

D. D. DIDIER, Trainmaster ..... Emporia, Kansas  
 D. E. MADER, Trainmaster ..... Emporia, Kansas  
 L. S. LAWRENCE, Trainmaster, RFOE ..... Chanute, Kansas  
 C. E. BAXTER, Road Foreman of Engines ..... Argentine, Kans.  
 R. T. POLLEY, Chief Dispatcher ..... Emporia, Kansas  
 L. A. ORMSBY, Asst. Chief Dispatcher ..... Emporia, Kansas  
 A. E. JUDD, Asst. Chief Dispatcher ..... Emporia, Kansas

**TRAIN DISPATCHERS—EMPORIA, KANSAS**

F. B. HOSTETTER	D. E. HAMMAN
W. K. GAGE	J. A. FACKLAM
C. W. McCOY	R. L. SMITH
D. L. SEXTON	S. E. QUINTANA
D. W. McALISTER	R. TURNER
D. W. MILLER	C. I. WALKER

J. A. CARRIER, Asst. Superintendent ..... Argentine, Kans.  
 D. W. TEEL, Asst. Superintendent ..... Argentine, Kans.  
 H. L. ROGERS, Asst. Superintendent ..... 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.  
 N. WELLS, 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"/>	<b>SAFE COUPLING SPEED</b>
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**

**EASTERN DIVISION**

**TIME TABLE No.**

**21**

**IN EFFECT**

**Monday, July 12, 1971**

**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

Siding Capacity 50 ft. Per Car	WESTWARD		Ruling Grade Ascending	TIME TABLE No. 21 July 12, 1971	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD	
	First Class							First Class	
	17	15						16	18
	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily
	AM 2.10	AM 1.00	0	<b>KANSAS CITY</b> Union Station			C	AM 1.50	AM 5.20
	2.14	1.04	0	1.4 SANTA FE JCT.	47.8	1.7	Y	1.27	5.08
			18.8	2.2 A.Y. TOWER	24.2	3.9	CR		
			10.4	0.9 ARGENTINE	0	4.8	YR		
	2.20	1.12	4.2	2.3 <b>TURNER</b>	0	7.1	CR	1.21	5.02
			4.2	3.2 MORRIS	9.7	10.3	C		
	2.26	1.18 AM	22.3	3.1 HOLLIDAY	7.8	13.4		1.15 AM	4.56
			28.2	2.8 ZARAH	0	16.2			
			31.7	2.9 CRAIG	0	19.1	B		
136	2.40		21.1	6.8 OLATHE	0	25.9	CR		4.44
		Via First District	21.1	5.1 CLARE	21.1	31.0		Via First District	
			20.4	3.6 GARDNER	18.7	34.6	CY		
			21.1	5.2 EDGERTON	21.1	39.8			
			21.1	5.7 WELLSVILLE	21.1	45.5	CR		
			0	4.4 LE LOUP	21.1	49.9	B		
381	3.08		21.1	7.2 OTTAWA	21.1	57.1	YR		4.17
			12.0	2.8 Mo. Pac. Crossing	17.2	59.9			
			21.1	7.6 POMONA	15.8	67.5	B		
			5.1	4.3 QUENEMO	0	71.8	B		
			17.1	7.8 MELVERN	9.3	79.6	B		
			54.4	6.7 OLIVET	11.1	86.2	B		
			0	1.4 RIDGETON	16.8	87.6	B		
			21.1	6.2 LEBO	21.1	93.8	C		
			18.1	7.8 Neosho Rapids	21.1	101.6	B		
			5.4	5.5 WIGGAM	15.3	107.1			
			21.1	4.2 N.R. JCT.	0	111.3	Y		3.34
	3.55		5.3	1.1 <b>EMPORIA</b> YL	15.8	112.1	TR		3.30 AM
	s 4.00 AM								
	Arrive Daily	Arrive Daily		(112.2)				Leave Daily	Leave Daily
	61.2	43.7		Average speed per hour				22.5	61.2

**RULE 251 IN EFFECT:**

Constitution Street (MP 111.9) Emporia to Emporia.

**RULE 261 IN EFFECT:**

On Main tracks Santa Fe Jct. to Constitution Street (MP 111.9) Emporia.

On siding Ottawa.

Trains originating at Kansas City Union Station, Turner 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.

