

The Atchison, Topeka & Santa Fe Railway Co.



EASTERN LINES.

EASTERN DISTRICT.



EASTERN DIVISION.

EMPLOYEES' TIME TABLE No. 47

IN EFFECT

SUNDAY, NOVEMBER 29, 1925,

AT 12:01 O'CLOCK A. M.

CENTRAL STANDARD TIME.

Superseding Time Table No. 46, Dated March 15, 1925, and any Supplements thereto.

This Time Table is for the Government and Information of Employees of this Company only.

F. C. FOX,

General Manager,

TOPEKA, KANSAS.

R. H. ALLISON,

Ass't General Manager,

TOPEKA, KANSAS.

C. B. STROHM,

Supt. Transportation,

CHICAGO, ILLINOIS.

F. E. SUMMERS,

Superintendent,

EMPORIA, KANSAS.

H. M. DUNCAN,

Supt. Kansas City Division,

KANSAS CITY, MISSOURI.

EASTERN DIVISION.—SECOND DISTRICT.

WESTWARD.

First Class.

		1	203	17	9	11	109	207	21	7	5	3	15	201	209	Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 47, November 29, 1925.	Building Grade Ascending.	Distance from Kansas City.
		The Scout.	Southern Kansas Passenger.	The Rangler.	The Navajo	Colo. and Texas Flyer.	Emporia Express.	Local Passenger.	The Missionary	Fast Mail	Colorado and Texas Express.	California Limited.	Panhandle & Pecca Valley Express.	Southern Kansas Passenger.	Oil Flyer.				
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				Miles.
		PM 11.45	PM 11.05	PM 10.00	PM 9.45	PM 9.30	PM 4.30	PM 4.15	AM 10.45	AM 10.25	AM 9.40	AM 9.00	AM 8.25	AM 8.20	AM 3.00				
		11.51	11.11	10.06	9.51	9.36	4.36	4.21	10.51	10.31	9.46	9.06	8.31	8.26	3.06	Y	KANSAS CITY, Union Station 1.4	0	
		11.56	11.16	10.12	9.56	9.41	4.40	4.27	10.56	10.36	9.52	9.11	8.38	8.33	3.11	F W T	A. T. & S. F. Junction. 2.8	18.8	1.4
		12.01	11.20	10.18	10.00	9.45	4.44	4.32	11.00	10.40	9.57	9.15	8.43	8.38	3.15		KANSAS CITY, KAN. (Argentine Station.) 2.4	10.4	4.2
		12.05	11.25	10.24	10.05	9.50	4.48	4.38	11.05	10.45	10.03	9.20	8.49	8.43	3.20		TURNER. 3.3	4.2	6.6
		12.10	11.31	10.30	10.10	9.55	4.55	4.45	11.10	10.50	10.10	9.25 ⁶¹	8.55	8.50	3.25	W	MORRIS. 3.2	4.2	10.3
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		HOLLIDAY. (18.1)		13.1
		(31.4)	(30.2)	(26.2)	(31.4)	(31.4)	(31.4)	(26.2)	(31.4)	(31.4)	(26.2)	(31.4)	(26.2)	(26.2)	(31.4)	Average speed per hour.			

Capacity of other Tracks in 44 ft. Cars		Capacity of Sidings in 44 ft. Cars																			
East		West		39	31	37	35	219	33	39	Third Class.		59	61	65	Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 47, November 29, 1925.	Building Grade Ascending.	Distance from A. T. & S. F. Jct.		
				Freight.	Colorado and New Mexico Fast Freight.	Texas Freight.	Kansas Mds.	Southern Kansas Freight.	Mexico and California Fast Freight.	Fast Freight.	Way Freight.	Way Freight.	Way Freight.								
				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				Miles.	
				PM 10.15	PM 10.00	PM 9.00	PM 8.30	PM 8.00	AM 5.25	AM 8.25	AM 6.00	AM 10.30	AM 4.00	AM 3.00	AM 8.15	AM 6.30	Y	A. T. & S. F. Junction. 2.8	18.8	2.3	
									Via Kansas City Terminal Ry.	Via Kansas City Terminal Ry.							F W T	KANSAS CITY, KAN. (Argentine Station.) 2.4	10.4	5.2	
Yard															8.50	7.00		TURNER. 3.3	4.2	8.5	
110	69														9.10	7.10		MORRIS. 3.2	4.2	11.7	
70	42			PM	PM	PM	PM	PM	AM						9.20 ³	7.30	W	HOLLIDAY. (11.7)			
				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Monday, Wednesday and Friday.	Ar. Tuesday Thursday Saturday	Ar. Monday Wednesday Friday								
				(5.6)	(8.2)	(8.9)	.....				Average speed per hour.									

NOS. 31, 33, 35, 37, 39 AND 219 HAVE NO TIME TABLE AUTHORITY.

EASTERN DIVISION.— SECOND DISTRICT.

EASTWARD.

Rating Grade Ascending	TIME TABLE No. 47, November 29, 1925	Telegraph and Telephone Offices.	First Class.													
			18	8	204	12	22	110	208	14	202	6	210	2	10	4
			The Ranger.	Santa Fe Eight.	Kansas City and Chicago Express.	Chicago Flyer.	The Missionary.	Kansas City Express.	Local Passenger.	Kansas City and Chicago Express.	Kansas City and Chicago Express.	Kansas City and Chicago Express.	Oil Flyer.	The Navajo.	The Scout	California Limited.
	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
47.8	KANSAS CITY. Union Station 1.4	N P	AM 7.00	AM 7.15	AM 7.30	AM 8.00	AM 8.25	AM 9.45	AM 10.30	PM 4.30	PM 5.25	PM 7.00	PM 7.30	PM 8.30	PM 9.40	PM 10.00
	A. T. & S. F. Junction.		6.52	7.05	7.22	7.52	8.17	9.37	10.22	4.22	5.17	6.52	7.21	8.22	9.32	9.52
24.2	2.8 KANSAS CITY, KAN. (Argentine Station.)	N P	\$ 6.45	6.57	\$ 7.16	7.45	8.10	\$ 9.32	\$10.16	\$ 4.15	\$ 5.10	\$ 6.45	7.16	8.15	\$ 9.26	9.45
0	2.4 TURNER.	N P	\$ 6.39	6.52	7.11	7.40	8.05	9.27	\$10.11	4.10	\$ 5.03	6.40	7.12	8.10	f 9.20	9.40
9.7	3.3 MORRIS.	D P	f 6.32	6.46	7.06	7.35	8.00	9.21	f10.04	4.04	f 4.57	6.35	7.07	8.05	f 9.14	9.35
7.8	3.2 HOLLIDAY.	N P	6.25 AM	6.40 AM	7.00 AM	7.30 AM	7.55 AM	9.15 AM	9.57 AM	3.58 PM	4.50 PM	6.30 PM	7.02 PM	8.00 PM	9.08 PM	9.30 PM
	(13.1)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.....			(22.5)	(22.5)	(26.2)	(26.2)	(26.2)	(26.2)	(23.8)	(24.5)	(22.5)	(26.2)	(28.0)	(26.2)	(24.5)	(26.2)

Rating Grade Ascending.	TIME TABLE No. 47, November 29, 1925.	Telegraph and Telephone Offices.	Third Class.									
			60	62	66	32	36	42	38	220	34	40
			Way Freight.	Way Freight.	Way Freight.	Meat Express.	Stock Express.	Stock Express.	Stock Express.	Southern Kansas Freight.	Fruit Express.	Ft. Worth Special.
	STATIONS.		Ar. Tuesday, Thursday, Saturday.	Ar. Monday, Wednesday Friday.	Ar. Tuesday, Thursday Saturday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
24.2	A. T. & S. F. Junction. 2.8		AM 7.35			AM					PM	
0	KANSAS CITY, KAN. (Argentine Station.) 2.4	N P	7.15 AM	PM 3.00	PM 4.15	12.01 AM	AM 3.40	AM 4.05	AM 5.00	AM 5.45	1.00 PM 11.30	PM 4.00
9.7	TURNER. 3.3	N P		2.45	3.55							
7.8	MORRIS. 3.2	D P		2.15	3.35							
	HOLLIDAY. (11.7)	N P		2.00 PM	3.15 PM		AM	AM	AM	AM	AM	PM
			Lv. Tuesday, Thursday, Saturday.	Lv. Monday, Wednesday Friday.	Lv. Tuesday, Thursday Saturday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.....			(8.4)	(8.9)	(8.9)							

NOS. 32, 34, 36, 38, 40, 42 AND 220 HAVE NO TIME TABLE AUTHORITY.

EASTERN DIVISION.—FIRST DISTRICT.

WESTWARD.

Capacity of other tracks in 44 ft. cars	Capacity of Sidings in 44 ft. cars	Third Class.							First Class.							Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 47. November 29, 1925.	Rating Grade Ascending.	Distance from Holliday.	Distance from Atchison.			
		39	29	155	143	141	61	63	17	9	109	21	5	3	15						STATIONS.	Miles.	Miles.
		Freight.	Fast Freight.	Mixed.	Mixed.	Mixed.	Way Freight.	Way Freight.	The Ranger.	The Navajo.	Emporia Express.	The Misc. Naty.	Colorado and Texas Express.	California Limited.	Fanhandle & Pecos Valley Express.								
		Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Lv. Tuesday, Thursday, Saturday.	Lv. Monday, Wednesday, Friday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.								
		PM 11.00			PM 5.02	AM 10.20	AM 9.45 ³		PM 10.30	PM 10.10	PM 4.55	AM 11.10	AM 10.10	AM 9.25 ⁶¹	AM 8.55	W							
70	42																						
24																							
42	51				5.10 PM	10.30 AM	10.05 ⁵ 10.30		10.37	10.17	5.02	11.17	10.19 ⁶¹	9.32	9.05 ¹¹⁰	Y							
7	49																						
12																							
21	40						10.55		10.48	10.27	5.15	11.28	10.30	9.43	9.17								
9	20																						
43	57						11.25 ²¹ 11.50		11.00	10.37	5.29	11.39 ⁶¹ 11.50	10.41	9.54	9.30								
17	58																						
Yard	32						PM 1.00		11.12	10.49	5.45 ⁶	11.50	10.55 ⁶²	10.04 ⁶²	9.45 ⁶²	W Y							
10	58						1.25		11.20	10.57	5.55	11.58	11.03	10.13	9.55								
25	58						1.55		11.29	11.05	6.05	PM 12.07	11.12	10.21	10.05								
4	75																						
13	59						2.35 ¹⁴		11.41	11.15	6.17	12.18	11.22	10.31	10.18								
14	38						3.35		11.46	11.20	6.22	12.23	11.27	10.36	10.25								
Yard			PM 11.00				4.00 PM	AM 7.35 ¹¹⁰	11.55 AM 12.03	11.30 11.35	6.30 ² 6.55 ¹⁰	12.30 1.00	11.35 11.40	10.45 ¹⁵ 10.50	10.35 ³ 11.05	W F T							
39	61							8.00	12.19	11.50	7.10	1.14 ⁶⁴	11.53	11.03	11.19								
35	37							8.25	12.28	11.58	7.25 ⁴	1.25 ¹⁴	PM 12.01	11.11	11.28	W							
54	54							8.55	12.38	AM 12.06	7.37	1.34	12.10 ⁶⁴	11.22 ⁶⁴	11.38 ⁶⁴								
84	70							9.20	12.45	12.11	7.45	1.39	12.15	11.28	11.45								
116	79			PM 5.18 ²				10.05	12.55	12.19	7.56	1.47	12.25	11.38	11.55	W Y							
70	24							10.20	1.05	12.27	8.08	1.55	12.35	11.47	PM 12.05								
Yard	60			5.45 ¹⁰ PM				10.30 11.20	1.11	12.31	8.18	2.00	12.40 ¹⁴	11.53	12.12	W							
11	70							11.49 ³ PM 1.00 ¹⁵ 1.00 ⁵ 1.14 ¹⁴	1.23	12.39	8.28	2.09	12.50 ⁶³	PM 12.03 ⁶³	12.25 ⁶³ 1.14								
27	61							1.40	1.33	12.48	8.40	2.17	1.00	12.14 ¹⁴	12.35	W							
22	58						2.10 ²¹ 2.40		1.48	1.00	8.53	2.30 ⁶³	1.14	12.25	12.48								
							3.00		2.00	1.10	9.05	2.40	1.25	12.35	1.00	Y							
Yard		8.20 AM	4.25 AM				3.10 PM		2.05 AM	1.15 AM	9.10 PM	2.45 PM	1.30 PM	12.40 PM	1.05 PM	W F T							
		Arrive Daily.	Arrive Daily Ex. Monday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Ar. Tuesday, Thursday, Saturday.	Ar. Monday, Wednesday, Friday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.								
				(19.7)	(25.3)	(22.8)	(8.5)	(10.6)	(33.1)	(38.0)	(28.5)	(38.5)	(35.1)	(36.6)	(31.1)	Average speed per hour.							

