capacity 50 ft. Per Car	WEST- WARD	Feet Per Mile	TIME TABLE No. 19 June 1, 1970	Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	First Class						First Class
	211						212
	Leave Daily		STATIONS				Arrive Daily
66	PM 7.00	17.5	OTTAWA YL		57.1	Y CR	AM 11.00
			1.3	34.4			
			Mo. Pac. Crossing		58.4		
			3.8	35.6			
70	7.08	37.0	B.N. JCT.		62.2	B	10.48
			5.0	16.6			
57	7.12	26.8	PRINCETON		67.2	B	10.44
			6.2	24.1			
68	7.17	29.3	RICHMOND		73.3	C	10.39
			9.3	37.0			
			Mo. Pac. Crossing		82.7		
			0.1	29.9			
48	7.28	0	GARNETT YL		82.8	C	10.28
			8.2	37.0			
71	7.35	37.0	WELDA		91.0	B	10.18
			8.1	33.4			
97	7.42	37.0	COLONY		99.1	CR	10.11
			10.3	37.0			
			Mo. Pac. Crossing		109.4		
			0.3	11.5			
92	7.55	0	IOLA YL		109.7	C	10.02
			7.7	37.0			
82	8.05	37.0	HUMBOLDT YL		117.4	C	9.54
			8.3	37.0			
			M.K.T. Crossing		125.7		
			0.8	0			
			CHANUTE YL		126.5	CR	9.45
			1.1	0			
			AU JCT. YL		127.6	TY	
			5.6	37.0			
77	8.27	33.3	EARLTON		133.2	B	9.31
			6.8	19.9			
			THAYER		140.0	B	9.25
			7.5	47.5			
77	8.39	0	MOREHEAD		147.6	B	9.19
			8.0	37.0			
			SL-SF Crossing		155.6		
			0.2	0			
			CHERRYVALE YL		155.8	YC	9.12
			9.7	37.0			
			INDEPENDENCE YL		165.5	YC	9.00
			0.7	25.1			
			Mo. Pac. Crossing		0.5		
			6.9	29.6			
52	9.17	37.0	BOLTON		7.4		8.47
			8.7	37.0			
			HAVANA		16.1		8.37
			5.2	37.0			
			Mo. Pac. Crossing		21.3		
			0.8	0			
52	9.31	37.0	CANEY YL		22.1	YC	8.31
			7.9	26.4			
			COPAN		30.0		8.23
			6.3	37.0			
74	9.46	17.3	DEWEY YL		36.9	B	8.15
			0.7	23.5			
			DY JCT.		37.6		8.14
			3.2	22.5			
			BARTLESVILLE YL		40.8	YC	8.10
			0.5	0			
			BE JCT. YL		41.3		8.02
			11.2	29.7			
52	10.10	37.0	OCHELATA		52.5	B	7.51
			6.1	37.0			
62	10.16	28.8	RAMONA		58.6		7.46
			6.2	37.0			
51	10.23	28.3	VERA		64.8	B	7.41
			6.8	37.0			
35	10.30	22.7	COLLINSVILLE		71.6	C	7.35
			7.5	36.4			
			OWASSO		79.2	B	7.27
			6.6	0			
23	10.46	35.3	MOHAWK YL		85.8		7.21
			4.4	0			
			TULSA YARD YL		90.1	Y	7.17
			0.1	0			
			SL-SF, MKT., and MV Crossings		90.2		
			0.1	0			
			MV Crossing		90.4		
			0.1	0			
			TULSA Passenger Station		90.5	C	7.15 AM
	11.00 PM		(198.9)				Leave Daily
	Arrive Daily						53.0
		49.7	Average speed per hour				

THIRD DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frt.
Ottawa to Chanute	79	60
Chanute to Tulsa Yard	75	50