At Argentine, running track (formerly called auxiliary main) between AY Tower interlocking and Turner interlocking is signalled in both directions and Rule 261 in effect. Maximum authorized speed 30 MPH. Authority to enter this track through

a hand throw switch must be obtained from operator at AY Tower.

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.

At Emporia, auxiliary tracks located at MP 111.3 (Kansas Soya) and at MP 111.6 (KP&L team track) are not to be used for meeting or passing of trains.

Between Kansas City Union Station and Santa Fe Jct. be governed by Kansas City Terminal Railway Company Operating Rules.

## SECOND DISTRICT

## EASTERN DIVISION 3

### MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Frt.
Kansas City (Union Station) to Santa Fe Jct.	30	30
Santa Fe Jct. to Turner	50	50
Turner 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 Nos. 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
N.R. Jct. to Constitution St. (M.P. 111.9) Emporia, Main Track No. 3	40	40
Constitution St. (M.P. 111.9) Emporia to Merrick, Yard Track No. 3	40	40

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
Curve, M.P. 1.7	15
Curves, M.P. 2.0 to 7.1	50
Curves, M.P. 7.1 to 7.8 Track No. 1	60
M.P. 13.4 to 14.4 Track No. 3 only	40
Curves, M.P. 14.0 to 25.0	75
Curve, M.P. 26.7 to 27.2	75
Curve, M.P. 28.1 to 28.9	70
Curve, M.P. 29.4 to 29.6	70
2 Curves, M.P. 30.4 to 31.4	60
2 Curves, M.P. 34.5 to 35.1 Track No. 1 only	50
Curve, M.P. 38.5 to 39.1 Track No. 1 only	65
Curve, M.P. 39.5 to 39.8 Track No. 2 only	70
Curve, M.P. 39.6 to 40.0 Track No. 1 only	60
Curve, M.P. 43.4 to 43.9	80
Curve, M.P. 49.3 to 49.6	70
Curve, M.P. 57.2 to 57.5	70
RR Crossing, M.P. 59.9 (Auto. Interlocking)	50
2 Curves, M.P. 70.8 to 71.6	80
Curve, M.P. 77.5 to 77.9	80
Curve, M.P. 79.6 to 79.9 Track No. 2	50
Track No. 1	70
Curve, M.P. 83.4 to 83.6 Track No. 2 only	55
Curve, M.P. 84.4 to 84.6 Track No. 2 only	70
Curve, M.P. 85.7 to 86.0 Track No. 2 only	60
2 Curves, M.P. 84.3 to 86.0 Track No. 1 only	70
Curve, M.P. 92.9 to 93.3	80
4 Curves, M.P. 98.0 to 101.4	60

### 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
Santa Fe Jct.	I	Second crossover west of Santa Fe Jct.	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
	I	Turnout Main Track No. 1 to Hump Lead (M.P. 8.3)	40
Morris	I	Crossovers M.P. 11	40
Holliday	I	Crossover 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
	I	Crossover between Main Track No. 2 and siding	40
M.P. 76	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

Siding Capacity 50 ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	First Class		No. 21 July 12, 1971						First Class
	<b>15</b>								<b>16</b>
	Leave Daily	Feet Per Mile	STATIONS			Feet Per Mile			Arrive Daily
	<b>AM 1.18</b>	6.4	HOLLIDAY 3.8			0			<b>AM 1.15</b>
43	1.21	0	WILDER 7.4			8.9	3.7	B	1.12
107	1.29	10.6	DE SOTO 8.0			10.6	11.1	C	1.06
49	1.38	0	EUDORA 4.1			0	19.1	B	1.00
	1.42	9.2	NORIA YL 3.3			0	23.2		12.55
130	1.46	10.6	LAWRENCE YL 5.1			10.6	26.5	Y CR	12.50
50	1.51	0	LAKE VIEW 5.8			0	31.6		12.40
52	1.56	10.6	LECOMPTON 8.6			21.1	37.4	B	12.34
125	2.03	7.0	TECUMSEH 6.6			0	46.0	B	12.26
41	2.25	26.4	A.T.&S.F. Crossing <b>TOPEKA</b> YL 6.5			0	52.6 50.6	Y C R	12.20
49	2.33	40.9	PAULINE YL 5.4			49.5	57.3	C	12.02 AM
30	2.38	52.8	WAKARUSA 5.1			50.7	62.7	B	11.57
44	2.43	52.8	CARBONDALE 3.8			44.2	67.8	B	11.51
60	2.46	45.0	SCRANTON 5.3			52.8	71.6	B	11.47
68	2.51	52.8	BURLINGAME 7.9			51.6	76.9	Y C	11.42
		10.8	Mo. Pac. Crossing 0.3			0	84.8		
100	2.57	52.8	OSAGE CITY 5.3			42.1	85.1	C	11.32
73	3.02	35.7	BARCLAY 6.1			51.1	90.4	B	11.27
80	3.07	52.8	READING 8.2			39.0	96.5	B	11.21
49	3.14	49.8	LANG 6.2			57.8	104.8	B	11.14
	3.19	5.3	N.R. JCT. YL 1.1			15.8	111.0	Y	11.08
	<b>3.35 AM</b>		<b>EMPORIA</b> YL } 3 Tracks				112.1	T CR	<b>11.05 PM</b>
	Arrive Daily		(113.9)						Leave Daily
	49.9		Average speed per hour						52.6

