

The Atchison, Topeka & Santa Fe Railway Co.



EASTERN LINES.

EASTERN DISTRICT.



EASTERN DIVISION.

EMPLOYEES' TIME TABLE No. 52.

IN EFFECT

SUNDAY, JUNE 9, 1929,

AT 12:01 O'CLOCK A.M.

CENTRAL STANDARD TIME.

Superseding Time Table No. 51, Dated July 1, 1928, and any Supplements thereto.

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

F. A. LEHMAN,

General Manager,

TOPEKA, KANSAS.

D. S. FARLEY,

Asst. General Manager,

TOPEKA, KANSAS.

H. R. LAKE,

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.

17	47	19	27	1	11	211	51	25	49	21	7	23	5	3	45	15	9	Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 52, June 9, 1929.	Sailing Grade Ascending.	Distance from Kansas City.
The Ranger.	Southern Kansas Passenger.	The Chief.	The Antelope.	The Scout.	Colo. Flyer.	Mo. Pac. 11	Local Passenger.	Emporia Express.	Oil Flyer.	The Missionary.	Fast Mail	Grand Canyon Limited.	Colorado and Texas Express.	California Limited.	Southern Kansas Passenger.	Kansas Express.	The Navajo.				
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.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		STATIONS.		Miles.
PM 11.45	PM 11.25	PM 10.30	PM 10.10	PM 10.00	PM 9.45	PM 9.35	PM 6.00	PM 4.30	PM 3.00	AM 10.50	AM 10.20	AM 10.00	AM 9.15	AM 8.45	AM 8.30	AM 8.25	AM 1.35		KANSAS CITY. Union Station 1.4	0	
11.51	11.31	10.35	10.15	10.06	9.51	9.41	6.05	4.36	3.06	10.56	10.26	10.06	9.21	8.51	8.36	8.31	1.41	Y	A. T. & S. F. Junction. 2.8	18.8	1.4
11.56	11.36	10.39	10.19	10.12	9.56	9.46	6.12	4.42	3.11	11.01	10.31	10.11	9.27	8.57	8.42	8.37	1.46	F W T Y	KANSAS CITY, KAN. (Argentine Station.) 2.4	10.4	4.2
AM 12.01	11.40	10.43	10.23	10.17	10.00	9.50	6.16	4.47	3.15	11.05	10.35	10.15	9.32	9.02	8.47	8.42	1.50		TURNER. 3.3	4.2	6.6
12.05	11.45	10.48	10.28	10.22	10.05	9.55	6.21	4.52	3.19	11.10	10.40	10.20	9.38	9.07	8.52	8.47	1.55		MORRIS. 3.2	4.2	10.3
12.10 AM	11.51 PM	10.53 PM	10.33 PM	10.27 PM	10.10 PM	10.00 PM	6.27 PM	4.58 PM	3.23 PM	11.15 AM	10.45 AM	10.25 AM	9.45 AM	9.13 ²⁰ AM	9.00 AM	8.55 AM	2.00 AM	W	HOLLIDAY. 3.2	4.2	13.1
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.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(13.1)		
(31.4)	(30.2)	(34.1)	(34.1)	(29.1)	(31.4)	(31.4)	(29.1)	(28.0)	(34.1)	(31.4)	(31.4)	(31.4)	(26.2)	(28.0)	(26.2)	(26.2)	(31.4)	.....Average speed per hour.			