EASTERN DIVISION.—FIRST DISTRICT.

EASTWARD.

Miles Grade Ascending.	TIME TABLE No. 47, November 29, 1925.	Telegraph and Telephone Offices.	First Class.							Third Class.						36	30
			18	12	110	14	6	2	10	4	64	62	142	156	144		
			The Ranger.	Chicago Flyer.	Kansas City Express.	Kansas City and Chicago Express.	Kansas City and Chicago Express.	The Navajo	The Scout.	California Limited.	Way Freight.	Way Freight.	Mixed.	Mixed.	Mixed.			Stock Express.	St. Joseph Stock.
	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Tuesday, Thursday, Saturday.	Ar. Monday, Wednesday, Friday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily Ex. Sunday.	
	HOLIDAY.	N P	AM	AM	AM	PM	PM	PM	PM	PM		PM	AM		AM		
0	1.6		6.25	7.30	9.15	3.58	6.30	8.00	9.08	9.30		2.00	8.45	4.25	3.05		
0	CHOTEAU.																
0	2.2																
0	WILDER.	D P	6.16	7.24	9.05 ¹⁵	3.50	6.24	7.53	9.00	9.23		1.40	8.35 AM	4.10 PM			
0	2.3																
8.9	FRISBIE.																
0	3.8																
0	CORLISS.																
0	1.3																
0	DE SOTO.	D P	6.01	7.14	8.51	3.37	6.12	7.42	8.47	9.10		12.30 PM					
0	5.8																
10.6	WEAVER.																
0	2.2																
0	HUDORA.	D P	5.45	7.02	8.39	3.23	6.00	7.30	8.33	8.58		11.39 ²¹					
0	4.2																
0	NORIA.																
0	3.2																
10.6	LAWRENCE.	N P	5.30	6.50	8.25	3.10	5.45 ¹⁰⁹	7.15	8.20	8.45		10.55 ⁵ 9.45 ¹⁵ ₃					
0	5.1																
0	LAKE VIEW.	D P	6.20	6.39	8.15	2.57	5.36	7.05	8.06	8.35		9.20					
0	5.8																
0	LECOMPTON.	D P	5.10	6.29	8.05	2.47	5.28	6.56	7.55	8.26		8.50					
0	3.9																
9.0	GROVER.																
0	3.8																
0	SPENCER.	D P	4.57	6.18	7.52	2.35 ⁶¹	5.18	6.45	7.41	8.13		8.17					
0	3.2																
0	TECUMSEH.	T	4.50	6.13	7.47	2.28	5.13	6.39	7.34	8.08		8.05					
0	4.3																
0	TOPEKA.	N P	4.40 4.30	6.05 6.00	7.40 7.35 ⁶³	2.20 1.55	5.05 5.00	6.30 ¹⁰⁹ 6.00	7.25 6.55 ¹⁰⁹	8.00 7.55	PM 1.35	7.50 AM				AM 2.30	
0	1.1																
0	Mo. Pac. Crossing.																
0	5.6																
49.5	PAULINE.	D P	4.15	5.46	7.23	1.40	4.47	5.47	6.40	7.40	1.14 ²¹						
0	5.4																
50.7	WAKARUSA.	D P	4.05	5.38	7.13	1.25 ²¹	4.39	5.38	6.30	7.25 ¹⁰⁹	12.40						
0	5.1																
44.2	CARBONDALE.	D P	3.55	5.30	7.04	1.13	4.32	5.30	6.20	7.15	12.10 ³ PM 11.22 ¹⁵ ₅						
0	3.7																
52.8	SCRANTON.	D P	3.47	5.24	6.56	1.06	4.27	5.25	6.13	7.09	10.40						
0	5.3																
51.6	BURLINGAME.	N P	3.37	5.15	6.46	12.55	4.20	5.18 ¹⁵⁵	6.02	6.59	10.05		AM 11.20				
0	5.4																
0	PETERTON.		3.26	5.07	6.37	12.45	4.13	5.11	5.50	6.49	9.25						
0	2.5																
0	Mo. Pac. Crossing.																
0	0.8																
42.1	OSAGE CITY.	N P	3.20	5.02	6.32	12.40 ⁵	4.08	5.07	5.45 ¹⁵⁵	6.44	9.10		11.00 AM				
0	5.4																
51.1	BARCLAY.	D P	3.08	4.53	6.22	12.25 ¹⁵ ₆₃	3.59	4.59	5.33	6.34	8.15						
0	6.2																
39.0	READING.	N P	2.56	4.43	6.12	12.14 ³	3.51	4.51	5.22	6.23	7.45						
0	8.1																
57.8	LANG.	D P	2.40	4.30	6.00	12.01 PM	3.40	4.40	5.10	6.07	7.15						
0	6.3																
15.8	M. K. & T. Crossing. Emporia Junction.	P	2.20	4.20	5.50	11.50	3.30	4.30	5.00	5.55	6.55						
0	1.1																
0	EMPORIA.	N P	2.15 AM	4.15 AM	5.45 AM	11.45 AM	3.25 PM	4.25 PM	4.55 PM	5.50 PM	6.30 AM				6.00 PM	10.30 PM	
	(114.2)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Tuesday, Thursday, Saturday.	Lv. Monday, Wednesday, Friday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Saturday.	

Nos. 29, 30, 36, and 39 HAVE NO TIME TABLE AUTHORITY.
No. 62 and 63 RUN MONDAY, WEDNESDAY AND FRIDAY. No. 61 and 64 RUN TUESDAY, THURSDAY AND SATURDAY.

Average speed per hour.....	(28.5)	(36.0)	(33.4)	(30.7)	(38.0)	(37.0)	(30.7)	(32.0)	(9.7)	(9.6)	(22.8)	(24.6)	(15.2)
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EASTERN DIVISION.—SECOND DISTRICT.

WESTWARD.

Capacity of other tracks in 44 ft. Cars	Capacity of Sidings in 44 ft. Cars		Third Class.					First Class.										Fuel, Water, Grease, Tables and Wyes.	TIME TABLE No. 47, November 29, 1925	Rolling Grade Ascending.	Distance from Kansas City.	
			31	37	35	219	33	67	65	203	11	133	207	7	131	201	209					1
			Colorado and New Mexico Fast Freight	Texas Freight.	Kansas Mds.	Southern Kansas Freight.	Mexico and California Fast Freight.	Way Freight	Way Freight.	Southern Kansas Passenger.	Colorado and Texas Flyer.	Local Passenger.	Local Passenger.	Fast Mail	Local Passenger.	Southern Kansas Passenger.	Oil Flyer.					The Scout.
East	West	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Tuesday Thursday Saturday	Lv. Monday Wednesday Friday	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.	Miles.				
70	42		PM 10.35	PM 9.35	PM 9.05	PM 8.35	AM 11.25		AM 7.30	PM 11.31	PM 9.55		PM 4.45	AM 10.50		AM 8.50	AM 3.25	AM 12.10	W	HOLLIDAY.	13.1	
11	35							7.50					\$ 4.52			\$ 8.55	f 3.30			ZARAH.	22.3	
8													f			f				CRAIG.	28.2	
9		56											f			f				SNOW.	31.7	
Yard		82							9.05 ²⁰¹ 9.45	\$11.49	\$10.15		\$ 5.20	11.10		\$ 9.15 ⁶⁵	\$ 3.50	f 12.30	W	OLATHE.	31.7	
15									10.15	11.58	10.23		f 5.30	11.18		f 9.24	3.59	12.38		CLARE.	25.6	
75	89	92							10.40	AM 12.03	10.28		\$ 5.40	11.23		\$ 9.30	4.05	12.43		GARDNER.	21.1	
46	90	124							11.05	f 12.12	10.36		\$ 5.52	11.30		\$ 9.40	4.14	12.51	W	EDGERTON.	30.7	
41									11.30 ⁷ PM 12.05	f 12.22	10.44		\$ 6.04	11.37 ⁶⁵		\$ 9.51	4.23	12.59		WELLSVILLE.	21.1	
62	92	71							1.00	12.28	10.50		\$ 6.14	11.42		\$ 9.58	f 4.30	1.05		LE LOUP.	45.1	
5													f			f				TAUY.	0	
296	137	137				10.50 PM			AM 8.45	2.00 PM	12.40 AM	\$11.01	PM 7.20	\$ 6.30 PM	\$ 11.53	AM 9.45	f 10.11 AM	f 4.45 AM	\$ 1.20	W F Y	OTTAWA JUNCTION A. T. & S. F. Crossing.	21.1
13																				Tower "HU" Mo. Pac. Crossing.	59.6	
84		81							9.35		11.15		\$ 7.40					1.35		RICHTER.	5.1	
36	62								10.10 ¹³¹ 10.35		11.20		\$ 7.48					1.40	W Y	POMONA.	67.2	
8																				QUENEMO.	5.1	
68	126	70							11.30		11.30		\$ 8.05					1.51	W	MELVERN.	8.8	
26									PM 1.20											Mo. Pac. Crossing.	72.3	
40	105	117							12.26 ⁷ 1.25		11.42		8.20 8.30					2.03		MAXSON.	4.7	
48	110								2.05		11.50		\$ 8.40					2.13		MELVERN.	17.1	
9									2.55		AM 12.01		\$ 8.53					2.25	W	OLIVET.	21.1	
Yard																				RIDGETON.	21.1	
			5.15 AM	5.30 AM	4.55 AM		7.00 PM		3.45		12.15		9.10					2.40	Y	LEBO.	21.1	
									4.05 PM		12.20 AM		9.15 PM					2.45	W F T	NEOSHO RAPIDS.	5.4	
			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Tuesday Thursday Saturday	Ar. Monday Wednesday Friday	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	EMPORIA.	106.3	
									(10.2)	(8.1)	(38.0)	(40.9)	(29.8)	(25.0)	(42.4)	(27.6)	(32.4)	(32.8)	(38.3)		(99.0)	111.0
									..... Average speed per hour.											5.3	112.1

Nos. 67, 131 and 133 will back up from Ridgeton to Olivet using the passing track in both directions between Ridgeton and Olivet.