**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.

Mile post signs 51 and 52 west of station Topeka designated as 51W and 52W.

# FIRST DISTRICT

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Holiday 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 76.3	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
Holiday	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
Dupont Cellophane Plant (spur)	M.P. 46.0	100 Cars
Nationwide Warehouse (spur)	M.P. 54.5	10 Cars
Seymour Industrial (spur)	M.P. 55.6	25 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.

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 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.

WEST- WARD	Siding Capacity 50 ft. Per Car	Ruling Grade Ascending	TIME TABLE No. 21 July 12, 1971	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓	Feet Per Mile	Feet Per Mile	STATIONS	Feet Per Mile			↑
	66	17.5	<b>OTTAWA</b> YL		57.1	Y CR	
		17.5	1.3		34.4		
		37.0	Mo. Pac. Crossing		35.6		
	70	26.8	3.8		16.6		
		26.8	B.N. JCT.		62.2	B	
	57	29.3	5.0		24.1	67.2	B
		29.3	PRINCETON		37.0	73.3	B
	68	42.2	6.2		0.1	29.9	
		42.2	RICHMOND		37.0	82.7	
		0	Mo. Pac. Crossing		37.0	82.8	C
	48	37.0	0.1		37.0	91.0	B
		37.0	GARNETT		33.4	99.1	CR
	71	37.0	8.2		37.0	109.4	
		37.0	WELDA		11.5	109.7	C
	97	20.2	8.1		37.0	117.4	C
		20.2	COLONY		37.0	125.7	
		0	Mo. Pac. Crossing		0	126.5	CR
	92	37.0	0.3		37.0	127.6	TY
		37.0	IOLA		19.9	133.2	B
		37.0	7.7		47.5	140.0	B
	82	37.0	HUMBOLDT		37.0	147.6	B
		37.0	8.3		0	155.6	
		37.0	M.K.T. Crossing		79.8	155.8	YC
		37.0	0.8		0	165.5	YC
		31.1	CHANUTE		37.0	0.5	
		31.1	1.1		37.0	7.4	
		33.3	AU JCT.		37.0	16.1	
	77	37.0	5.6		0	21.3	
		37.0	EARLTON		26.4	22.1	YC
		37.0	6.8		37.0	30.0	
		0	THAYER		37.0	36.9	B
	77	26.0	7.5		23.5	37.6	
		26.0	MOREHEAD		22.5	40.8	YC
		29.0	8.0		0	41.3	
		29.0	SL-SF Crossing		29.7	52.5	B
		29.0	0.2		37.0	58.6	
		79.8	CHERRYVALE		37.0	64.8	B
		79.8	9.7		37.0	71.6	C
		0	INDEPENDENCE		36.4	79.2	YB
		0	0.7		0	85.8	
		37.0	Mo. Pac. Crossing		0	90.1	YR
	52	37.0	6.9		0	90.2	
		37.0	BOLTON		0	90.4	
		37.0	8.7		0	90.5	CR
		37.0	HAVANA		0		
		0	5.2		0		
		0	Mo. Pac. Crossing		0		
	52	37.0	0.8		0		
		37.0	CANNEY		0		
		37.0	7.9		0		
		17.3	COPAN		0		
		17.3	6.9		0		
		0	DEWEY		0		
		0	0.7		0		
		21.5	DY JCT.		0		
		21.5	3.2		0		
		25.4	BARTLESVILLE		0		
		25.4	0.5		0		
		37.0	BE JCT.		0		
		37.0	11.2		0		
	52	28.8	OCHELATA		0		
		28.8	6.1		0		
		28.3	RAMONA		0		
		28.3	6.2		0		
	51	22.7	VERA		0		
		22.7	6.8		0		
		35	COLLINSVILLE		0		
		35	7.5		0		
		35.3	OWASSO		0		
		35.3	6.6		0		
		37.0	MOHAWK		0		
		37.0	4.4		0		
		0	TULSA YARD		0		
		0	0.1		0		
		0	SL-SF, MKT., and MV Crossings		0		
		0	0.1		0		
		0	MV Crossing		0		
		0	0.1		0		
		0	TULSA		0		
		0	90.5		0		
		0	CR		0		
		0	(198.9)		0		

