

**EASTERN DIVISION**

R. D. MARTIN, Trainmaster ..... Emporia  
 C. HUDIBURGH, Trainmaster ..... Emporia  
 L. S. LAWRENCE, Trainmaster-RFofE ..... Chanute  
 C. E. BAXTER, Road Foreman of Engines ..... Argentine  
 R. T. POLLEY, Chief Dispatcher ..... Emporia  
 C. W. McCOY, Asst. Chief Dispatcher ..... Emporia  
 D. E. HAMMAN, Asst. Chief Dispatcher ..... Emporia  
 D. W. MILLER, Asst. Chief Dispatcher ..... Emporia

**KANSAS CITY DIVISION**

D. W. TEEL, Asst. Superintendent ..... Argentine  
 J. A. CARRIER, Asst. Superintendent ..... Argentine  
 H. L. ROGERS, Asst. Superintendent ..... Argentine  
 A. A. CATRON, Trainmaster ..... Argentine  
 R. A. KURTZ, Trainmaster ..... Argentine  
 J. W. LANE, Trainmaster-RFofE-Amtrak ..... Argentine  
 B. LEVIN, Asst. Trainmaster ..... Argentine  
 L. C. LOWE, Asst. Trainmaster ..... Argentine  
 J. L. SULLIVAN, Asst. Trainmaster ..... Argentine  
 J. E. HUTCHINSON, Asst. Trainmaster ..... Argentine  
 M. B. SPEARS, Road Foreman of Engines ..... Argentine  
 M. D. SMITH, Supervisor of Air  
 Brakes-General Road Foreman of Engines ..... Argentine

**TRAIN DISPATCHERS — EMPORIA**

W. K. GAGE            J. A. FACKLAM        C. I. WALKER  
 A. E. JUDD            R. L. SMITH          D. I. STEINBRINK  
 D. L. SEXTON         S. E. QUINTANA      L. D. SMITH  
 D. W. McALISTER    R. A. TURNER

**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.**

**25**

**IN EFFECT**

**Sunday, June 10, 1973**

**At 12:01 A. M.**

**Central Standard Time**

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

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

**J. T. GROUNDWATER    D. E. MADER**  
 C. L. HOLMAN            Emporia, Kansas  
 L. L. LUTHEY            J. W. TIEHEN  
 Asst. General Managers    Argentine, Kansas  
 Topeka, Kansas            Superintendents

**2 EASTERN DIVISION**

**SECOND DISTRICT**

**RULE 261 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.

Between Santa Fe Jct. and AY Tower, two south tracks are main tracks and between AY Tower and Turner south track is a main track, upon which Rule 261 is in effect.

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.

At Argentine, running track 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.

Capacity of Sidings in Feet	WESTWARD		Ruling Grade Ascending	TIME TABLE NO. 25 June 10, 1973	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Ways	EASTWARD	
	First Class							First Class	
	3	15						16	4
	Leave Daily	Leave Daily	Feet Per Mile	<b>STATIONS</b>	Feet Per Mile			Arrive Daily	Arrive Daily
	AM 2.10	AM 1.00	0	<b>KANSAS CITY</b> Union Station	47.8		C	AM 4.20 <sup>s</sup>	AM 5.35 <sup>s</sup>
	2.14	1.04	0	SANTA FE JCT. 1.4	24.2	1.7	Y	3.57	5.23
			18.8	A.Y. TOWER 2.2	0	3.9	CR		
			10.4	A.Y. TOWER 0.9	0	4.8	YR		
	2.20	1.12	4.2	ARGENTINE 2.3	0	7.1	CR	3.51	5.17
			4.2	<b>TURNER</b> 3.2	9.7	10.3	C		
	2.26	1.18	22.3	MORRIS 3.1	7.8	13.4		3.45	5.11
		AM	28.2	HOLLIDAY 2.8	0	16.2		AM	
			31.7	ZARAH 2.9	0	19.1	B		
	2.40		21.1	CRAIG 6.8	0	25.9	CR		4.59
		Via First District	21.1	OLATHE 5.1	21.1	31.0		Via First District	
			20.4	CLARE 3.6	18.7	34.6	CR		
			21.1	GARDNER 5.2	21.1	39.8			
	19050	3.08	21.1	EDGERTON 5.7	21.1	45.5	CR		
			12.0	WELLSVILLE 4.4	21.1	49.9			
			21.1	LE LOUP 7.2	21.1	57.1	Y		4.32
			21.1	OTTAWA 2.8	17.2	59.9	CR		
			5.1	Mo. Pac. Crossing 7.6	15.8	67.5	B		
			17.1	POMONA 4.3	0	71.8	B		
			54.4	QUENEMO 7.8	9.3	79.6	B		
			21.1	MELVERN 8.1	16.8	87.6	B		
			18.1	RIDGETON 6.2	21.1	93.8	C		
			5.4	LEBO 7.8	21.1	101.6	B		
			21.1	Neosho Rapids 5.5	15.3	107.1			
	3.55		5.3	WIGGAM 4.2	0	111.3	Y		3.49
	4.00			N.R. JCT. 1.1	15.8	112.1	CR		3.45
	AM			<b>EMPORIA</b> YL					AM
	Arrive Daily	Arrive Daily		(112.2)				Leave Daily	Leave Daily
	61.2	43.7		Average speed per hour				22.5	61.2