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psgr.	Frt.
RR Crossing M.P. 58.4 (Automatic Interlocking)	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	40	40
Curve, M.P. 80.2 to 80.3	70	.....
RR Crossing M.P. 82.7 (Automatic Interlocking)	20	20
2 Curves, M.P. 87.2 to 88.6	70	.....
RR Crossing M.P. 109.4 (Automatic Interlocking)	20	20
RR Crossing M.P. 125.7 Electric locked gate normally across MKT track. If gate is normal and signal indicates proceed, observe maximum speed shown.	40	40
4 Curves, Main to 14th St., Chanute	30	20
RR Crossing M.P. 155.6 Gate normally across SL-SF track. Approach prepared to stop. If gate is normal observe maximum speed shown.	20*	20*
Curve, M.P. 156.1 to 156.3	25	25
(Independence-Tulsa)		
Curve, M.P. 0.0	20	20
RR Crossing M.P. 0.5 (Automatic Interlocking) (Westward— (Eastward—	20* 40*	20* 40*
RR Crossing Independence Yard (Automatic Interlocking)	20	20
2 Curves, M.P. 13.1 to 13.6	50	35
Curve, M.P. 14.9 to 15.2	70	50
2 Curves, M.P. 15.8 to 16.4	50	40
RR Crossing M.P. 21.3 (Automatic Interlocking) (Westward— (Eastward—	40* 40*	40* 25*
Curve, M.P. 22.7 to 23.0	45	35
Curve, M.P. 23.7 to 24.1	60	50
Curve, M.P. 37.3 to 37.7	40	40
9 Curves, M.P. 44.5 to 49.1	45	35
Curve, M.P. 58.0 to 58.2	60	40
Curve, M.P. 77.1 to 77.6	55	40
Curves, M.P. 78.4 to 79.6	55	40
Curve, M.P. 83.6 to 83.9	50	40
Curve, M.P. 86.0 to 86.4	50	40
Curve, M.P. 90.1 to Tulsa	5	5
RR Crossing M.P. 90.3 (Automatic Interlocking)	5	5

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

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.

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Ottawa	I	Turnout Third Dist. to Second Dist.	15
	S	East End Siding	15
Colony	S	Both Ends Siding	15
Iola	S	Both Ends Siding	15
Chanute	I	Freight lead 0.8 mile east of station	30
Morehead	S	East end siding	15
Cherryvale	S	East end Storage track	15
Independence	S	East switch M.P. 165.3	15
Dewey	I	West end siding	20
DY Jct.	I	Junction switch to or from MKT	15
Bartlesville	I	East switch M.P. 40.3	30
BE Jct.	S	Junction switch to or from MKT	15

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Crusher	M.P. 79.4	50 Cars
Carlyle	M.P. 104.5	20 Cars
Wayside	M.P. 11.6	4 Cars
Owen	M.P. 23.8	3 Cars
Dewey Dehydrating Spur	M.P. 35.8	2 Cars
Modification Center Tracks	M.P. 82.4	19 Cars

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
B.N. Jct.	Third District
A.U. Jct. (Girard Dist.)	Third District
A.U. Jct. (Fourth Dist.)	Third District
Cherryvale	Third District
B.E. Jct.	Third District

8 EASTERN DIVISION

FOURTH DISTRICT

WEST- WARD ↓	Siding Capacity 50 ft. Per Car	Rolling Grade Ascending	TIME TABLE		Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			No. 19					
			June 1, 1970					
		Feet Per Mile	STATIONS		Feet Per Mile			
			A. U. JCT. YL		40.9	127.7	TY	
			7.1 VILAS		42.2	134.8		
	32		4.2 REST		42.2	139.0		
		0	5.0 BENEDICT		25.2	144.0	B	
		0	0.2 Mo. Pac. Crossing		26.4	144.2		
		0	8.2					
	71		FREDONIA YL		24.1	152.4	CR	
		42.2	7.6 S.L.-S.F. Crossing					
	54		BUXTON		42.2	160.0	B	
		42.2	5.3			165.3		
		42.2	5.7 UPOLA			171.0		
						189.9	B	
	39		LONGTON		37.0	195.7	B	
		37.8	5.8					
	74		ELK FALLS		12.0	202.4	YC	
		40.1	6.7					
			MOLINE YL		44.9	210.8		
		52.8	8.4					
	42		GRENOLA		37.0	217.2		
		83.8	6.4					
	50		GRAND SUMMIT		37.0	225.5	C	
		0	8.3					
	39		CAMBRIDGE		37.0	230.8	C	
		76.9	5.3					
	66		BURDEN		51.7	238.7		
		37.0	7.9					
	46		NEW SALEM		37.0	247.1	R	
		0	8.4 WINFIELD YL		0	247.2		
		0	0.1 SL-SF Crossing		0	248.1	Y	
		52.8	0.9 WN JCT. YL		37.0	253.4		
			5.3					
		26.4	KELLOGG		37.0	256.9	C	
			3.5					
		37.0	OXFORD		37.0	262.6	B	
			5.7					
		52.8	DALTON		37.0			
			7.0					
			TCS } WELLINGTON YL			238.9	TY CR	
			(123.0)					