NOS. 31, 33, 219, 35 AND 37 HAVE NO TIME TABLE AUTHORITY.

EASTERN DIVISION.—SECOND DISTRICT.

EASTWARD.

Mileage Ascending.	TIME TABLE No. 47, November 29, 1925	Telegraph and Telephone Offices.	First Class.										Third Class.							
			8	204	22	132	208	131	134	202	210	133	68	66	67	220	34	40	42	38
			Santa Fe Eight.	Kansas City and Chicago Express.	The Missionary.	Local Passenger.	Local Passenger.	Back-up.	Local Passenger.	Kansas City and Chicago Express.	Oil Flyer.	Back-up.	Way Freight.	Way Freight.	Back-up.	Southern Kansas Freight.	Fruit Express.	Ft. Worth Special.	Stock Express.	Stock Express.
			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Monday Wednesday Friday.	Ar. Tuesday, Thursday Saturday.	Ar. Tuesday Thursday Saturday	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
	HOLLIDAY.	N P	AM 6.40	AM 7.00	AM 7.55		AM 9.57		PM 4.50	PM 7.02			PM 3.15		AM 8.00	AM 10.55	PM 3.20	AM 3.30	AM 4.15	
0	2.8																			
	ZARAH.	D P	f 6.33				s 9.50		s 4.44				2.55							
0	2.9																			
	CRAIG.						f		f											
0	3.3																			
	SNOW.						f													
0	3.5																			
	OLATHE.	D P	s 6.08	s 6.37	7.32		s 9.30		s 4.25	s 6.42			1.40							
21.1	5.1																			
	CLARE.	D P	f 5.53	6.28	7.24		f 9.19		f 4.16	6.34			12.40							
18.7	3.5																			
	GARDNER.	D P	s 5.45	6.23	7.19		s 9.11		s 4.10	6.29			12.05 PM							
21.1	5.3																			
	EDGERTON.	D P	s 5.33	6.15	7.11		s 9.00		s 4.00	6.21			11.15							
21.1	5.6																			
	WELLSVILLE.	D P	s 5.18	6.06	7.02		s 8.50		s 3.50	s 6.12			10.20							
21.1	4.4																			
	LE LOUP.	D P	f 5.08	6.00	6.57		s 8.40		s 3.40	6.05			9.35							
21.1	4.3																			
	TAUY.						f		f											
21.1	3.1																			
	OTTAWA JUNCTION	N P	s 4.50	5.48 AM	6.45	AM 7.05	s 8.25 AM		PM 4.10	s 3.25 PM	5.53 PM		PM 3.00	8.45 AM	2.05 AM					
17.2	2.7																			
	Tower "HU" Mo. Pac. Crossing.	P																		
15.8	3.4																			
	RICHTER.					f			f											
8.6	4.2																			
	POMONA.	D P	4.35		6.30	s 6.48			s 3.52				2.00							
0	4.2																			
	QUENEMO.	D P	4.29		6.24	s 6.40			s 3.44				1.15							
0	0.9																			
	Mo. Pac. Crossing.																			
0	3.2																			
	MAXSON.					f			f											
9.3	3.7																			
	MELVERN.	D P	4.18		6.13	s 6.26			s 3.31				12.20 PM							
11.1	6.7																			
	OLIVET.	D P	4.08		6.02	s 6.15		AM 10.55	s 3.20		PM 8.25		11.30		PM 1.20					
16.8	1.4							f 10.50 AM	f 3.16				11.05		12.26 PM					
21.1	6.1																			
	LEBO.	N P	3.55		5.51	s 6.03			s 3.05				10.10							
21.1	7.9																			
	NEOSHO RAPIDS.	D P	3.45		5.40	s 5.51			s 2.52				9.10							
15.3	5.5																			
	WIGGAM.					f			f											
0	4.2																			
	M. E. & T. Crossing. Emporia Junction.	P	3.30		5.25	5.35			2.35				7.55							
15.8	1.1																			
	EMPORIA.	N P	3.25 AM		5.20 AM	5.30 AM			2.30 PM				7.30 AM			3.30 AM	9.30 AM	6.45 PM	10.00 PM	
	(99.0)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Monday Wednesday Friday.	Leave Tues- day, Thursday Saturday.	Lv. Tuesday Thursday Saturday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
	Average speed per hour.....		(30.4)	(36.5)	(38.3)	(34.8)	(25.0)	(16.8)	(33.1)	(30.9)	(38.0)	(16.8)	(7.3)	(6.7)	(2.0)					

NOS. 34, 38, 40, 42 AND 220 HAVE NO TIME TABLE AUTHORITY.

EASTERN DIVISION.—THIRD DISTRICT.

WESTWARD.

Capacity of Other Tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.	Third Class.					First Class.							Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 47. November 29, 1925	Selling Grade Ascending.	Distance from Kansas City.	
		219 Southern Kansas Freight Leave Daily.	135 Mixed. Leave Daily Ex. Sunday.	68 Way Freight. Leave Monday, Wednesday Friday.	65 Way Freight. Leave Monday, Wednesday Friday.	71 Way Freight. Leave Daily Ex. Sunday.	133 Passenger. Leave Daily.	207 Passenger. Leave Daily.	134 Back-Up. Leave Daily Ex. Sunday.	201 Southern Kansas Passenger. Leave Daily.	131 Passenger. Leave Daily.	132 Back-Up. Leave Daily.	209 Oil Flyer. Leave Daily.					203 Southern Kansas Passenger. Leave Daily.
Yard		PM 10.50	PM 3.45	PM 3.00	PM 2.00		PM 6.50	PM 6.30	PM 4.10	AM 10.11	AM 9.30	AM 7.05	AM 4.50	AM 12.40	W F Y	OTTAWA JCT. 0.9	0	56.9
Yard			3.55 PM	3.15 PM	2.15 PM	AM 7.25	6.55 PM	6.35 7.05	4.15 PM	10.15 10.20	9.35 AM	7.10 AM	4.53 5.03	12.43 12.48	W T	OTTAWA. 0.2	17.5	57.3
	81					8.00 ²⁰⁸		7.14		10.28			5.11	12.56		Mo. Pac. Crossing. 3.8	37.0	58.0
17	67					8.25		7.25		10.38			5.20 ²⁰⁴	1.04		BURLINGTON JCT. 5.0	26.8	61.3
46	77					8.50		7.37		10.49			5.30	1.14	W	PRINCETON. 6.2	29.3	66.3
4								f		f						RICHMOND. 2.7	0	73.0
	55					9.05		7.45		10.57			5.37	1.21		SCIPIO 1.7	0	75.7
																TANNER. 4.9	42.2	77.4
41	56					9.30		7.55		11.07			5.48	1.32		Mo. Pac. Crossing. Mo. Pac. Crossing. 0.1	0	82.3
12	82					10.00		8.09		11.21			6.02	1.44	W	GARNETT. 8.3	37.0	82.4
																WELDA. 7.6	28.6	90.7
37	100					10.30		8.23		11.35			6.15	1.55	Y	Mo. Pac. Crossing. 0.5	37.0	95.3
9	66					10.55		8.33		11.45 ⁷²			6.24	2.03		COLONY. 5.4	0	98.3
Yard	109					11.15 ⁷² PM 12.10 ²⁰¹		8.47		11.57 ⁷¹			6.35 ²⁰⁸	2.15	W	CARLYLE. 4.9	20.2	104.2
103	93					1.22 ²⁰²		9.01		PM 12.12			6.50	2.27		Mo. Pac. Crossing. 0.3	0	109.1
4	58					1.50		9.08		12.19			6.57	2.34		IOLA. 7.7	37.0	109.4
						2.20		9.15		12.26			7.06	2.41		HUMBOLDT. 4.1	37.0	117.1
Yard		5.50 AM				2.30 PM		9.20 PM		12.30 ²⁰² PM			7.10 AM	2.45 AM	W F T	ENA. 4.2	0	121.2
		Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Monday, Wednesday, Friday.	Arrive Monday, Wednesday, Friday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		M. K. & T. Crossing. 0.8	37.0	125.4
			(5.4)	(3.6)	(3.6)	(11.1)	(10.8)	(29.5)	(10.8)	(31.0)	(10.8)	(10.8)	(29.7)	(34.6)		CHANUTE. (69.3)		126.2
																	Average speed per hour.	

NO. 219 HAS NO TIME TABLE AUTHORITY.

EASTERN DIVISION.—THIRD DISTRICT.

EASTWARD.