Capacity of other Tracks in 44 ft. Cars		Capacity of Siding in 44 ft. Cars		33	91	35	69	31	61	43	65	37	Third Class		Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 52, June 9, 1929.	Sailing Grade Ascending.	Distance from A. T. & S. F. Jct.	
		East	West	California Texas, Okla. Fast Freight.	Freight.	Kansas Mdse.	Southern Kansas Freight.	New Mexico Colo.-Kansas Fast Freight.	Way Freight.	Arizona- California Fast Freight.	Way Freight.	Oklahoma- Texas Freight.	59						
				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Tuesday Thursday Saturday.	Leave Daily.	Leave Monday Wednesday Friday.	Leave Daily.	Way Freight.			STATIONS.		Miles.	
				Via Kansas City Terminal Ry.				Via Kansas City Terminal Ry.		Via Kansas City Terminal Ry.			Via Kansas City Terminal Ry.		Y	A. T. & S. F. Junction. 2.8	18.8		
Yard				PM 11.15				PM 6.15		AM 7.00			PM 2.30		F W T Y	KANSAS CITY, KAN. (Argentine Station.) 2.4	10.4	2.8	
Yard				11.30 AM 2.00	PM 10.15	PM 8.00	PM 7.30	6.30 11.59	AM 8.15	7.30 10.30	AM 6.30	AM 1.30				TURNER. 3.3	4.2	5.2	
Yard	69								8.45		7.00					MORRIS. 3.2	4.2	8.5	
70	42			AM	PM	PM	PM	AM	9.05 AM	AM	7.30 AM	AM			W	HOLLIDAY. 3.2	4.2	11.7	
				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Tuesday Thursday Saturday	Arrive Daily.	Ar. Monday Wednesday Friday	Arrive Daily.				(11.7)			
															Average speed per hour.			

(5.6)

NOS. 31, 33, 35, 37, 43, 61, 65, 69 AND 91 HAVE NO TIME TABLE AUTHORITY.

Trains have no time table superiority on tracks Nos. 3 and 4, and will use these tracks only as authorized by train order.

Trains have no time table superiority between A. T. & S. F. Junction and Kansas City Union Station and will be governed by Time, Rules and Regulations of Kansas City Terminal Railway Company.

EASTERN DIVISION.— SECOND DISTRICT.

EASTWARD.

Ruling Grade Ascending	TIME TABLE No. 52, June 9, 1929.	Telegraph and Telephone Offices.	First Class.																	
			18	22	48	28	12	212	8	26	52	46	14	2	50	6	24	4	20	10
	STATIONS.		The Ranger.	The Missionary.	Kansas City and Chicago Express.	The Antelope.	Chicago Flyer.	Mo. Pac. 12.	The Hopi.	Kansas City Express.	Local Passenger.	Kansas City and Chicago Express.	Kansas City and Chicago Express.	The Navajo.	Oil Flyer.	Chicagoan.	Grand Canyon Limited.	California Limited.	The Chief.	The Scout.
			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.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
47.8	KANSAS CITY. Union Station. 1.4	C	AM 7.00	AM 7.30	AM 7.35	AM 7.45	AM 7.50	AM 8.20	AM 8.45	AM 9.45	AM 11.45	AM 4.40	PM 4.45	PM 5.30	PM 7.45	PM 8.10	PM 8.35	PM 8.45	PM 10.15	PM 10.35
	A. T. & S. F. Junction. 2.8		6.52	7.22	7.27	7.38	7.43	8.10	8.37	9.37	11.36	4.32	4.37	5.23	7.37	8.02	8.27	8.38	10.08	10.27
24.2	KANSAS CITY, KAN. (Argentine Station.) 2.4	C	s 6.45	7.17	s 7.21	7.33	7.38	8.05	8.30	s 9.31	s 11.30	s 4.26	s 4.31	5.18	7.32	s 7.55	8.21	8.33	10.03	s 10.20
0	TURNER. 3.3	C	s 6.39	7.12	7.16	7.29	7.34	8.00	8.25	f 9.24	f 11.24	s 4.20	4.25	5.14	7.27	7.50	8.16	8.29	9.59	f 10.13
9.7	MORRIS. 3.2	C	f 6.32	7.08	7.12	7.25	7.30	7.55	8.20	f 9.19	f 11.17	f 4.15	4.20	5.10	7.22	7.45	8.10	8.25	9.55	f 10.07
7.8	HOLLIDAY. 3.2	C	6.25 AM	7.03 AM	7.07 AM	7.20 AM	7.25 AM	7.50 AM	8.15 AM	9.13 AM	11.10 AM	4.10 PM	4.15 PM	5.05 PM	7.17 PM	7.40 PM	8.05 PM	8.20 PM	9.50 PM	10.00 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.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.....			(22.4)	(29.1)	(28.0)	(31.4)	(31.4)	(26.2)	(26.2)	(24.5)	(22.4)	(26.2)	(26.2)	(31.4)	(28.0)	(26.2)	(26.2)	(31.4)	(31.4)	(22.4)