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
AU Jct. to Fredonia	45
Fredonia to Longton	30
Longton to WN Jct.	45
WN Jct. to Wellington	35

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psg.	Frt.
RR Crossing M.P. 144.2 (Automatic Interlocking)	20*	20*
RR Crossing M.P. 152.4 Gate normally across AT&SF track. Stop, open and close gate.	30	30
Curve, M.P. 192.3 to 192.7	45	35
2 Curves, M.P. 194.9 to 195.5	45	35
Curve, M.P. 200.2 to 200.5	45	35
2 Curves, M.P. 204.8 to 205.7	45	35
2 Curves, M.P. 213.1 to 215.9	35	35
8 Curves, M.P. 227.1 to 227.5	45	40
4 Curves, M.P. 227.6 to 228.4	30	30
Curve, M.P. 238.1 to 238.2	45	35
Curve, M.P. 241.4 to 241.5	45	35
Curve, M.P. 242.6 to 243.0	45	40
Curve, M.P. 245.6 to 245.9	45	35
RR Crossing M.P. 247.2 Stop. Rules 98, 98(A), 98(B), and 98(D).	25	25

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

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein.

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

"I"—Interlocked Switch.

"S"—Spring Switch.

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

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity
Ash Grove Shale Pit (spur)	M.P. 130.1	48 Cars
Crusher Storage	M.P. 200.0	27 Cars
Crusher Tracks	M.P. 200.1	177 Cars

RULE 261 IN EFFECT:

Westward home signal M.P. 267.5 to M.P. 239.5 Wellington.

No switch lights between WN Jct. and westward home signal M.P. 267.5.

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
A.U. Jct.	Third District
Moline	Fourth District

GIRARD DISTRICT

WEST- WARD	Rating Grade Ascending	TIME TABLE No. 19 June 1, 1970	Rating Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
77						78
Leave Daily Ex. Sun.	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily Ex. Sun.
AM 6.00	0	A. U. JCT. YL 1.9	31.4		T Y	AM 11.45
	0	M.K.T. Crossing 4.1	0	1.9		
	31.7	ROLLIN 4.0	0	6.0		
	0	SHAW 4.4	29.0	10.0		
6.40	20.5	ERIE 0.5	0	14.4	C	11.05
	44.4	M.K.T. Crossing 9.9	42.2	14.9		
	52.8	WALNUT M.K.T. Crossing 7.1	42.2	24.8		
	51.3	BRAZILTON 7.6	43.8	31.9		
	0	S.L.-S.F. Crossing 0.2	0	39.5		
7.45	48.0	GIRARD 9.4	42.2	39.7	C	10.05
8.15	0	FRONTENAC YL 3.1	37.0	49.1		9.45
	0	Mo. Pac. Crossing 0.5	31.7	52.2		
	0	S.L.-S.F. Crossing 0.2	0	52.7		
	0	S.L.-S.F. Crossing 0.1	0	52.9		
8.30 AM		PITTSBURG YL		53.0	C	9.30 AM
Arrive Daily Ex. Sun.		(53.0)				Leave Daily Ex. Sun.
21 2		Average speed per hour				23.5

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
A.U. Jct. to Pittsburg	30

SPEED RESTRICTIONS - RR CROSSINGS.