AUTOMATIC BLOCK SYSTEM

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.

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

STATION	TYPE	SWITCHES AND TURNOUTS	MPH
Ottawa	I	Turnout Third Dist. to Second Dist.	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
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
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
Port of Catoosa Spur .....	M.P. 79.6	7.3 mi.
(Rule 105 Governs)		
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

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. 21 July 12, 1971					
	Feet Per Mile		STATIONS		Feet Per Mile			
			A. U. JCT.	YL		127.7	T Y	
			7.1		40.9			
			VILAS			134.8		
32			4.2		42.2			
			REST			139.0		
	0		5.0		42.2			
	0		BENEDICT			144.0	B	
	0		0.2		25.2			
	0		Mo. Pac. Crossing			144.2		
			8.2		26.4			
71			FREDONIA	YL		152.4	C R	
	42.2		S.L.-S.F. Crossing					
			7.6		24.1			
	42.2		BUXTON			160.0	B	
			5.3		42.2			
	42.2		UPOLA			165.3		
			5.7		42.2			
39			LONGTON			171.0	B	
	37.8		5.8		37.0			
74			ELK FALLS			189.9	B	
	40.1		6.7		12.0			
		ABS	MOLINE	YL		202.4	Y C	
	52.8			8.4		44.9		
			GRENOLA			210.8		
	83.8		6.4		37.0			
	0		GRAND SUMMIT			217.2		
			8.3		37.0			
	39		CAMBRIDGE			225.5	C	
			5.3		37.0			
	66		BURDEN			230.8	C	
			7.9		51.7			
	46		NEW SALEM			238.7		
			8.4		37.0			
	0		WINFIELD	YL		247.1	R	
			0.1		0			
	0		SL-SF Crossing			247.2		
			0.9		0			
	52.8		WN JCT.	YL		248.1	Y	
			5.3		37.0			
	26.4		KELLOGG			253.4		
			3.5		37.0			
	37.0		OXFORD			256.9	C	
			5.7		37.0			
	52.8		DALTON			262.6	B	
			7.0		37.0			
		TCS	WELLINGTON	YL		288.9	T Y C R	

(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
RR Crossing M.P. 144.2 (Automatic Interlocking)	20*
RR Crossing M.P. 152.4 Gate normally across AT&SF track. Stop, open and close gate.	30
Curve, M.P. 192.3 to 192.7	35
2 Curves, M.P. 194.9 to 195.5	35
Curve, M.P. 200.2 to 200.5	35
2 Curves, M.P. 204.8 to 205.7	35
8 Curves, M.P. 213.1 to 215.9	35
6 Curves, M.P. 227.1 to 228.4	30
Curve, M.P. 238.1 to 238.2	35
Curve, M.P. 241.4 to 241.5	35
Curve, M.P. 242.6 to 243.0	40
Curve, M.P. 245.6 to 245.9	35
RR Crossing M.P. 247.2 Stop. Rules 98, 98(A), 98(B), and 98(D).	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
Spur	M.P. 160.0	4 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 ↓	Rolling Grade Ascending	TIME TABLE  NO. 21  July 12, 1971	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
Feet Per Mile	STATIONS		Feet Per Mile			
0		A. U. JCT. YL 1.9	31.4		Y-F	
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		
20.5		ERIE 0.5	0	14.4	C	
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		
48.0		GIRARD 9.4	42.2	39.7	C	
0		FRONTENAC YL 3.1	37.0	49.1		
0		Mo. Pac. Crossing } 0.5	31.7	52.2	KCS R.Y.	
0		S.L.-S.F. Crossing } 0.2	0	52.7		
0		S.L.-S.F. Crossing 0.1	0	52.9		
		PITTSBURG YL		53.0	C	
		(53.0)				

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
A.U. Jct. to Pittsburg	30
<b>SPEED RESTRICTIONS - RR CROSSINGS.</b>	
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

Rule 99(D) in effect A. U. Jct. to Frontenac.