Miles Grade Ascending.	TIME TABLE No. 47, November 29, 1925	Telegraph and Telephone Offices.	First Class.								Third Class.				
			204	208	132	131	202	210	134	133	72	136	66	67	220
			Kansas City and Chicago Express.	Passenger.	Passenger.	Back-Up.	Kansas City and Chicago Express.	Oil Flyer.	Passenger.	Back-Up.	Way Freight.	Mixed.	Way Freight.	Way Freight.	Southern Kansas Freight.
			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Ar. Tuesday, Thursday, Saturday.	Ar. Tuesday, Thursday, Saturday.	Arrive Daily.
34.4	OTTAWA JCT. 0.9	N P	AM 5.48	AM 8.25	AM 7.25	AM 9.45	PM 3.25	PM 5.53	PM 4.25	PM 7.20		AM 8.35	AM 8.40	AM 8.45	AM 2.05
0	OTTAWA. 0.2	N P	5.45 5.35	8.20 8.10	7.20 AM	9.40 AM	3.20 3.15	5.50 5.45	4.20 PM	7.15 PM		PM 5.00	8.30 AM	8.35 AM	8.40 AM
35.6	Mo. Pac. Crossing. 3.8														
16.6	BURLINGTON JCT. 5.0	P	5.27	8.00 ⁷¹			3.05	5.37				4.30			
24.1	PRINCETON. 6.2	D T	5.20 ²⁰⁹	7.50			2.55	5.30				4.00			
37.0	RICHMOND. 2.7	N P	5.10	7.40			2.43	5.22				3.20			
37.0	SCIPIO 1.7			f			f								
30.6	TANNER. 4.9		5.03	7.30			2.34	5.16				2.55			
29.9	Mo. Pac. Crossing. Mo. Pac. Crossing. 0.1														
37.0	GARNETT. 8.3	N P	4.55	7.22			2.25 ⁷²	5.08				2.25 ²⁰²			
33.4	WELDA. 7.6	D T	4.43	7.08			2.10	4.56				1.30			
0	Mo. Pac. Crossing. 0.5														
37.0	COLONY. 5.4	N P	4.30	6.55			1.57	4.44				12.40 PM			
37.0	CARLYLE. 4.9		4.20	6.45			1.47	4.36				11.45 ²⁰¹			
11.5	Mo. Pac. Crossing. 0.3														
37.0	IOLA. 7.7	N P	4.10	6.35 ²⁰⁹			1.37	4.28				11.15 ⁷¹			
27.5	HUMBOLDT. 4.1	N P	3.57	6.15			1.22 ⁷¹	4.16				10.30			
37.0	ENA. 4.2		3.50	6.07			1.15	4.10				9.55			
0	M. K. & T. Crossing. 0.8		3.43	5.58			1.08	4.03				9.35			
	CHANUTE. (69.3)	N P	3.40 AM	5.55 AM			1.05 ²⁰¹ PM	4.00 PM				9.15 AM			8.25 PM
			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Lv. Tuesday, Thursday, Saturday.	Lv. Tuesday, Thursday, Saturday.	Leave Daily.
	Average speed per hour.....		(35.2)	(29.2)	(10.8)	(10.8)	(30.8)	(37.8)	(10.8)	(10.8)	(9.0)	(10.8)	(10.8)	(10.8)	

NO. 220 HAS NO TIME TABLE AUTHORITY.

COLONY DISTRICT.

EASTERN DIVISION.

BURLINGTON DISTRICT.

Capacity of other tracks in 44 ft. cars	Capacity of Sidings in 44 ft. cars	WESTWARD		Fuel, Water, Turn Tables and Wyes.	Baling Grade Ascending.	TIME TABLE No. 47, November 29, 1925.	Baling Grade Ascending.	Distance from Kansas City.	Distance from Colony.	Telegraph and Telephone Offices.	EASTWARD	
		Second Class	Mixed.								Second Class	Mixed.
		101									102	
		Leave Daily Ex. Sunday.				STATIONS.		Miles.	Miles.		Arrive Daily Ex. Sunday.	
37	100	AM 9.00	F Y		51.8	COLONY.		98.8		D P	PM 4.00	
	17	\$ 9.30			0	7.7	52.8					
33		\$ 9.45	W		0	GENEVA.	52.8	106.5	7.7		\$ 3.30	
					0	3.8	52.8	110.3	11.5	D	\$ 3.15	
					0	NEOSHO FALLS.	0	110.7	11.9			
					52.8	M. E. & T. Crossing.	52.8	110.7	11.9			
	10	f 10.10			52.8	6.5	44.5	117.2	18.4		f 2.50	
					52.8	LOMANDO.		120.3	22.0			
					52.8	3.6	0	122.5	23.7			
					52.8	Mo. Pac. Crossing.	0	122.5	23.7			
65		10.30 AM	Y		52.8	1.7	0	123.5	24.7	D	2.30 PM	
		Arrive Daily Ex. Sunday.				1.0					Leave Daily Ex. Sunday.	
						YATES CENTER.						
						(24.7)						

(16.4) Average speed per hour (16.4)

No. 101 is superior over No. 102.

Capacity of other tracks in 44 ft. cars	Capacity of Sidings in 44 ft. cars	WESTWARD		Fuel, Water, Turn Tables and Wyes.	Baling Grade Ascending.	TIME TABLE No. 47, November 29, 1925.	Baling Grade Ascending.	Distance from Kansas City.	Distance from Burlington Jct.	Telegraph and Telephone Offices.	EASTWARD	
		Second Class	Mixed.								Second Class	Mixed.
		137	139								138	140
		Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.			STATIONS.		Miles.	Miles.		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.
	Yard	PM 7.15	AM 8.15	W F T	37.0	OTTAWA.		57.8	0	N P	AM 7.15	PM 5.15
	79	\$ 7.25	\$ 8.30		37.0	4.0	35.6				\$ 7.00	\$ 4.50
	8	\$ 7.40	\$ 8.55		87.1	BURLINGTON JCT.	39.6	61.8	0	P	\$ 7.00	\$ 4.50
	20	f 7.47	f		87.1	7.0	39.6	68.8	7.0		\$ 6.46	\$ 4.20
					91.2	HOMEWOOD.	0	71.5	9.7		f 6.41	f
	1	\$ 7.53	\$ 9.20	W	83.3	2.7	54.4	74.4	12.6	D	\$ 6.35	\$ 3.55
					83.3	RANSOMVILLE.	146.9	77.2	15.4		f	f
	9	f	f		126.0	2.9	146.9	80.8	18.8		\$ 6.20	\$ 3.30
	9	\$ 8.08	\$ 9.47		80.9	WILLIAMSBURG.	99.8	84.6	22.8			
					83.4	2.8	102.1	84.6	22.8			
	29	\$ 8.18	\$ 10.05		37.0	SILKVILLE.	0	84.8	23.0	D	\$ 6.10	\$ 3.10
	16	\$ 8.31	\$ 10.30		105.3	3.4	45.8	90.0	28.2	T	\$ 5.59	\$ 2.45
	24	\$ 8.46	\$ 10.50		42.8	AGRICOLA.	83.0	103.4	41.6	D	\$ 5.33	\$ 1.50
45	17	\$ 9.05	\$ 11.30	W	92.2	4.0	95.0	103.6	41.8			
					0	Mo. Pac. Crossing.	61.0	108.7	46.9		f 5.20	f
	95	9.30 PM	PM 12.05 PM	Y	54.4	0.2	56.7	113.8	52.0	D	5.10 AM	1.05 PM
		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.		57.1	5.1					Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.
						VIVA.						
						5.1						
						GRIDLEY.						
						(56.0)						

(24.9) (14.6) Average speed per hour (26.7) (13.2)

No. 139 is superior over No. 140.

EASTERN DIVISION.

LAWRENCE DISTRICT.

Capacity of other Tracks in 44 ft. Cars	Capacity of Sidings in 44 ft. Cars	WESTWARD.						Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 47, November 29, 1925.	Ruling Grade Ascending.	Distance from Lawrence.	Telegraph and Telephone Offices.	EASTWARD.		
		Third Class.		First Class.		First Class.								Third Class.		
		135	133	131	132	134	136									
		Mixed.	Passenger.	Passenger.	Passenger.	Passenger.	Mixed.									
Leave Daily Ex. Sunday.		Leave Daily.		Leave Daily.		Arrive Daily.		Arrive Daily.		Arrive Daily Ex. Sunday.						
Yard		PM 2.00	PM 5.55	AM 8.35	W F Y			42.9	LAWRENCE.			N P	AM 8.20	PM 5.30	AM 10.00	
9			f	f				0	2.1	INDIA.		f	f			
	23	f 2.28	s 6.09	s 8.50				0	57.9	4.4			s 8.06	s 5.10	f 9.43	
	25	s 2.42	s 6.17	s 8.58				39.6	0	3.2						
								85.5	0	9.7	T		s 8.00	s 5.02	s 9.33	
8			f	f				40.9	0	3.6		f	f			
	32	s 3.10	s 6.30	s 9.10 ¹³⁶				65.0	50.4	2.1			s 7.48	s 4.48	s 9.10 ¹³¹	
	11	f 3.30	f 6.39	f 9.19				52.4	64.7	5.4	D T		f 7.35	f 4.35	f 8.50	
Yard		s 3.45	s 6.50	s 9.30	W F Y			0	41.6	5.4			s 7.25	s 4.25	f 8.35	
Yard		3.55 PM	6.55 PM	9.35 AM	W T			0	34.4	0.9			7.20 AM	4.20 PM	8.30 AM	
		Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.						(27.1)			Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	

(14.0) (27.1) (27.1) Average speed per hour. (27.1) (23.2) (18.1)

ALMA DISTRICT.

OSAGE CITY DISTRICT.

Capacity of other Tracks in 44 ft. Cars	Capacity of Sidings in 44 ft. Cars	WESTWARD.						Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 47, November 29, 1925.	Ruling Grade Ascending.	Distance from Burlingame.	Telegraph and Telephone Offices.	EASTWARD.	
		Second Class.		First Class.		First Class.								Third Class.	
		153	154	183	181	182	184								
		Mixed.	Mixed.	Mixed.	Mixed.	Mixed.	Mixed.								
Leave Daily Ex. Sunday.		Leave Daily.		Leave Daily.		Arrive Daily Ex. Sunday.									
Yard		PM 12.01	PM 5.00	PM 7.50	AM 7.05	W Y			36	62					
	20	12.35		f 8.10	f 7.20				0						
9				s 8.30	s 7.50				42.2						
	34	s 1.10							38.0						
	22	s 1.30							55.4						
25	23	2.00 PM	3.00 PM	9.00 PM	8.30 AM	W T			58.1						
		Arrive Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.										

(17.0) Average speed per hour..... (16.9)

Capacity of other Tracks in 44 ft. Cars	Capacity of Sidings in 44 ft. Cars	WESTWARD.						Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 47, November 29, 1925.	Ruling Grade Ascending.	Distance from Quenemo.	Telegraph and Telephone Offices.	EASTWARD.	
		Second Class.		First Class.		First Class.								Third Class.	
		153	154	183	181	182	184								
		Mixed.	Mixed.	Mixed.	Mixed.	Mixed.	Mixed.								
Leave Daily Ex. Sunday.		Leave Daily.		Leave Daily.		Arrive Daily Ex. Sunday.									
Yard		PM 12.01	PM 5.00	PM 7.50	AM 7.05	W Y			36	62					
	20	12.35		f 8.10	f 7.20				0						
9				s 8.30	s 7.50				42.2						
	34	s 1.10							38.0						
	22	s 1.30							55.4						
25	23	2.00 PM	3.00 PM	9.00 PM	8.30 AM	W T			58.1						
		Arrive Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.										

(17.2) (14.1) Average speed per hour..... (17.2) (16.0)

No. 153 is superior over No. 154.

Passengers will be carried on the following Freight Trains only; when more than one section, only the last section will carry passengers. In addition, in Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line.