RR Crossing M.P. 1.9 Gate normally across MKT track. Approach prepared to stop. If gate is normal, observe maximum speed shown.	15
RR Crossing M.P. 14.9 (Automatic Interlocking.)	20*
RR Crossing M.P. 24.8 (Automatic Interlocking.)	20*
RR Crossing M.P. 39.5 (Automatic Interlocking.)	20
RR Crossing M.P. 52.2 Stop. Rules 98, 98(A), 98(B) and 98(D).	15
RR Crossing M.P. 52.7 Stop. Rules 98, 98(A), 98(B) and 98(D).	15
RR Crossing M.P. 52.9 Stop. Rules 98, 98(A), 98(B) and 98(D).	15

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

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
A.U. Jct.	Third District

Westward trains must secure numbered clearance card at Chanute. Eastward trains must secure numbered clearance card at Pittsburg when operator on duty.

No. 77 is superior to No. 78.

No switch lights on Girard District.

AT&SF trains and engines will use KCS tracks between M.P. 50.3 (KCS M.P. 127.1) and M.P. 52.7 (KCS M.P. 129.4). Before entering KCS main track at either location, permission must be obtained from Agent-Yardmaster or Asst. Trainmaster phone number AD 1-4980. Bell phone located in box near M.P. 50.3 and in Santa Fe depot at Pittsburg.

Trains or engines must proceed at restricted speed on KCS main tracks; speed limit 10 MPH on all other KCS tracks and through all turnouts including turnouts at M.P. 50.3 (KCS M.P. 127.1) and M.P. 52.7 (KCS M.P. 129.4).

Normal position junction switches at M.P. 50.3 and M.P. 52.7 is for KCS.

10 EASTERN DIVISION ATCHISON DISTRICT

WEST- WARD ↓	Siding Capacity 50 ft. Per Car	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			No. 19 June 1, 1970					
	Feet Per Mile		STATIONS		Feet Per Mile			
	0		TERMINAL YARD ^{YL}		0	498.4	T Y C	
	0		0.5 M.K. JCT.		0	498.9		
	17.8		19.9 TERMINAL JCT.		17.4	499.0		
	34.3		BN Crossing Mo. Pac. Crossing		0	518.9		
	25.6		0.6 ATCHISON ^{YL}		0	0.5	C	
	58.6		5.3 Mo. Pac. Crossing		0	1.1		
	24.8		4.3 PARNELL		50.9	6.4		
	68.9		6.1 CUMMINGS		0	10.7		
15	0		9.9 NORTONVILLE		64.3	16.8	C	
34	69.9		8.2 VALLEY FALLS		64.0	26.7	C	
	62.4		4.5 ROCK CREEK		63.4	34.9		
	63.4		10.1 MERIDEN		59.3	39.4		
	33.4		1.1 U.P. Crossing ^{YL}		0	49.5		
			TOPEKA ^{YL}			50.6	Y C R	
			(71.2)					

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

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

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 M.P. 0 Atchison be governed by C.R.I.&P. time table and operating rules. In addition to A.T.&S.F. clearance card at Terminal Yard, secure C.R.I.&P. clearance at C.R.I.&P. Yard Office. At Atchison secure C.R.I.&P. clearance at A.T.&S.F. Freight Station.

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

Bulletin instructions govern movement over Mo. River Bridge, Atchison.

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 and Mo. Pac. Crossing 0.6 mile west of Atchison.

Trains or engines using Mo. Pac. main track to old 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 old 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.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Atchison to Topeka	35
SPEED RESTRICTION - CURVES AND RR CROSSINGS	
RR Crossing M.P. 518.9 Gate normally across BN track. When gate is normal observe maximum speed shown.	10
RR Crossing M.P. 518.9 Stop. Rules 98, 98 (A), 98 (B), 98 (C) and 98 (D).	10
RR Crossing M.P. 1.1 Stop. Rules 98, 98 (A), 98 (B) and 98 (D).	10
RR Crossing M.P. 49.5 Interlocking — If governing signal indicates stop, communicate with Union Pacific Control Station.	15
Curve, M.P. 49.5 to 49.6	15

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
M.K. Jct. Terminal Jct. 1000 ft east Mo. Riv. Br.- (Atchison) Atchison	Illinois Division CRI&P Ry. CRI&P Ry. Mo. Pac. Ry.