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. 21 July 12, 1971					
	Feet Per Mile		STATIONS		Feet Per Mile			
	0		<b>TERMINAL YARD</b> YL 0.5		0	498.4	T Y C	
	0		M.K. JCT. 0.1		0	498.9		
	17.8		<b>TERMINAL JCT.</b> YL 19.9		17.4	499.0		
			BN Crossing Mo. Pac. Crossing	R.I. Ry. YL				
	34.3		0.6		0	518.9		
	25.6		<b>ATCHISON</b> YL 0.6		0	0.5	C	
	58.6		Mo. Pac. Crossing 5.3		0	1.1		
	24.8		<b>PARNELL</b> 4.3		50.9	6.4		
	68.9		<b>CUMMINGS</b> 6.1		0	10.7		
15	0		<b>NORTONVILLE</b> 9.9		64.3	16.8	C	
34	69.9		<b>VALLEY FALLS</b> 8.2		64.0	26.7	C	
	62.4		<b>ROCK CREEK</b> 4.5		63.4	34.9		
	63.4		<b>MERIDEN</b> 10.1		59.3	39.4		
	33.4		U.P. Crossing 1.1	YL	0	49.5		
			<b>TOPEKA</b> YL (71.2)			50.6	Y C R	

Rule 99(D) in effect Atchison to Topeka.

**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	30

**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. 21 July 12, 1971					
	Feet Per Mile		STATIONS		Feet Per Mile		
	65.0		<b>BALDWIN</b> YL 10.7		64.7	15.4	
			<b>OTTAWA</b> YL (10.7)			26.2	Y C R

No switch lights on Baldwin District.

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

	MPH
Baldwin to Ottawa	15
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		<b>TIME TABLE</b> NO. 21 July 12, 1971				EAST- WARD
↓	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	↑
	Feet Per Mile	<b>STATIONS</b>	Feet Per Mile			
	21.1	WILDER 1.5	0			
		U.P. Crossing				
	30.1	BONNER SPRINGS 6.0	0	1.5	C	
	33.2	STONE 9.3	55.4	7.5		
	31.7	LANSING 1.7	10.6	16.8		
	52.8	WADSWORTH 3.5	66.0	18.5		
		<b>LEAVENWORTH YL</b>		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		<b>TIME TABLE</b> NO. 21 July 12, 1971				EAST- WARD
↓	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	↑
	Feet Per Mile	<b>STATIONS</b>	Feet Per Mile			
	87.1	B.N. JCT. 7.0	39.6		B	
	91.2	HOMEWOOD 5.6	54.4	7.0		
	126.0	WILLIAMSBURG 2.8	146.9	12.6		
	83.4	SILKVILLE 7.4	146.9	16.4		
	105.3	WAVERLY 5.4	102.1	22.8		
	42.8	HALL'S SUMMIT 5.1	45.8	28.2		
	92.2	SHARPE 8.3	83.0	33.3		
	57.1	BURLINGTON 10.4	5.0	41.6		
		GRIDLEY YL		52.0		
		(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

Rule 99(D) in effect.

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.

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 21 July 12, 1971	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓						↑
Feet Per Mile	STATIONS		Feet Per Mile			
50.7	CHERRYVALE YL	8.3	50.3			Y C
21.1	LIBERTY	5.2	19.8	8.1		B
21.1	AVIAN	2.5	19.3	13.3		
0	MKT Crossing	0.6	12.1	15.8		
12.4	COFFEYVILLE YL	0.5	0	16.4		Y C
	Mo. Pac. Crossing			16.9		
	(17.1)					

Rule 99 (D) in effect.

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. 21 July 12, 1971	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓						↑
Feet Per Mile	STATIONS		Feet Per Mile			
43.1	N.R. JCT. YL	10.1	51.7			Y
47.2	OLPE	9.3	44.6	10.1		
41.0	MADISON	12.7	35.5	19.4		
44.7	HAMILTON	11.6	47.2	32.1		
34.3	Mo. Pac. Crossing	2.9	42.0	43.7		
40.7	EUREKA	3.5	41.7	46.6		C
40.7	SMALL	5.7	41.7	50.1		
46.9	CLIMAX	7.1	44.8	55.8		
32.3	SVERY	5.7	41.2	62.9		
39.8	S.L.-S.F. Crossing	6.9	43.2	68.6		
41.7	FIAT	8.1	41.4	75.5		C
	HOWARD	8.1		83.6		Y C
	MOLINE YL					
	(83.6)					

Rule 99 (D) in effect.