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 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.

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	STREETS	MPH
Emporia	M.P. 110+2973 to Constitution	30
Olathe	All streets, M.P. 24.3 to M.P. 26.8	40

## 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 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

\*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 7,000 tons total 45 MPH. 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) Turner to Holliday, Main Track No. 1.
- (B) Eastward—M.P. 13.4 to M.P. 8, Main Tracks Nos. 2 & 3.

### 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	70
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

\*If governing signal indicates "STOP", after communicating with Control Station, follow instructions posted in control box.

### 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 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)	20
	I	Crossover between Main Tracks Nos. 3 and 4 (M.P. 8)	20
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
	I	Both ends siding	30
Olathe	I	Crossovers between Main Tracks	40
	I	Crossovers	50
Gardner	I	Crossovers	50
	I	Crossovers	50
Wellsville	I	Both ends siding	40
	I	Crossovers between Main Tracks	40
Ottawa	I	Crossover between Main Track No. 2 and siding	40
	I	Crossovers	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. 11 near Constitution St.	15
	S	Turnout from Track 12 to Main Track No. 3 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

Capacity of Sidings in Feet	WEST-WARD		Rating Grade Ascending	TIME TABLE			Rating Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD	
	First Class			No. 25						First Class	
	15			June 10, 1973						16	
Leave Daily	Feet Per Mile	STATIONS			Feet Per Mile		Arrive Daily				
	AM 1.18	6.4	HOLLIDAY 3.8			0		AM 3.45			
	1.21	0	WILDER 7.4			8.9	3.7 B	3.42			
5350	1.29	10.6	DESOTO 8.0			10.6	11.1 C	3.36			
2450	1.38	0	EUDORA 4.1			0	19.1 B	3.30			
	1.42	9.2	NORIA YL 3.3			0	23.2	3.25			
6500 <sup>a</sup>	1.46	10.6	LAWRENCE YL 5.1			10.6	26.5 Y CR <sup>s</sup>	3.20			
2500	1.51	0	LAKE VIEW 5.8			0	31.6	3.10			
2600	1.56	10.6	LECOMPTON 8.5			21.1	37.4 B	3.04			
6250	2.03	7.0	TECUMSEH 6.6			0	46.0 B	2.56			
2050 <sup>a</sup>	2.25	26.4	A.T.&S.F. Crossing TOPEKA YL 6.5			0	52.6 Y CR <sup>s</sup> 50.6	2.50			
2450	2.33 <sup>18</sup>	40.9	PAULINE YL 5.4			49.5	57.3 C	2.33 <sup>15</sup>			
	2.38	52.8	WAKARUSA 5.1			50.7	62.7 B	2.27			
2200	2.43	52.8	CARBONDALE 3.8			44.2	67.8 B	2.21			
3000	2.46	45.0	SCRANTON 5.3			52.8	71.6 B	2.17			
3400	2.51	52.8	BURLINGAME 7.9			51.6	76.9 Y C	2.12			
		10.8	Mo. Pac. Crossing 0.3			0	84.8				
5000	2.57	52.8	OSAGE CITY 5.3			42.1	85.1 C	2.02			
3650	3.02	35.7	BARCLAY 6.1			51.1	90.4 B	1.57			
4000	3.07	52.8	READING 8.2			39.0	96.5 B	1.51			
2450	3.14	49.8	LANG 6.2			57.8	104.8 B	1.44			
	3.19	5.3	N.R. JCT. YL 1.1			15.8	111.0 Y	1.38			
	<sup>s</sup> 3.35 AM		EMPORIA YL				112.1 T CR	1.35 AM			
	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. For train movements to First District from Holliday, Rule 321(C) is suspended.