EASTERN LINES

ILLINOIS DIVISION.—Trains 49, 50, 53, 54, 55 and 56; 47 and 48 between Pekin and Streator; 51 and 52 between Joliet and Streator.
MISSOURI DIVISION.—Trains 44, 45, 59, 60, 61, 62, 57 and 58 between Dumas and Marceline.
EASTERN DIVISION.—Trains 61, 62, 63, 64, 65, 66, 67, 68, 71, 72, 73, 74, 145, 146, 147 and 148.
MIDDLE DIVISION.—Trains 94, 95, 310, 311, 332, 333, 351, 352, 389, 390, 396, and 397; 387 and 388, between Little River and Ellinwood; 308 and 309 between Concordia and Superior.
OKLAHOMA DIVISION.—Trains 413, 414, 417, 418, 419, 420, 421, 422, 443, 444, 447, 448, 449, 450, 453 and 454.
SOUTHERN KANSAS DIVISION.—Trains 215, 216, 217, 218, 223, 224, 229, 232, 247, 248, 263, 264, 273 and 274.

WESTERN LINES.

WESTERN DIVISION.—Trains 77, 78, 79, 80, 81, 82, 83 and 84.
ARKANSAS RIVER DIVISION.—Trains 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 98 and 99.
COLORADO DIVISION.
NEW MEXICO DIVISION.—Trains 70 and 71.
RIO GRANDE DIVISION.
PANHANDLE DIVISION.—Trains 59, 60, 67, 68, 69, 70, 71, 72, 77, 78, 83, 84, 85 and 86.
PECOS DIVISION.—Trains 43, 44, 45 and 46.
PLAINS DIVISION.—Trains 73, 74, 85, 86, 87 and 88 between Woodward and Shattuck.
SLATON DIVISION.

Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

THESE SPECIAL RULES APPLY ONLY TO PAYING PASSENGERS.

When stops are authorized to pick up passengers, agents may flag trains accordingly.

- No. 1. (a) Will stop at any station on Illinois and Missouri Divisions for passengers to Wellington and beyond, and at Stronghurst for Kansas City and beyond.
 (b) At LaPlata and Carrollton to discharge passengers from Ft. Madison and East.
 (c) At any station for passengers to Arizona and California points.
 (d) At any station west of Kansas City to discharge passengers from East of Kan. City.
- No. 2. (a) Will stop at any station La Junta to Chicago to discharge passengers from Phoenix Arizona, and from points in California.
 (b) At any station east of Kansas City to discharge passengers from South of Newton.
- No. 5-6. From Chicago. (a) Will stop at any station in Illinois to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Ft. Madison for passengers to Kansas City or beyond, and points on St. Joseph District.
 (c) At stations Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet, and at Hart to discharge passengers from Chicago and for passengers for Kansas City and west.
 (d) At Princeville to discharge passengers from Chicago.
 (e) At any station west of Kansas City to discharge passengers from any line east of Kansas City.
 (f) At any station west of Dodge City to discharge passengers from east of Dodge City, and at any station west of Dodge City to pick up passengers for points beyond La Junta.
 (g) At any station La Junta to Denver to discharge passengers from east or south of La Junta.
 (h) At any station south of Wichita to discharge passengers from east and west of Newton, and at any station south of Winfield to discharge passengers from points on Eldorado District, and to discharge passengers from Southern Kansas Div.
- No. 5-6. From Denver. (a) Will stop at any station Denver to Pueblo for passengers to points east and south of Newton.
 (b) At stations Dodge City to Newton to discharge passengers from west of Dodge City destined First District when connection is not made at Dodge City with No. 68.
 (c) At Speareville for passengers for points east or south of Newton.
 (d) At any station Dodge City to Ellinwood to pick up passengers for McPherson District.
 (e) At all Agency stations Western Division for passengers to Chicago and east.
 (f) At any station on Oklahoma, Middle and Eastern Divisions to discharge passengers from south of Purcell.
 (g) At any station in Missouri and Illinois to discharge passengers from west and south of Newton and passengers reaching Kansas City on train 210.
 (h) At Bucklin for passengers for Chicago and east.
- No. 8. (a) Will stop at any station La Junta to Dodge City to discharge passengers from west and south of La Junta.
 (b) At any station on Middle and Eastern Divs. to discharge passengers from west of Newton.
 (c) At Lebo, Melvern, Quenemo and Pomona for passengers for east of Kansas City.
- No. 9. (a) Will stop at Coal City for passengers destined west of Streator, and at Dallas City for passengers to Colorado or beyond and to Texas, Arizona and California.
 (b) At Holliday for passengers from No. 210 for points south of La Junta at which No. 9 is scheduled to stop.
 (c) On Sunday at any station on Second District Western Div. to discharge passengers from Kansas City and east.
 (d) At Las Animas to discharge passengers from Kansas City or east thereof.
- No. 10. (a) Will stop at any station Belen to Clovis to discharge passengers from Albuquerque and Belen and beyond and to pick up passengers for points on Slaton Division and beyond Sweetwater.
 (b) At any station Wellington to Newton to discharge passengers from Wellington and West.
 (c) At any station on Missouri and Illinois Divisions to discharge passengers from west of Newton.
- No. 11-12. From Kansas City. Will stop at Florence for passengers to Dodge City and west for points at which No. 11, Dodge City to La Junta, and No. 12, La Junta to Denver, is scheduled to stop, and at Littleton to discharge passengers from Colorado Springs, Pueblo and points east.

- No. 11-12. (a) Will stop at Castle Rock to pick up and discharge passengers, and at Littleton to pick up passengers for Colorado Springs, Pueblo and points east where this train is scheduled to stop.
 (b) At Monument for passengers destined Colorado Springs and beyond.
 (c) At Swink to discharge passengers for points on Third District Arkansas River Div.
 (d) On Middle and Eastern Divisions to discharge passengers from south of Purcell.
 (e) At Florence, Strong City and Osage City to discharge passengers from west of La Junta.
 (f) At Holliday to discharge passengers from west of La Junta for Second and Third Districts Eastern Division and Southern Kansas Division points.
- No. 13. Will stop at any station Rio Grande Div. to discharge passengers from east of Albuquerque and east and west of Belen.
- No. 14. (a) Will stop at any station La Junta to Newton to discharge passengers from La Junta and west or north thereof.
 (b) At any station on Missouri and Illinois Divisions to discharge passengers from west of Kansas City.
 (c) At Stronghurst for passengers for Chicago and East and to discharge passengers from Kansas City.
- No. 17. (a) Will stop at any station to discharge passengers from east of Kansas City and from St. Joseph District.
 (b) At Holliday for passengers from No. 202 for points at which No. 17 is scheduled to stop, when No. 202 does not make connection with No. 134 at Ottawa, and for passengers from No. 210 for points at which No. 17 is scheduled to stop.
 (c) At De Soto, Lecompton, Carbondale, Scranton and Reading for passengers for points at which No. 17 is scheduled to stop and to discharge passengers from Kansas City, Topeka and St. Joseph District.
 (d) At De Soto to discharge passengers from Kansas City, Kan. (Argentine Station).
 (e) At any station south of Arkansas City to discharge passengers from east and west of Newton.
 (f) At Chilocco for passengers for Ponca City and points south.
 (g) At any station south of Guthrie to discharge passengers from points on Panhandle Div. via Enid District.
- No. 18. (a) Will stop at any station south of Newton to discharge passengers from south of Purcell, and at Chilocco to discharge passengers from Ponca City and points south.
 (b) At any station east of Newton to discharge passengers from south of Newton.
- No. 21. (a) Will stop at any station to discharge passengers from east of Kansas City and from connections at Wellington, Harper, Kiowa and Avarad.
 (b) At any station Newton to Clovis for passengers to any point west and south of Clovis, including points west of Albuquerque, Deming and El Paso.
- No. 22. (a) Will stop at any point to discharge passengers from Amarillo and west.
 (b) At stations east of Attica to discharge passengers from points on Medicine Lodge District.
 (c) At points between Mulvane and Emporia to discharge passengers from west of Mulvane.
 (d) At Ottawa Jct. to discharge passengers from Wichita and points west destined Ottawa and points south, and at Olathe to discharge passengers from Wichita and points west.
 (e) At any station Kansas City to Chicago to discharge passengers from any line west of Kan. City and to discharge passengers from St. Joseph and connecting lines.
 (f) At Bucklin, Gorin, Williamsfield, and Princeville for passengers to Chicago and east.
 (g) At Baring and Wyaconda for passengers for Galesburg and east at which No. 22 is scheduled to stop.
- No. 201. Will stop at Turner and Morris for passengers south of Holliday.
 No. 203. Will stop at Earlton, Thayer, Morehead, Bolton and Wayside to discharge passengers from Kansas City and points east.
 No. 204. Will stop at Richmond and Princeton to discharge passengers from south and west of Cherryvale, and at Wellsville, Edgerton and Gardner to discharge passengers from Ottawa and points south.
 No. 210. Will stop at Holliday to discharge passengers for No. 17, and to discharge passengers for No. 9 destined to points west of La Junta where No. 9 is scheduled to stop.

THE FOLLOWING SIGNS INDICATE—

—Regular Stop; f—Stop on signal; ¶—Stop for meals; N—Day and night telegraph office; G—Night telegraph office; D—Day telegraph office; P—Day and night telephone office; T—Day telephone office; V—Night telephone office; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

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

Dr. J. P. KASTER, Chief Surgeon, Topeka.

Dr. M. L. BISHOFF, Assistant Chief Surgeon, Topeka.

Drs. WILLIAMS & BOGGS, Specialists Eye and Ear, Topeka.

Dr. C. A. McGUIRE, Consultant, Topeka.

Dr. M. L. PERRY, Consultant, Topeka.

EASTERN DIVISION.

Dr. J. A. FARLEY, Topeka Hospital.

Dr. H. W. GOOTEE, Topeka Hospital.

Dr. W. H. ELKINS, Topeka Hospital.

Dr. G. R. BLACKBURN, Topeka Hospital.

Dr. A. K. OWEN, Topeka Hospital.

Dr. JNO. M. GRIMES, Topeka Hospital.

Dr. G. A. FINNEY, Topeka Hospital.

Dr. W. H. BURROUGHS, Topeka Hospital.

Dr. A. J. WISE, Topeka Hospital.

Dr. JOHN B. DAVIS, Ottawa.

Dr. LEE HAYNES, 316 Argyle Building, Kansas City, Mo.
Bell Telephone Grand 1671, Office.
Home Telephone Main 1105, Office.

Dr. M. J. OWEN, Rialto Bldg., Kansas City, Mo.

Dr. J. E. PERRY (Colored), 1716 E. 12th St.,
Kansas City, Mo.

Dr. J. W. BEIL, 311 Argyle Building, Kansas City, Mo.

Dr. D. E. CLOPPER, Argentine.

Dr. H. T. JONES, Lawrence.

Drs. SCHENCK & SCHENCK, Burlingame.

Dr. T. O. BROWN, Osage City.

Dr. F. A. ECKDALL, Emporia.

Dr. F. P. MANN, Valley Falls.