BALDWIN DISTRICT

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		No. 19 June 1, 1970					
	Feet Per Mile	STATIONS		Feet Per Mile			
	65.0	BALDWIN ^{YL}	10.7	64.7	15.4		
		OTTAWA ^{YL}			26.2	Y C R	
		(10.7)					

No switch lights on Baldwin District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Baldwin to Ottawa	30
Except, Curve M.P. 25.9 to 26.0	10

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Ottawa	Second District (Siding)

LEAVENWORTH DISTRICT

EASTERN DIVISION

11

WEST- WARD		TIME TABLE				EAST- WARD
↓	Ruling Grade Ascending	No. 19 June 1, 1970	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	↑
	Feet Per Mile	STATIONS	Feet Per Mile			
	21.1	WILDER 1.5 -	0			
		U.P. Crossing BONNER SPRINGS		1.5	C	
	30.1	6.0 - STONE	0	7.5		
	33.2	9.3 - LANSING	55.4	16.8		
	31.7	1.7 - WADSWORTH	10.6	18.5		
	52.8	3.5 - LEAVENWORTH YL	66.0	22.0	C	
		(22.0)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Wilder to Leavenworth	30

SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

RR Crossing M.P. 1.5 Interlocking	10
Curves, except where further restricted	20
Stone, over hard surfaced highway	15
Between viaduct east and hard surfaced highway west of Wadsworth	15
Curves between M.P. 20.7 and west end Leavenworth Yards	15

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Wilder	First District

No switch lights on Leavenworth District.

BURLINGTON DISTRICT

WEST- WARD		TIME TABLE				EAST- WARD
↓	Ruling Grade Ascending	No. 19 June 1, 1970	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	↑
	Feet Per Mile	STATIONS	Feet Per Mile			
	87.1	B.N. JCT. 7.0 -	39.6		B	
		HOMEWOOD		7.0		
	91.2	5.6 - WILLIAMSBURG	54.4	12.6		
	126.0	2.8 - SILKVILLE	146.9	15.4		
	83.4	7.4 - WAVERLY	102.1	22.8		
	105.3	5.4 - HALL'S SUMMIT	45.8	28.2		
	42.8	5.1 - SHARPE	83.0	33.3		
	92.2	8.3 - BURLINGTON	5.0	41.6		
	57.1	10.4 - GRIDLEY YL	61.0	52.0	Y	
		(52.0)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
B.N. Jct. to Gridley	20

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
B.N. Jct.	Third District

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

12 EASTERN DIVISION COFFEYVILLE DISTRICT

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 19 June 1, 1970		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓		Feet Per Mile	STATIONS				Feet Per Mile
		CHERRYVALE YL					
	50.7	8.3		50.3			
		LIBERTY			8.1	B	
	21.1	5.2		19.8	13.3		
		AVIAN			19.3		
	21.1	2.5		19.3	15.8		
		MKT Crossing					
	0	0.6		12.1			
		COFFEYVILLE YL			16.4	Y C	
	12.4	0.5		0	16.9		
		Mo. Pac. Crossing					
		(17.1)					

Trains must secure numbered clearance card before leaving Coffeyville.