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

Trains originating at Topeka and Lawrence must secure numbered clearance card before leaving.

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.	Frt.
Holliday to Emporia .....	90	60

## SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psg.	Frt.
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 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
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

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	STREETS	MPH
Topeka	Fourth to Tenth Streets	20
Topeka	On Freight Main Track over Seventh Street	8
Topeka	On Freight Main Track over Eighth and Tenth Streets	10
Osage City	All Streets	40
Emporia	M.P. 110+0620 to M.P. 111.9 (Whilden to Constitution)	30

## INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Wilder, former siding	M.P. 3.7	2,150
Cooperative Farm Chem. Assn. (spur)	M.P. 24.6	8,950
Industrial Spur	M.P. 28.7	9,400
Kansas Power and Light Co. (spur)	M.P. 30.3	1,800
Dupont Cellophane Plant (spur)	M.P. 46.0	5,000
Nationwide Warehouse (spur)	M.P. 54.5	500
Seymour Industrial (spur)	M.P. 55.6	1,250

## JUNCTION SWITCHES:

LOCATION	NORMAL POSITION
Wilder	First District

## RULE 261 IN EFFECT:

Ottawa to MP 57.3. (Ottawa)

DY Jct. to East Switch Bartlesville  
MP 40.3.

Trains originating at Ottawa, Chanute and Tulsa must secure numbered clearance card before leaving.

All AT&amp;SF trains must secure clearance card before leaving Bartlesville when operator on duty.

Between the following points Rule 93(A) in effect:

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

Bartlesville, east switch MP 40.3 and BE Jct.

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

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEEDS MUST NOT BE EXCEEDED.

STATION	STREETS	MPH
Ottawa	Wilson to Fifth Street Fifth to Seventeenth Sts.	20 30
Garnett	First to Seventh Streets	25
Iola	All Streets	25
Humboldt	All Streets	30
Chanute	M.P. 125.7 to M.P. 126.6 Main Street	30 10
Cherryvale	M.P. 155.6 to M.P. 156.1	20
Dewey	M.P. 37.3 to M.P. 36.8	30
Bartlesville	M.P. 40.1 to M.P. 43.8	45
Collinsville	Broadway (M.P. 71.6) and Main Street (M.P. 71.7)	25
Tulsa	M.P. 81 to Archer Avenue Lansing Street	25 10

WEST-  
WARDCapacity of  
Sidings in FeetRuling Grade  
AscendingFeet  
Per  
Mile