Dr. W. F. SMITH, Atchison.

Dr. C. H. WALLACE, St. Joseph.

Dr. H. K. WALLACE, St. Joseph.

Dr. C. D. LLOYD, Leavenworth.

Dr. C. W. JONES, Olathe.

Dr. E. BUTLER, Quenemo.

Dr. H. T. SALISBURY, Burlington.

Dr. J. A. MILLIGAN, Garnett.

Dr. C. A. PALM, Colony.

Dr. R. O. CHRISTIAN, Iola.

Dr. E. A. DAVIS, Chanute.

Dr. A. M. GARTON, Chanute.

Dr. F. C. STEWART, Eskridge.

Dr. C. H. MEILKE, Argentine.

R. D. MONTGOMERY, General Watch Inspector, Topeka.

LOCAL INSPECTORS, EASTERN DIVISION.

MACE & REYNOLDS, Argentine.

H. C. BURDICK, Topeka.

D. D. WILLIAMS & COMPANY, Emporia.

C. D. HOWE, Ottawa.

J. W. PHILLIPS & SON, Chanute.

E. H. LAVERY, Leavenworth.

W. F. MAXWELL, St. Joseph.

R. D. MORSE, Osage City.

R. P. ZIMMERMAN, Atchison.

J. H. MACE, 1122 Grand Ave., Kansas City, Mo.

J. H. MACE, Union Station, Kansas City.

SPECIAL RULES AND REGULATIONS.

Effective on the Eastern Division and Superseding all General Rules Inconsistent Therewith.

A book of The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1909, and the current Time Table, must be in the hands of all employes of the Operating Department.

Substitute for note under Rule 221-A of current Rules and Regulations, operating department: This rule not applicable to double track where separate signals are provided for trains on sidings.

Where upper quadrant three-position signals are installed the following indications will be provided:

Stop—Arm horizontal, or red light.

Proceed under control—Arm 45 degrees upward, or yellow light.

Proceed—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate.

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

Bulletin books are located at Kansas City Union Station, Argentine, Topeka, Emporia, Leavenworth, Atchison, Ottawa, Colony, Osage City, Chanute, Holliday, Gridley and Iola.

Standard thermometers are located at Emporia, Argentine, Neosho Rapids, Melvern, Ottawa Junction, Quenemo, Edgerton, Holliday, Osage City, Topeka, Valley Falls, Atchison, Ottawa, Richmond, Colony, Iola, Gridley and Yates Center.

Yard limits (see No. 93, General Rules) are located at Kansas City, Argentine, Atchison, Colony, Emporia, Gridley, Garnett, Holliday, Humboldt, Iola, Lawrence, Leavenworth, Ottawa Junction, Ottawa, Olathe, Topeka, North Topeka, Valley Falls, Burlingame, and Osage City. At all other stations trains must be protected as per Nos. 99 and D-99 of General Rules.

Kansas City and Argentine Yard Limits include both freight main lines from A. T. & S. F. Junction to the clearance posts at junction with passenger main lines at Turner.

Yard Limit board three thousand feet west of Turner station designates the western limit of Argentine Yard with respect to track No. 3.

Audible signal "C," Rule 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or fuel stations, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

So far as practicable, hand baggage should not be placed in the aisles of passenger cars.

Heavy hand baggage or packages should not be allowed in overhead racks where there is possible danger of their falling from same.

Train crews are enjoined to supervise the stowing of baggage and see that it is accomplished in such manner as to minimize hazard of accident to passengers.

Standard Clocks are located at Kansas City Union Station, Kansas City Freight Office, Argentine, Master Mechanic's Office at Argentine, Topeka, Terminal Yard, Emporia, Atchison F. D. and Ottawa.

Time signals will be sent daily at 11:00 a. m., "Central" time, from the Master Clock of the Washington, D. C., U. S. Naval Observatory, to all telegraph stations. These signals are automatic clock-beats, repeated over the wires by the Master Clock. All repeater switches should be thrown. The following program will be observed:

H. M. S.
10 57 00 A. M., Second beats commence and continue until the 28th second, inclusive, when circuit opens until
10 57 30 A. M., When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until
10 58 00 A. M., When second beats commence again, continuing until the 28th second, inclusive, when circuit opens until
10 58 30 A. M., When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until
10 59 00 A. M., When second beats commence and continue until the 28th second, inclusive, when circuit opens until
10 59 30 A. M., When second beats commence again, continuing to the 50th second, inclusive, when circuit opens until
11 00 00 A. M., When the circuit closes one dot, and then opens again, when all repeater switches should be thrown back to original position.

1 E. Rules

This program affords ample opportunity to identify the minute and second. If from interruption of wires, or other causes, the time should fail to be transmitted from the Master Clock at Washington the time will be struck by the Master Clock at Topeka, from Standard Time in the General Watch Inspector's office, as per above program; or should there be a failure from any cause in receiving time each day, Operators will get time from the Dispatcher's Office.

It is important that every Station shall have correct time, and Operators receiving time will, if necessary, correct the Station Clock to agree with time signal as received.

No switch lights on Lawrence, Alma, Colony, Burlington, Leavenworth and Osage City Districts.

DOUBLE TRACK ON SECOND DISTRICT BETWEEN A. T. & S. F. JUNCTION AND EMPORIA, AND ON THIRD DISTRICT BETWEEN OTTAWA JUNCTION AND OTTAWA.

ALL TRAINS BETWEEN A. T. & S. F. JUNCTION AND HOLLIDAY AND BETWEEN EMPORIA JUNCTION AND EMPORIA SHALL KEEP TO THE RIGHT.

ALL TRAINS BETWEEN HOLLIDAY AND EMPORIA JUNCTION AND BETWEEN OTTAWA JUNCTION AND OTTAWA SHALL KEEP TO THE LEFT.

Rules governing the movement of trains with the current of traffic on double track by means of block signals:

On double track, trains will run with the current of traffic by block signals, whose indications will supersede time table superiority.

The movement of trains will be supervised by the Train Dispatcher, who will issue instructions to signalmen when required.

Trains having work to do which may detain them must obtain permission from the signalman at the last station at which there is a siding before entering the block in which the work is to be done. The signalman must obtain authority to give this permission from the dispatcher.

When necessary to run trains against the current of traffic, movement must be controlled by train orders.

Except as affected by these rules, block signal and train rules will remain in force.

Trains from the Second District of Southern Kansas Division and all freight trains Westward from the First and Second Districts will use the South main line from Emporia Junction to Freight Yard Emporia.

South track or eastward main line between Turner and Holliday, will be designated as track No. 1.

Middle track or westward main line as track No. 2.

North track or independent main line as track No. 3.

Tracks Nos. 1 and 2, operated as double track under current of traffic rules.

Track No. 3, operated independent of tracks Nos. 1 and 2.

Trains have no time table superiority on track No. 3, and will use this track only as authorized by train order.

Automatic signals between A. T. & S. F. Junction and Ridgeton, and between Neosho Rapids and Emporia, except eastward track from the Eastward home signals at Holliday to Signal 132 east of Holliday.

Lawrence.—Movement of trains through Lawrence yard west of depot are governed by automatic signals.

Bracket signal west of the passenger station at Lawrence governs trains in both directions on the second track from the signal, or the main line. The intervening track is not indicated by stub post and blue light.

Eastward trains through Emporia Yard are governed by signals on brackets, located east of yard office and just west of West Street, and the track between these signals and the track they govern is not indicated by stub post and blue light.

Automatic signal located between M. P. 78 and M. P. 79 Third District governs track from signal to end of circuit west end of Crusher track.

Manual Block between Neosho Rapids and Ridgeton, and between Holliday and Emporia Junction, First District, and on track No. 3 between Turner and Holliday.

The block signal at the register station at junction of Leavenworth District and the First District governs the movement of trains eastward from the Leavenworth District to the First District.

Location of Fixed Signals.—Caution Signals on the Second District between Holliday and Emporia will be found to the left of the track, except between Edgerton and Gardner, Melvern and Ridgeton, LeLoup and Mile Post 46, and east of Tauy, where the two tracks are separated a sufficient distance to permit of the signals being placed between the tracks. Attention is also directed to other fixed signals located to the left of the track they govern, the most important of which are the Interlocking signals as follows: Eastward at Holliday on both the First and Second Districts; westward from First District entering Topeka yard; eastward at Osage City.

Holliday.—Station semaphore governs movement of trains via First District.

Morris.—Station semaphore governs movement of trains on track No. 3 only.

All trains will be governed by time, rules and regulations of Kansas City Terminal Railway Company between A. T. & S. F. Junction and Kansas City Union Station.

All trains will be governed by Special Rules governing the use of double track Passenger main line and double track Freight main line between Turner and A. T. & S. F. Junction, connecting with main line of Kansas City Terminal Railway.

All trains will be governed by Time, Rules and Regulations of C. R. I. & P. Ry. between Terminal Junction and Winthrop.

Between Terminal Junction and St. Joseph Union Depot connection, all trains will be governed by rules and regulations Missouri Division current Time Table.

Trains will enter and leave Terminal Yard, St. Joseph, at first connecting switch with C. R. I. & P. Ry. west of Terminal Junction.

All trains while on Union Depot tracks, Atchison, will be governed by rules and regulations of Atchison Union Depot Time Table.

All trains while on Union Depot tracks, St. Joseph, will be governed by rules and regulations of St. Joseph Union Depot Time Table.

Union Pacific Ry. trains using main track at Valley Falls will be governed by rules and regulations of The A. T. & S. F. Ry. Co.

All trains will run under control between Union Pacific junction switch .2 mile west of Valley Falls and Union Pacific junction switch .3 mile east of Valley Falls, expecting to find main track being used by other trains.

Orders must be obtained from the Train Dispatcher before going on main line First District from the Leavenworth District at Wilder.

Burlington District trains have no time-table superiority between Burlington Junction and Ottawa. Third District time table governs between these points.

Operator at Ridgeton will handle connecting switches.

All trains must get clearance cards at Kansas City Union Station, Topeka, Ottawa, Chanute, and Leavenworth.

All first-class trains must get clearance cards at Emporia, and all except first-class trains must get clearance cards at freight yard Emporia and Yard Office Argentine.

All eastward trains from Ottawa must get clearance cards at Ottawa Junction.

All First District trains, except Eastward First Class, must get clearance cards at Holliday.

All westward freight trains must get clearance cards at Atchison Freight Depot.

Alma District trains must get clearance cards at Burlingame and Alma.

Lawrence District trains must get clearance cards at Ottawa Junction and Lawrence.

Osage City District trains must get clearance cards at Osage City and Quenemo.

Colony District trains must get clearance cards at Colony.

At stations shown in full-faced type, conductors must personally register their trains. Conductors of freight trains will personally register their trains at Emporia and Argentine yard offices.

Conductors of freight and accommodation trains will make telegraph train reports, Form 903, and leave at each station where train is changed except register stations. Operators will wire report promptly to Trainmaster's office.