Ruling Grade Ascending.	TIME TABLE No. 52, June 9, 1929.	Telegraph and Telephone Offices.	Third Class.										
			60	92	38	70	40	34	40	62	66	36	32
	STATIONS.		Way Freight.	Stock Express.	Stock Express.	Southern Kansas Freight.	Ft. Worth Special.	Fruit Express.	Meat Express.	Way Freight.	Way Freight.	Colorado-Kansas Fast Freight.	Chicago Fast Freight.
			Ar. Tuesday, Thursday, Saturday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Monday, Wednesday, Friday.	Ar. Tuesday, Thursday, Saturday.	Arrive Daily.	Arrive Daily.
			Via Kansas City Terminal Ry.					Via Kansas City Terminal Ry.	Via Kansas City Terminal Ry.				Via Kansas City Terminal Ry.
24.2	A. T. & S. F. Junction. 2.8		AM 7.35					PM	PM				PM
0	KANSAS CITY, KAN. (Argentine Station.) 2.4	C	7.15 AM	AM 8.40	AM 9.00	AM 9.45	AM 6.00	1.00 PM 11.30	1.30 PM	PM 3.00	PM 4.15	PM 6.00	8.00 PM
9.7	TURNER. 3.3	C								2.45	3.55		
7.8	MORRIS. 3.2	C								2.15	3.35		
	HOLLIDAY. 3.2	C		AM	AM	AM	AM	AM		2.00 PM	3.15 PM	PM	
	(11.7)		Lv. Tuesday, Thursday, Saturday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Monday, Wednesday, Friday.	Lv. Tuesday, Thursday, Saturday.	Leave Daily.	Leave Daily.
Average speed per hour.....			(8.4)										

NOS. 32, 34, 36, 38, 40, 62, 66, 70 AND 92 HAVE NO TIME TABLE AUTHORITY.

Trains have no time table superiority on tracks Nos. 3 and 4, and will use these tracks only as authorized by train order.

Trains have no time table superiority between A. T. & S. F. Junction and Kansas City Union Station and will be governed by Time, Rules and Regulations of Kansas City Terminal Railway Company.

EASTERN DIVISION.—FIRST DISTRICT.

WESTWARD.

Nos. 29, 61, 63, 91 and 97 HAVE NO TIME TABLE AUTHORITY.