## TIME TABLE

No. 25

June 10, 1973

Ruling Grade  
Ascending

Mile Post

Communications  
Turn Tables and WyesEAST-  
WARD

## STATIONS

Feet  
Per  
MileY  
C ROTTAWA YL  
1.3

34.4

57.1

Mo. Pac. Crossing  
8.8

35.6

58.4

PRINCETON  
6.2

24.1

67.2

RICHMOND  
9.3

37.0

73.3

Mo. Pac. Crossing  
0.1

29.9

82.7

GARNETT YL  
8.2

37.0

82.8

WELDA  
8.1

33.4

91.0

COLONY  
10.3

37.0

99.1

Mo. Pac. Crossing  
0.3

11.5

109.4

IOLA YL  
7.7

37.0

109.7

HUMBOLDT YL  
8.3

37.0

117.4

M.K.T. Crossing  
0.8

0

125.7

CHANUTE YL  
1.1

0

126.5

AU JCT. YL  
5.6

37.0

127.6

EARLTON  
6.8

19.9

133.2

THAYER  
7.5

47.5

140.0

MOREHEAD  
8.0

37.0

147.6

SL-SF Crossing  
0.2

0

155.6

CHERRYVALE YL  
9.7

37.0

155.8

INDEPENDENCE YL  
0.7

25.1

165.5

Mo. Pac. Crossing  
6.9

29.6

0.5

BOLTON  
8.7

37.0

7.4

HAVANA  
5.2

37.0

16.1

Mo. Pac. Crossing  
0.8

0

21.3

CANEY YL  
7.9

26.4

22.1

COPAN  
6.9

37.0

30.0

DEWEY YL  
0.7

23.5

36.9

DY JCT.  
3.2

22.5

37.6

BARTLESVILLE YL  
0.5

0

40.8

BE JCT. YL  
11.2

29.7

41.3

OCHELATA  
6.1

37.0

52.5

RAMONA  
6.2

37.0

58.6

VERA  
6.8

37.0

64.8

COLLINSVILLE  
7.5

36.4

71.6

OWASSO YL  
6.6

0

79.2

MOHAWK YL  
4.4

0

85.8

TULSA YARD YL  
0.1

0

90.1

SL-SF, MKT.,  
and MV Crossings  
0.1

0

90.2

MV Crossing  
0.1

0

90.4

TULSA YL

0

90.5

(198.9)

AUTOMATIC BLOCK SYSTEM

# THIRD DISTRICT

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Ottawa to Chanute .....	60	60
Chanute to Tulsa Yard .....	60	50

## SPEED RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH	
	Psg.	Fr.
RR Crossing M.P. 58.4 (Automatic Interlocking)	20	20
2 Curves, M.P. 76.9 to 78.0	60	55
2 Curves, M.P. 79.3 to 79.8	40	40
RR Crossing M.P. 82.7 (Automatic Interlocking)	20	20
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—)	20*	20*
(Eastward—)	40*	40*
RR Crossing Independence Yard (Automatic Interlocking)	20	20
2 Curves, M.P. 13.1 to 13.6	50	35
2 Curves, M.P. 15.8 to 16.4	50	40
RR Crossing M.P. 21.3 (Automatic Interlocking)		
(Westward—)	40*	40*
(Eastward—)	40*	25*
Curve, M.P. 22.7 to 23.0	45	35
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
Curve, M.P. 78.4 to 78.8	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 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 (Feet)
Storage Track .....	M.P. 62.2	3,500
Princeton, former siding .....	M.P. 67.2	2,850
Richmond, former siding .....	M.P. 73.3	3,400
Welda, former siding .....	M.P. 91.0	3,550
Colony, former siding .....	M.P. 99.1	4,850
Carlyle .....	M.P. 104.5	1,000
Earlton, former siding .....	M.P. 133.2	3,850
Morehead, former siding .....	M.P. 147.6	3,850
Bolton, former siding .....	M.P. 7.4	2,600
Wayside .....	M.P. 11.6	200
Owen .....	M.P. 23.8	150
Dewey Dehydrating Spur .....	M.P. 35.8	100
Port of Catoosa Spur* (Rule 105 Governs)	M.P. 79.6	7.3 mi.
Modification Center Tracks .....	M.P. 82.4	950

\*Maximum authorized speed on Industry Track that leads from Main Track M.P. 79.6 to Port of Catoosa is 30 MPH, with following restrictions:

	MPH
Grade and 3 curves M.P. 0.0 to M.P. 1.0	10
Curve M.P. 1.6 to M.P. 1.8	20
2 Curves M.P. 4.2 to M.P. 4.5	10
All Tracks M.P. 7.0 to Port	10