No switch lights on Coffeyville District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Cherryvale to Coffeyville	30

SPEED RESTRICTION - RR CROSSINGS

RR Crossing M.P. 15.8 Gate normally across A.T.&S.F. track. Stop, open and close gate.	20
RR Crossing M.P. 16.9 Stop. Rules 98, 98(A), 98(B) and 98(D).	10

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Cherryvale	Third District

HOWARD DISTRICT

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 19 June 1, 1970		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓		Feet Per Mile	STATIONS				Feet Per Mile
		N.R. JCT. YL					
	43.1	10.1		51.7			
		OLPE			10.1		
	47.2	9.3		44.6	19.4		
		MADISON					
	41.0	6.5		28.9	25.9		
		BISBEE					
	38.2	6.2		35.5	32.1		
		HAMILTON					
	44.7	11.6		47.2	43.7		
		Mo. Pac. Crossing					
	34.3	2.9		42.0	46.6	C	
		EUREKA					
	40.7	3.5		41.7	50.1		
		SMALL					
	40.7	5.7		41.7	55.8		
		CLIMAX					
	46.9	7.1		44.8	62.9		
		SEVERY					
	32.3	5.7		41.2	68.6		
		FIAT					
	39.8	6.9		43.2	75.5	C	
		HOWARD					
	41.7	8.1		41.4	83.6	Y C	
		MOLINE YL					
		(83.6)					

No switch lights on Howard District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
N.R. Jct. to Moline	30

EXCEPT, CURVES AND RR CROSSINGS

Curve, M.P. 0.3 to N.R. Jct. Switch	15
Curve, M.P. 2.8 to 3.0	25
RR Crossing M.P. 43.7 Gate normally across AT&SF track. Stop, open and close gate.	30
RR Crossing M.P. 62.9 Gate normally across AT&SF track. Stop, open and close gate.	30
3 Curves, M.P. 75.2 to 76.3	25

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein.

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

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
N.R. Jct.	I	Turnout Howard District	15
Moline		Wye switch	10

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Moline	Fourth District

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EAST- WARD ↑
		No. 19 June 1, 1970					
	Feet Per Mile	STATIONS		Feet Per Mile			
		BURLINGAME	YL	52.8			
		8.4					
		HARVEYVILLE		0	8.4	C	
		9.6					
		ESKRIDGE		70.0	18.0	C	
		7.5					
		HESSDALE		70.2	25.5		
		8.3					
		ALMA	YL		33.8	Y	
		(33.8)					

No switch lights on Alma District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Burlingame to M.P. 32.5	20
M.P. 32.5 to Alma	15

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Burlingame	First District (Siding)

SPECIAL RULES

1. Except as otherwise provided, Eastward Trains are superior to Westward Trains of the same class.
2. REGISTER STATIONS (Rule 83)

STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains
Topeka	Originating or terminating.
Emporia-Emporia Yard	Originating or terminating either place.
Turner	Originating or terminating.
Cherryvale	Nos. 211 and 212.
Moline	Originating or terminating.
Wellington-Wellington Yard	Originating or terminating either place.

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

Emporia	Trains on which engine or train crews do not change.
Ottawa	Trains to and from Third District.
Chanute	Nos. 211 and 212.
Tulsa	Extras and Work Extras.
Winfield	Extras and Work Extras.

5. JOINT TRACK FACILITIES.

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

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

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

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

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

5. JOINT TRACK FACILITIES—(Cont'd)

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

ATCHISON—A.T.& S.F. trains will use tracks of Atchison Br. Co., Inc., from 462 ft. east of bridge to west end of bridge. Will use Mo. Pac. track between west end of bridge and 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 at Atchison and will be governed by A.T.& S.F. time table and rules.

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

FREDONIA—S.L.S.F. engines use A.T.& S.F. main track between connecting switch M.P. 152.1 and M.P. 150.0 in making interchange. A.T.& S.F. engines use S.L.S.F. main track between connecting switch and S.L.S.F. M.P. F412 plus one pole.

FRONTENAC—PITTSBURG—A.T.& S.F. trains and engines will use KCS tracks between M.P. 50.3 (KCS M.P. 127.1) and M.P. 52.7 (KCS M.P. 129.4).

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. HIGH WATER DETECTORS:

High water detectors have been placed at certain locations where high water might occur. These detectors when actuated by high water set adjacent block signals in stop position. Under such conditions trains must not cross bridges or pass through other areas so protected until a thorough examination has been made to determine track is safe for passage of trains and, in addition, must observe the requirements of Rule 320 or 321. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

High water detectors located at:

First District:
M.P. 3
M.P. 62.9

HOT BOX AND DRAGGING EQUIPMENT DETECTORS:

Second District:

M.P. 41.3 between Edgerton and Wellsville. Locators for westward trains at M.P. 43.5 and for eastward trains at M.P. 39.0 and X39.2.
M.P. 70.5 between Pomona and Quenemo. Locators for westward trains at M.P. 73.4 and for eastward trains at M.P. 67.4.