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 Wyes	EAST- WARD
↓		No. 21 July 12, 1971				↑
	Feet Per Mile	STATIONS	Feet Per Mile			
	58.1	BURLINGAME YL 8.4	52.8			Y C
	58.1	HARVEYVILLE 9.6	0	8.4		C
	58.1	ESKRIDGE 7.5	70.0	18.0		C
	52.8	HESSDALE 8.3	70.2	25.5		
		ALMA YL (33.8)		33.8		Y

## 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)

Rule 99 (D) in effect.  
No switch lights on Alma District.

## SPECIAL RULES

- Except as otherwise provided, Eastward Trains are superior to Westward Trains of the same class.
- 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.
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.
Tulsa	Extras and Work Extras.
Winfield	Extras and Work Extras.

## 5. JOINT TRACK FACILITIES.

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

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.

Diesels	Forward or Dead In Train MPH	Backing or When not Controlled From Leading Unit MPH
300LABC-314LABC, 315AB-321AB	90	45
5920-5948	79	45
16C-47A, 200-289, 325-344, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5614, 5615-5624, 5900-5919, 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 9122-9149, 9800-9849	70	45
500-564, 652-653, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450	45	45

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:

	Maximum Depth Above Top of Rail (Inches)	Maximum Speed (MPH)
6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 9122-9148, 9800-9849	3	5
652-653	4	5
16C-47A, 200-289, 300-321, 325-344, 500-564, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5624, 5900-5939, 5940-5948	5	5
Passenger Cars: Roller Bearings	8	5
Friction Bearings	12	5

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-199454 AT-199455 AT-199457 AT-199458 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, Fourth and Howard	24	24	24
Burlington and Alma	20	20	20

Derricks AT 199720 and AT 199775, and pile drivers must be handled in trains next to engine.

Santa Fe scale test cars AT 199913, AT 199914 and AT 199915, and all foreign line scale test cars must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

**19. YARD LIMITS**

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

**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	Ticket Office
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
<b>FIRST DISTRICT</b>	
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
<b>SECOND DISTRICT</b>	
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
<b>ATCHISON DISTRICT</b>	
0.2	Atchison, Highway Viaduct
48.9	Soldier Creek
50.4	Topeka Pedestrian Viaduct
<b>LEAVENWORTH DISTRICT</b>	
20.7	Highway Viaduct
	Highway Viaduct, Grant Avenue over U.P. Spur to Ft. Leavenworth
<b>ALMA DISTRICT</b>	
33.5	Mill Creek
<b>BURLINGTON DISTRICT</b>	
41.1	Neosho River
<b>HOWARD DISTRICT</b>	
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.

**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
"	L. E. HART
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	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
Coffeyville	A. E. MARTIN
"	A. E. MARTIN, JR.
"	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

Emporia	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
"	E. 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
"	PAUL D. ADAMS
Ottawa	R. A. GOLLIER
"	R. A. GOLLIER II
"	D. C. HADLEY
"	DAVID G. LAURY

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	J. L. DUCEY
Winfield	R. B. WHITE
"	M. W. WELLS
"	L. R. KAUFMAN

EYE, EAR, NOSE AND THROAT SPECIALISTS

LOCATION	DOCTORS
Atchison	F. I. STUART (EENT)
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. FISCHKE (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)
Lawrence	G. D. GWINNER (Eye Only)
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)
Tulsa	D. THOMAS (Eye Only)

CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS  
WESTWARD

		308	195	317	305	309	318	314	307	304	198	325	324	119	328
		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Argentine	Lv.	600	830	1000	1000	200	300	400	500	530	540	630	900	1100	1159
Emporia	Lv.	900	1100	100	105	420	530	700	800	825	725	1000	1215	110	215
		AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

EASTWARD

		803	511	403	843	943	473	801	901	591	703	413	891	813	741
		AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM
Emporia	Lv.	1225	215	245	340	455	500	555	655	845	1201	1230	430	510	950
Argentine	Ar.	230	630	645	600	700	800	800	900	1100	400	400	615	730	100
		AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	AM

Note: The above schedules are shown for information only and confer no time table authority.