## JUNCTION SWITCHES:

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

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			No. 25	June 10, 1973				
	Feet Per Mile		STATIONS	Feet Per Mile				
			A. U. JCT. YL 7.1	40.9		127.7	TY	
			VILAS			134.8		
1600	42.2		REST 4.2	42.2		139.0		
	0		BENEDICT 5.0	42.2		144.0	B	
	0		Mo. Pac. Crossing 0.2	25.2		144.2		
	0			26.4				
3550	42.2		FREDONIA YL S.L.-S.F. Crossing 7.6	24.1		152.4	CR	
	42.2		BUXTON 5.3	42.2		160.0	B	
	42.2		UPLA 5.7	42.2		165.3		
1950			LONGTON 5.8	37.0		171.0 189.9	B	
3700	40.1		ELK FALLS 6.7	12.0		195.7	B	
			MOLINE YL 8.4	44.9		202.4	YC	
2100	52.8		GRENOLA 6.4	37.0		210.8		
2500	83.8		GRAND SUMMIT 8.3	37.0		217.2		
1950	0		CAMBRIDGE 5.3	37.0		225.5	C	
3300	76.9		BURDEN 7.9	51.7		230.8	C	
2300	37.0		NEW SALEM 8.4	37.0		238.7		
	0		WINFIELD YL 0.1	0		247.1	R	
	0		SL-SF Crossing 0.9	0		247.2		
	0		WN JCT. YL 5.3	37.0		248.1	Y	
	52.8		KELLOGG 3.5	37.0		253.4		
	26.4		OXFORD 5.7	37.0		256.9	C	
	37.0		DALTON 7.0	37.0		262.6	B	
	52.8		WELLINGTON YL	37.0		288.9	TY CR	

(123.0)

## 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

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	STREETS	MPH
Grenola	M.P. 210.7 to M.P. 210.9	40
Winfield	M.P. 246.2 to M.P. 247.3	25

## 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. 162.2 to 162.9	20
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 I	Switches at end of two tracks Switches to and from freight yard and Eastern Division	40 20

## INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

Name	Location	Capacity (Feet)
Ash Grove Shale Pit (spur)	M.P. 130.1	2,400
Spur	M.P. 160.0	200
Crusher Storage	M.P. 200.0	1,350
Crusher Tracks	M.P. 200.1	8,850



# GIRARD DISTRICT

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 25 June 10, 1973	Ruling 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	1.9	T Y	
0		M.K.T. Crossing 4.1	0			
31.7		ROLLIN 4.0	0	6.0		
0		SHAW 4.4	20.0	10.0		
20.5		ERIE 0.5	0	14.4	C	
44.4		M.K.T. Crossing 9.9	42.2	14.0		
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		
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)				

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.

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
A.U. Jct. to Pittsburg	30

## SPEED RESTRICTIONS - CURVES AND RR CROSSINGS.

	MPH
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
Curve, M.P. 49.3 to M.P. 49.6	15
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

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	STREETS	MPH
Pittsburg	All streets	15

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			No. 25					
			June 10, 1973					
	Feet Per Mile		STATIONS		Feet Per Mile			
	0		<b>TERMINAL YARD</b> YL		0	498.4	TY C	
			0.5					
	0		M.K. JCT.		0	498.9		
			0.1					
	17.8		<b>TERMINAL JCT.</b> } P.I. Ry.		17.4	499.0		
			19.9					
			BN Crossing					
	34.3		Mo. Pac. Crossing YL		0	518.9		
			0.6					
	25.6		<b>ATCHISON</b> YL		0	0.5	C	
			0.6					
	58.6		Mo. Pac. Crossing		0	1.1		
			5.3					
	24.8		PARNELL		50.9	6.4		
			4.3					
	68.9		CUMMINGS		0	10.7		
			6.1					
750	0		<b>NORTONVILLE</b>		64.3	16.8	C	
			9.9					
1700	69.9		<b>VALLEY FALLS</b>		63.4	26.7	C	
			12.7					
	63.4		MERIDEN		59.3	39.4		
			10.1					
	33.4		U.P. Crossing YL		0	49.5		
			1.1					
			<b>TOPEKA</b> YL			50.6	Y CR	
			(71.2)					

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 Rule 93(A) in effect:

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 RESTRICTIONS - CURVES AND RR CROSSINGS:

	MPH
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. 25					
		June 10, 1973					
	Feet Per Mile	STATIONS		Feet Per Mile			
	65.0	<b>BALDWIN</b> YL		64.7	15.4		
		10.7			26.2	Y CR	
		<b>OTTAWA</b> YL					
		(10.7)					

No switch lights on Baldwin District.  
Movements on Baldwin District will be made in accordance with Rule 93.