When overheated journal or dragging equipment is detected horizontal rotating white lights will be activated at both detector and locator locations. When rotating white light is observed, train must be stopped immediately and inspection made in accordance with instructions in Operating Bulletin Book.

SLIDE DETECTOR FENCES:

Slide detector fences placed in certain areas which will cause adjacent signals to be in stop position if fence circuit is broken. Slide detector fences located at:

First District:

Between M.P. 7.8 and M.P. 8.0
Between M.P. 8.1 and M.P. 8.4
Between M.P. 8.5 and M.P. 8.7
Between M.P. 36.9 and M.P. 37.2
Between M.P. 43.1 and M.P. 43.3

Second District:

Between M.P. 20.4 and M.P. 20.6

14. MAXIMUM SPEED OF ENGINES.

MILES PER HOUR

	Forward MPH	Light Forward MPH	Backing Or When not Controlled From Leading Unit MPH	Dead In Train MPH
Diesels				
16-48, 84, 300-314, 325-344	90	90	45	90
5590-5614, 5900-5939 (1900), 5940-5948 (100), 7900-7909 (350), 8000-8005 (400), 8500-8524	90	90	*45	90
3100-3174 (1100), 3300-3460 (1300), 3500-3560, 5000-5019 (1700), 5500-5589 (1800), 5615-5624, 6300-6348	80	80	*45	80
200-289	70	70	45	70
2649, 2650-2899, 2900-2951 (700), 3200-3284 (1200), 4000-4019, 4500-4579 (900), 6600-6615 (1600), 7500-7519, 9110-9160 (2100), 9800-9849 (800)	70	70	*45	70
500-564, 625-633, 650-653, 1500-1537, 2207-2298, 2303-2399, 2403-2441	45	45	45	45

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

15. MOVEMENTS OVER SUBMERGED TRACKS

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 (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines:			
84, 6300-6348, 6600-6615 (1600), 7500-7519, 7900-7909 (350), 8000-8005 (400), 8500-8524, 9110-9160 (2100), 9800-9849 (800)	3	5	5
650-653, 2310-2321,	4	5	5
16-48, 200-344, 500-564, 625-633, 1500-1537, 2207-2298, 2303-2304, 2322-2399, 2403-2441, 2649, 2650-2899, 2900-2951 (700), 3100-3174 (1100), 3200-3284 (1200), 3300-3460 (1300), 3500-3560, 4000-4019, 4500-4579 (900), 5000-5019 (1700), 5500-5589 (1800), 5590-5624, 5900-5939 (1900), 5940-5948 (100)	5	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

17. DERRICKS, CRANES, SCALE TEST CARS.

Derricks, cranes, pile drivers, spreaders and similar machinery moving on their own running gear, and scale test cars, must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

DISTRICT	Wrecking Derricks MPH	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 Derrick AT-199720 and Jordan Spreaders MPH	Other Machines including Derrick AT-199775 MPH
First, Second, and Third.	40	45	30
Atchison, Girard, Leavenworth, Coffeyville, Baldwin, Fourth and Howard	24	24	24
Burlington and Alma	20	20	20

Pile Drivers and Derricks AT-199720 and AT-199775 must be handled in trains next to engine.