All First District first-class trains will register by Form 903 at Holliday.

First-class trains will register by form 903 at Terminal Yard and Atchison Freight Depot.

All employes are hereby notified that there are coal chutes, platforms and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side of a car; and all employes must PROTECT themselves from injury in passing such structures.

That it is dangerous to sit on side of cars or hang on side ladders, or for engineers or firemen to have head out engine cab windows passing the mill tracks at Lawrence.

Also, that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through or under the following-named bridges or viaducts, and necessary precautions must be used by all employes to protect themselves from injury from overhead structures at said points while riding on top of cars.

Mile Posts	Bridge Number	
First District		
26.9	26-E	Massachusetts Street Viaduct, Lawrence.
37.4	37-C	Wagon Viaduct, Lecompton.
51.7	51-B	Foot Viaduct, Topeka.
52.3	52-B	Second Street Foot Viaduct, Topeka.
52.6	.....	Sixth Street Viaduct, Topeka.
Second District.		
3.5	.....	Twelfth Street Viaduct, Kansas City, Kan.
4.4	.....	Foot Viaduct, Argentine Sta., Kan. City, Kan.
34.4	34-A	Wagon Viaduct.
45.1	45-A	" "
56.8	.....	Coal Chute, Ottawa Junction.
79.7	79-B	Wagon Viaduct.
83.7	83-C	" "
92.5	92-A	" "
Atchison District.		
.....	.....	Union Depot Train Shed, Atchison.
.....	O-B	Sixth Street Viaduct, Atchison.
50.4	50-A	Second Street Viaduct, Topeka.
Leavenworth District.		
16.7	.....	Wire, State Road, Lansing.
18.3	18-A	Wagon Viaduct.
18.5	.....	Wire, State Road, Soldiers' Home.
20.6	20-B	Wagon Viaduct.
20.7	20-C	" "
20.7	20-D	" "
20.8	.....	Wire, Spruce Street.
.....	.....	Viaduct, Boiler House Track, Soldiers' Home.
Alma District.		
33.6	33-C	Mill Creek, Alma.
Burlington District.		
41.1	41-A	Neosho River.

RAILROAD CROSSINGS.

Topeka.—Missouri Pacific crossing, 1.1 miles west of the depot, is protected by interlocking system, with distant and home signals and derails.

The distant signal west of Missouri Pacific crossing, Topeka, is not in sight of the cabin where the levers are located that operate the interlocked signals. Eastward trains must be under control approaching the distant signal, and be prepared to stop before reaching the Home Signal if the latter should be in stop position.

A. T. & S. F. crossing at Second Street, is protected by interlocking system with distant and home signals for westward trains and home signal for eastward trains First District. No distant signal in connection with the home signals from Atchison District.

Osage City.—Missouri Pacific crossing .3 mile east of depot is protected by interlocking system. No distant signal in connection with eastward home signal, First District, and the home signals on Osage City District.

Ottawa Junction.—A. T. & S. F. crossing is protected by interlocking system with distant and home signals on Second District. No distant signals in connection with Third and Lawrence Districts.

Quenemo.—Missouri Pacific crossing, .9 mile west of depot, is protected by second-class interlocking system, with home and distant signals.

North Topeka.—Union Pacific Ry. crossing, just west of depot, is protected by interlocking system with distant and home signals and derail for westward trains and home signal and derail for eastward trains. The wye switches are also protected by signal and derail.

Atchison.—Missouri Pacific crossing, .6 mile west of Atchison freight depot, is protected by a gate set normally across Missouri Pacific track. At night, position of gate is indicated by a green light when clear and red light when blocked.

Lyndon.—Missouri Pacific crossing, 4.2 miles west of the depot, is protected by a gate which is set normally across the A. T. & S. F. track. At night, position of gate is indicated by a green light when clear and a red light when blocked.

Stone.—K. C. N. W. crossing, 1.4 miles west of station, is protected by a gate set normally across K. C. N. W. tracks. At night, position of gate is indicated by green light when clear and red light when blocked.

Yates Center.—Missouri Pacific crossing, 1 mile east of depot, is protected by gate set normally across A. T. & S. F. track. At night position of gate is indicated by a green light when clear and a red light when blocked.

Yates Center.—Missouri Pacific crossing, 2.7 miles east of depot, is protected by gate set normally across A. T. & S. F. track. At night position of gate is indicated by a green light when clear and a red light when blocked.

Colony.—Missouri Pacific crossing, .5 mile east of depot, is protected by gate set normally across Missouri Pacific track. At night position of gate is indicated by a green light when clear, and a red light when blocked.

Trains will not cross Missouri Pacific Ry. at Ottawa, Garnett, Iola, and Leavenworth & Topeka Ry. at South Leavenworth, and westward trains will not cross Union Pacific Ry. 4.3 miles west of Leavenworth until the enginemen receive signal from trainman that track is clear.

The Maximum Speed of Trains is as Indicated Below.

	PASSENGER		FREIGHT	
	Mi.	Time	Mi.	Time
	Per	Per	Per	Per
	Hr.	Min.	Hr.	Min.
	Min.	Sec.	Min.	Sec.
First District	55	1 5	40	1 30
Second District	55	1 5	40	1 30
Third District	55	1 5	40	1 30
Atchison District	45	1 20	30	2 00
Lawrence District	45	1 20	30	2 00
Leavenworth District	30	2 00	30	2 00
Alma District	25	2 24	25	2 24
Osage City District	20	3 00	20	3 00
Burlington District	30	2 00	30	2 00
Colony District	20	3 00	20	3 00

FURTHER RESTRICTIONS

	PASSENGER			FREIGHT		
	Mi.	Time	Per Per Mile	Mi.	Time	Per Per Mile
	Hr.	Min.	Sec.	Hr.	Min.	Sec.
FIRST DISTRICT.						
M.P. 26.5 to M.P. 27, Lawrence Yard..	20	3	00	20	3	00
Around curves between M.P. 42.9 and M.P. 43.5 between Grover and Spencer	40	1	30	25	2	24
Between Second Street and Mo. Pac. Crossing, Fifteenth Street, Topeka...	20	3	00	15	4	00
Eastward between Pauline and Topeka	45	1	20	25	2	24
Eastward between Carbondale and Wakarusa	45	1	20	25	2	24
Between Mo. Pac. Crossing and West Passing track switch, Osage City.....	15	4	00	15	4	00
SECOND DISTRICT.						
Over interlocked crossing, Turner....	40	1	30	15	4	00
Track No. 3, Turner to Holliday.....	40	1	30	30	2	00
Through crossovers between main lines at Morris, Holliday, LeLoup and Emporia Junction.....	30	2	00	20	3	00
Turnout at end of Track No. 3 at Holliday.....	15	4	00	15	4	00
Eastward track Olathe to Holliday....	40	1	30	25	2	24
M.P. 25.2 to M.P. 26, Olathe Yard.....	20	3	00	20	3	00
Over East switch of Westward passing track at Gardner	35	1	42	35	1	42
Turn out at East end of Westward passing track at Edgerton	15	4	00	15	4	00
Westward over interlocking switches at Edgerton	45	1	20	30	2	00
Through East turnout of Westward passing track at Gardner, through West turnout of Eastward passing track and East turnout of Westward passing track at LeLoup.....	20	3	00	20	3	00
All other cross-overs and turn-outs...	10	6	00	10	6	00
Lawrence District Crossing, Ottawa Jct.	20	3	00	20	3	00
Mo. Pac. Crossing H. U. Tower.....	35	1	42	25	2	24
Mo. Pac. Crossing at Quenemo.....	20	3	00	20	3	00
Eastward Track M.P. 80.5 to Depot, Melvern	30	2	00	20	3	00
Between Emporia Junction and West Street at Emporia	15	4	00	15	4	00
West Tower, Emporia, through cross-overs and into freight yard	10	6	00	10	6	00
THIRD DISTRICT.						
M.P. 58 to 58.8, Ottawa Yard.....	20	3	00	20	3	00
Welda to Tanner.....				30	2	00
Between M.P. 79 and M.P. 80.....	40	1	30	25	2	24
Mo. Pac. Crossing M.P. 98.3.....	15	4	00	15	4	00
ATCHISON DISTRICT.						
M.P. 1.5 to M.P. 1.....	10	6	00	10	6	00
Tenth Street to Union Station, Atchison	15	4	00	15	4	00
Crossing Missouri River Bridge, Atchison.....	6	10	00	6	10	00
North Topeka to Topeka.....	15	4	00	15	4	00
LAWRENCE DISTRICT.						
3160 Class Engines	25	2	24	25	2	24
Crossing Second District, Ottawa Jct..	20	3	00	20	3	00
Street Car Crossing, West of Lawrence	15	4	00	15	4	00
LEAVENWORTH DISTRICT.						
566 Class Engines	25	2	24	25	2	24
Viaduct East of Soldiers' Home to Leavenworth	15	4	00	15	4	00
Around curves between M.P. 24 and M.P. 25, M.P. 25x3732 ft., M.P. 30x600 ft.	15	4	00	15	4	00
ALMA DISTRICT.						
Mile Post 33.....	15	4	00	15	4	00

SPEED OF LIGHT ENGINES.

	Day—FORWARD—Night				Day—BACKWARD—Night				
	Miles		Time Per		Miles		Time Per		
	Per	Mile	Per	Mile	Per	Mile	Per	Mile	
	Hr.	Min.	Sec.	Hr.	Min.	Sec.	Hr.	Min.	Sec.
First District	40	1	30	40	1	30	25	2	24
Second District	40	1	30	40	1	30	25	2	24
Third District	40	1	30	40	1	30	25	2	24
Atchison Dist.	30	2	00	30	2	00	20	3	00
Lawrence Dist.	30	2	00	30	2	00	15	4	00
Leavenworth									
District	30	2	00	30	2	00	15	4	00
Alma District	25	2	24	25	2	24	15	4	00
Osage City									
District	20	3	00	20	3	00	15	4	00
Burlington									
District	30	2	00	30	2	00	15	4	00
Colony District	20	3	00	20	3	00	15	4	00

Maximum speed for engines of following classes:
 1014-1050-1800—50 miles per hour, 1 mile in 1 minute 12 seconds.
 3100—30 miles per hour, 1 mile in 2 minutes.
 3160—40 miles per hour, 1 mile in 1 minute 30 seconds.

Trains handling steam wreckers, steam shovels, ditchers, clam shells and pile drivers will not exceed speed of twenty-five (25) miles per hour, or one (1) mile in two (2) minutes and twenty-four (24) seconds, on main line and ballasted branches, and will not exceed speed of fifteen (15) miles per hour, or one (1) mile in four (4) minutes, on unballasted branch lines.

Trains handling dead engines will not exceed a speed of twenty (20) miles per hour, or one (1) mile in three (3) minutes.

Switch engines or engines without pony trucks moving between stations shall not exceed a speed of twenty (20) miles per hour, or one (1) mile in three (3) minutes.