#### 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	Ruling Grade Ascending	<b>TIME TABLE</b> No. 25 June 10, 1973	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
↓	Foot Per Mile	STATIONS	Foot Per Mile			↑
	21.1	WILDER 1.5	0			
		U.P. Crossing				
	33.2	BONNER SPRINGS 15.3	55.4	1.5	C	
	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:

	MPH
RR Crossing M.P. 1.5 Interlocking	10
Curves, except where further restricted	20
M.P. 7.5 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.

WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 25 June 10, 1973	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.

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	STREETS	MPH
Coffeyville	M.P. 15.9 to M. P. 17.7	12

## MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Cherryvale to Coffeyville	30

## SPEED RESTRICTIONS - RR CROSSINGS

	MPH
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. 25 June 10, 1973	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		SEVERY S.L.-S.F. Crossing 5.7	41.2	62.9		
39.8		FIAT 6.9	43.2	68.6		
41.7		HOWARD 8.1	41.4	75.5		C
		MOLINE YL 8.1		83.6		Y C
		(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

	MPH
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

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

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.

**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 inspection 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.

**SHIFTED LOAD DETECTORS:**

Second District:

- Detectors located at: M.P. 106.9  
 Indicators located at: M.P. 106.9 and M.P. 105.9

When a train activates indicators, they will display rotating white light. 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  
 Second District:  
 Between M.P. 20.4 and M.P. 20.6

**14. MAXIMUM SPEED OF ENGINES.**

	Forward or Dead In Train MPH	Backing or When not Controlled From Leading Unit MPH
Diesels		
300LABC-321AB, AMTRAK 500-539, 5687-5704, 5920-5948	90*	45
101-114, 200-289, 325-349, 2000-2321, 2451-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 4600-4679, 5000-5019, 5500-5589, 5590-5686, 5900-5919, 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8735, 9800-9854	70	45
541-563, 603-640, 653, 1500-1537, 2323-2450	45	45

\*Engines without cars must not exceed 70 MPH.

15. MOVEMENTS OVER SUBMERGED TRACKS (Rule 817)

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

	Maximum Depth Above Top of Rail (Inches)	Maximum Speed (MPH)
Engines: All Classes	4	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

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

Santa Fe scale test car 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

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

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
107.9	Topeka, Branner Street Viaduct
	Neosho River
<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
<b>LEAVENWORTH DISTRICT</b>	
20.7	Highway Viaduct
	Highway Viaduct, Grant Avenue over U.P. Spur to Ft. Leavenworth
<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
"	M. D. FOX (Urology only)
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
"	N. C. McCLUGGAGE
Coffeyville	A. E. MARTIN
"	A. E. MARTIN, JR.
"	J. F. COYLE
Collinsville	O. E. LAYTON
Colony	T. O. OSBORN (Osteopath)
Desoto	M. V. ROBBINS
Emporia	EDWARD CAMPBELL
"	C. R. HOPPER
"	CHAS. C. UNDERWOOD
"	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
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
"	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
"	B. W. WELLS

**EYE, EAR, NOSE AND THROAT SPECIALISTS**

LOCATION	DOCTORS
Bartlesville	C. D. PITTMAN
Chanute	J. W. KENSSETT, O.D.
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)
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)



# SANTA FE SAFETY FIRST



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

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

## CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS WESTWARD

		308	316	195	305 315	317	309	318	314	307	304	198	325	324	119 329 379	118 328 368 378	334
Argentine Emporia	Lv.	AM	PM	AM	AM	AM	PM	PM	AM	PM	PM	PM	PM	PM	PM	PM	AM
	Lv.	600	100	800	1000	1159	200	300	400	430	530	540	630	900	1100	1159	600
	Lv.	900	430	1015	105	300	420	530	700	730	825	725	1000	1215	110	215	830
		AM	PM	AM	PM	PM	PM	AM	PM	PM	PM	PM	PM	AM	AM	AM	AM

## EASTWARD

		803	513 523	403	473	801	901	591	843	593	943	703 713	723	891	813 863	741 743	841	503
Emporia Argentine	Lv.	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM
	Lv.	1225	215	245	500	555	655	845	1000	1045	1100	1201	230	430	510	950	1010	830
	Ar.	230	630	645	800	800	900	1100	100	100	200	400	600	615	730	100	100	1130
		AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	AM	AM	PM

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