Scale Test Cars AT-199913, AT-199914 and AT-199915 must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

19. YARD LIMITS

Alma	Emporia	and Howard
Atchison	Fredonia	Dists. only)
A.U. Jct.	Frontenac	Ottawa (Baldwin
Baldwin Dist.	Garnett	and Third Dists.
Bartlesville (Ex-	Gridley	only)
tends M.P. 40.3	Humboldt	Pauline
to M.P. 43.1)	Independence	Pittsburg
Burlingame (Alma	Iola	Terminal Yard
District only)	Lawrence (Includes	Topeka
Caney	Noria M.P. 22.5	Tulsa Yard (in-
Chanute	to M.P. 28.9)	cludes Mohawk)
Cherryvale	Leavenworth	Wellington (East-
Coffeyville	Moline	ern Division only)
Dewey	N.R. Jct. (First	Winfield

20. BULLETIN BOOKS

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

21. STANDARD CLOCKS

Argentine	Yard and Roundhouse Offices
Topeka	Yard Office
Lawrence	Baggage Room
Turner	Yard Office
Kansas City	Union Station Telegraph Office
Emporia	Telegraph, Yard, Freight and Roundhouse Offices
Ottawa	Telegraph Office
Terminal Yard	Yard Office
Atchison	Station
Chanute	Telegraph and Roundhouse Offices
Bartlesville	Yard Office
Tulsa Yard	Yard Office
Tulsa	Passenger Station
Winfield	Yard Office
Wellington	Telegraph, Yard and Roundhouse Offices
Coffeyville	Station

23. OVERHEAD OBSTRUCTIONS (Rule 761)

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

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

Mile Post	Name
SECOND DISTRICT	
34.4	Highway Viaduct
45.1	Highway Viaduct
57.0	Signal Bridge
69.0	Marais des Cygnes River
71.3	Marais des Cygnes River
79.7	Highway Viaduct
79.8	Highway Viaduct
92.5	Highway Viaduct
102.9	Neosho River
ATCHISON DISTRICT	
0.2	Atchison, Highway Viaduct
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.

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term 'beyond' refers to regular, flag or conditional Stops authorized

TRAIN	STOPS at STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
17	Emporia	Albuquerque and beyond	
	Hutchinson	Albuquerque and beyond	Kansas City and beyond
18	Hutchinson	Kansas City and beyond	Albuquerque and beyond
	Emporia		Albuquerque and beyond
23	Kansas City to Holliday	Points between Kansas City and Emporia, and beyond Newton	Points between Kansas City to Holliday
	Osage City	Newton and beyond	Kansas City and beyond
	Emporia to Newton	Points beyond Newton	Kansas City to Emporia
	Newton to Dodge City	La Junta and beyond	Newton and beyond
24	Dodge City to Hutchinson	Newton and beyond	La Junta and beyond
	Newton to Emporia	Points between Newton and Emporia, Kansas City and beyond	Points west of Emporia
	Osage City	Kansas City and beyond	Newton 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.

**SURGEONS OF THE A.T.&S.F. EMPLOYEES'
BENEFIT ASSOCIATION**

DR. R. M. BROOKER, CHIEF SURGEON Topeka

LOCAL SURGEONS

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

LOCAL SURGEONS—(Cont'd)

LOCATION	DOCTORS
Lawrence	G. E. MANAHAN
Leavenworth	G. R. COMBS
"	P. S. COMBS
Leawood	G. O. HARPSTER
Lebo	KENNETH HUNTER
Lyndon	NILES STOUT
Madison	FRED LOSE
Mission	W. L. GOOD
Nortonville	W. A. MADISON
Olathe	W. E. MCCANN
Osage City	H. J. WILLIAMS
Ottawa	R. A. GOLLIER
"	D. C. HADLEY
Overland Park	SIDNEY W. WANG
Pittsburg	D. B. MCKEE
"	P. B. LEFFLER
St. Joseph	R. W. KIEBER
"	S. E. SENOR
"	J. H. RYAN
Tulsa	C. S. SUMMERS
"	C. E. WOODARD
"	R. A. MCGILL
"	C. BATE
"	K. B. CRAIG
Valley Falls	CALVIN A. PYLE
Walnut	E. C. BRYAN
Wellington	W. M. COLE
"	J. L. MCGOVERN
"	J. L. DIACON
Wellsville	N. E. NAYLOR
Winfield	R. B. WHITE
"	M. W. WELLS
"	L. R. KAUFMAN

EYE, EAR, NOSE AND THROAT SPECIALISTS

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