In Kansas, a railroad company has a right to eject from its trains any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road, whether at a station or otherwise, with this limitation: In case a person is, by reason of any infirmity, unable to travel or find his way from the point where he is put off to a dwelling-house or town, or the weather is so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected at a station where suitable accommodation can be procured for his safety and comfort.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

Attention is also called to the following Kansas statute on the subject of gambling and confidence games:

Chapter 81 of the Laws of 1876.

Section 1. Whoever shall, in this State, deal, play or practice, or be in any manner accessory to the dealing, playing or practicing of the confidence game or swindle known as three-card monte, or of any such game, play or practice, shall be deemed guilty of a felony, and upon conviction thereof shall be punished by a fine of not to exceed five thousand dollars, and by confinement in the penitentiary not less than two nor more than five years.

Sec. 2. Whoever shall, in this State, on any railroad car, coach, or train, practice any confidence game not mentioned in the preceding section, or shall sell any prize packages or other prize, shall be deemed guilty of a misdemeanor.

Sec. 3. It is hereby made the duty of railroad conductors, brakemen on railroad trains, to immediately arrest the person so offending without warrant or other process, and to call upon all bystanders and others for assistance, when the same may be necessary, to enable them to make such arrest. And when such offense is committed on any railroad car, coach or train, the venue shall lie, and the person be tried, in any county through which such railroad may run, not outside of the judicial district in which the offense was committed, any law to the contrary notwithstanding.

In Missouri, if any passenger shall refuse to pay his fare, or shall behave in an offensive manner, or be guilty of repeated violations of the rules of the company, it shall be lawful for the conductor of the train and the servants of the corporation to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping-place, or near any dwelling-house, as the conductor shall elect on stopping the train.

Rules governing the use of double-track passenger main line and double-track freight main line between Turner and A. T. & S. F. Junction connecting with main lines of Kansas City Terminal Ry.

I. The two south tracks between A. T. & S. F. Junction and Turner are designated as double-track passenger main lines. The two north tracks from Fifth Street Bridge to Argentine and the two tracks located north side of yard between Argentine and Turner are designated as double-track freight main lines.

II. All eastward passenger trains will use the south passenger main track, and all westward passenger trains will use the north passenger main track, between A. T. & S. F. Junction and Turner.

III. Specials, back-up trains and engines are authorized to use the passenger main lines between A. T. & S. F. Junction and Argentine without special running orders, but in all other respects such trains or engines will be governed by the current Rules and Regulations and as per paragraphs I and II. Between A. T. & S. F. Junction and Argentine all trains will run with caution.

IV. Missouri Division freight trains and all transfers will use double-track freight main line between Argentine and A. T. & S. F. Junction. Eastward freight trains and transfers will use south freight main track. Westward freight trains and transfers will use the north freight main track.

(a) All trains and transfers using double-track freight main line must move under control, expecting to find tracks occupied.

(b) Junction of double-track freight main line with double-track stock yards line is located at Fifth Street bridge. Rules governing railroad crossings will apply to crossing of westward freight track and eastward stock-yard track.

(c) Trains or transfers moving on westward freight main line will come to a stop before reaching connecting switch with westward stock-yard track and will not proceed until it can be seen that stock-yard track is clear of engines or transfers approaching from stock-yard.

(d) Engines and transfers coming from stock-yards will come to a stop before reaching connecting switch with westward freight main line and not proceed until it can be seen that westward freight main line is clear of trains approaching from A. T. & S. F. Junction.

V. Eastward Missouri Division freight trains before entering on Kansas City Terminal Railway will ascertain from switch tender at A. T. & S. F. Junction, if Terminal tracks are clear.

VI. Freight trains between Argentine and Turner will use double-track freight main line. Eastward freight trains will use south freight main track. Westward freight trains will use north freight main track.

VII. All westward passenger trains must obtain Clearance Cards at Kansas City Union Station.

VIII. Missouri Division freight trains run between Argentine and A. T. & S. F. Junction.

IX. Rules governing railroad crossings will apply to all trains or engines moving in all directions on all passenger and freight lines and Kansas City Terminal Y tracks at A. T. & S. F. Junction. Trains or engines must not proceed until it can be seen that all tracks which it may be necessary to cross or foul, are clear in each direction.

X. Engines and back-up trains are authorized to use the Kansas City Terminal Ry. Co. Y, between Chicago Junction and A. T. & S. F. Junction, for turning and other purposes, **avoiding Regular Time Table Trains**, and in so doing must observe the following:

(a) Engines or trains entering upon the Kansas City Terminal Railway Co. tracks at A. T. & S. F. Junction, for the purpose of turning on the Y, will use the south track to the slip crossover just east of the east Y switch; the north main-line or westward track will then be used to Chicago Junction.

(b) All such engines or trains, while on the tracks of the Kansas City Terminal Railway Co., must observe and conform to the current Time Table Rules and Regulations covering the movement of trains, together with the special rules in relation to Semaphore Signals in force on that line.

(c) In event the Tower and Semaphore Signals on the Kansas City Terminal Railway are obscured by fog, or other causes, the rules governing flagging and use of torpedoes must be fully complied with, unless directed otherwise by 31 order.

Stop boards have been placed in each direction from A. T. & S. F. Junction. All eastward trains approaching A. T. & S. F. Junction will stop at stop board and proceed only on signal from switch tender.

NOTE.—ALL FREIGHT TRAINS AND SWITCH ENGINES WILL NOT EXCEED SPEED OF 10 MILES PER HOUR THROUGH TURNOUTS AND CROSSOVERS.

C. W. NELSON,
 Ass't Supt., Kansas City Div.
 ARGENTINE, KANSAS.

E. C. NEAL,
 Ass't Train Master,
 EMPORIA, KANSAS.

W. S. DICKENSHEETS,
 Chief Dispatcher,
 EMPORIA, KANSAS.

J. F. McNALLY,
 Ass't Superintendent,
 EMPORIA, KANSAS.

T. P. CONDRON,
 Ass't Train Master,
 Kansas City Division,
 ARGENTINE, KANSAS.

W. W. MAXWELL,
 Night Chief Dispatcher,
 EMPORIA, KANSAS.

A. L. HATFIELD,
 Train Master,
 EMPORIA, KANSAS.

W. A. SHOCKLEY,
 Ass't Train Master,
 Kansas City Division,
 ARGENTINE, KANSAS.

TRAIN DISPATCHERS:

- C. A. Moore,
- C. V. Davis,
- C. C. Koontz,
- V. Estep,
- C. T. Herzog,
- C. A. Pruitt,
- C. E. Ireland,
- EMPORIA, KANSAS.

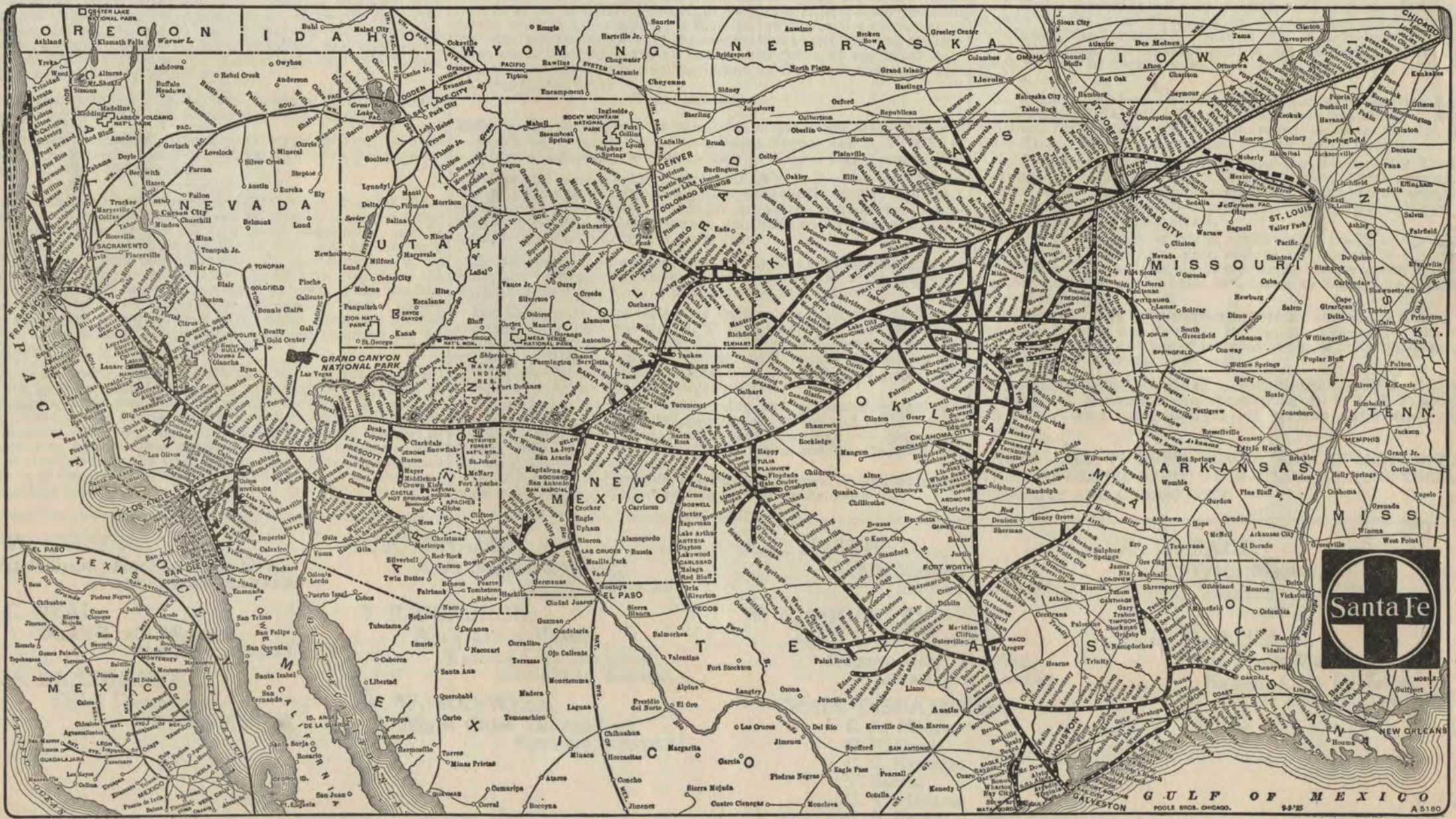
O. W. PAGE,
 Train Master,
 Kansas City Division,
 ARGENTINE, KANSAS.

F. D. MARSHALL,
 Pass. Train Master,
 Kansas City Division,
 KANSAS CITY, MO.

SANTA FE SAFETY FIRST

“Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, all unsafe conditions or practices.”

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



— Santa Fe Through Lines — Double Track plus two main lines between Newton and Albuquerque - - - Lines Under Construction --- Connecting Lines