Capacity of other tracks in 44 ft. cars	Capacity of Sidings in 44 ft. cars	Third Class.					First Class.							Fuel, Water, Turn Tables and Wye.	TIME TABLE No. 52, June 9, 1929.	Selling Grade Ascending.	Distance from Holiday.	Distance from Atchison.			
		91 Freight. Leave Daily.	29 Fast Freight. Leave Daily Ex. Sunday.	97 Mixed. Leave Daily Ex. Sunday.	61 Way Freight. Lv. Tuesday, Thursday, Saturday.	63 Way Freight. Lv. Monday, Wednesday, Friday.	81 Mixed. Leave Daily Ex. Sunday.	85 Mixed. Leave Daily Ex. Sunday.	1 The Scout. Leave Daily.	25 Emporia Express. Leave Daily.	21 The Missionary. Leave Daily.	23 Grand Canyon Limited. Leave Daily.	5 Colorado and Texas Express. Leave Daily.						3 California Limited. Leave Daily.	15 Kansas Express. Leave Daily.	17 The Ranger. Leave Daily.	STATIONS.	Miles.	Miles.
70	42	PM 11.00			AM 10.05		PM 5.05	AM 10.00	PM 10.27	PM 4.58	AM 11.15	AM 10.25	AM 9.45	AM 9.13 ²⁶	AM 8.55	AM 12.10	W	HOLLIDAY. 1.6	6.4		
24																		CHOTEAU. 2.2	0	1.6	
42	51				10.15		\$ 5.13 PM	\$10.10 AM	10.34	\$ 5.04	11.22	10.32	9.52	9.20	\$ 9.05 ²⁶	12.16	Y	WILDER. 2.3	0	3.8	
7	49																	FRISBIE. 3.8	0	6.1	
12																		CORLISS. 1.3	0	9.9	
21	40				10.48				10.45	\$ 5.17	11.33	10.43	10.03	9.31	\$ 9.20	12.26		DE SOTO. 5.8	10.6	11.2	
16	20																	WEAVER. 2.2	8.9	17.0	
43	57				11.15				10.56	\$ 5.30	11.44	10.54	10.14	9.42	\$ 9.33	12.37		HUDORA. 4.2	10.6	19.2	
17	58								11.01	5.36	11.49	10.59	10.19	9.47	9.39	12.42		NORIA. 3.2	0	23.4	
Yard	32				PM 12.35				\$11.07	\$ 5.45	\$11.55	11.04	\$10.28	9.52 ¹⁵	\$ 9.48 ³ 9.55	\$12.48	W Y	LAWRENCE. 5.1	9.2	26.6	
18	58				1.15				11.16	5.53	12.03	11.13	10.37	10.00	10.05	12.57		LAKE VIEW. 5.8	10.6	31.7	
25	58				1.55				11.26	6.03	12.12	11.21	10.46	10.08	\$10.14	1.05		LECOMPTON. 3.9	0	37.5	
4	75				2.15				11.32	6.09	12.17	11.26	10.51	10.13	10.19	1.10		GROVER. 3.8	0	41.4	
13	59				3.08				11.38	6.17	12.22	11.31	10.56	10.18	10.25	1.15		SPENCER. 3.2	5.5	45.2	
14	38				3.30				11.43	6.27 ⁶	12.27	11.36	11.01	10.23	10.31	1.20		TECUMSEH. 4.3	8.4	48.4	
Yard		AM 2.30	PM 10.45		4.00 PM	AM 7.35			11.50 11.55	6.37 ²⁴ 6.55	12.35 1.05	11.45 11.50	11.10 11.20	10.30 10.35	10.40 10.55	1.30 1.40	W F T	Second Street Tower TOPEKA. 1.1	10.6	52.7	
																		Mo. Pac. Crossing. 5.6	19.2	50.6	
39	61								AM 12.10	7.10	1.18	PM 12.03	11.35	10.48	11.10	1.54		PAULINE. 5.4	52.8	51.7	
35	37								12.19	7.20	1.27	12.12	11.45	10.56	\$11.20	2.02	W	WAKARUSA. 5.1	40.9	57.3	
54	54								12.29	7.30 ¹⁰	1.36	12.22	11.55	11.05	\$11.30	2.11		CARBONDALE. 3.7	52.8	62.7	
84	70								12.36	7.38	1.41	12.28	PM 12.01	11.11	\$11.36	2.16		SCRANTON. 5.3	52.8	67.8	
116	79			PM 5.10					\$12.46	7.47	1.49 ¹⁴	12.37	\$12.10	11.18	\$11.47	2.25	W Y	BURLINGAME. 5.4	45.0	71.5	
70	24			5.26					12.56	7.55	1.57	12.47	12.18	11.26	11.56	2.33		PETERTON. 2.5	52.8	76.8	
																		Mo. Pac. Crossing. Tower O. C. 0.3	9.5	82.2	
Yard	60			5.40 PM					\$ 1.02	8.03	2.02	12.52	\$12.25	11.30	PM 12.02	2.38	W Y	OSAGE CITY. 5.4	10.8	84.7	
11	70								1.12	8.13	2.12	1.02	12.35	11.89	12.12	2.48		BARCLAY. 6.2	62.8	85.0	
27	61								1.23	8.23	2.22	1.13 ¹⁴	12.45	11.48	\$12.23	2.58		READING. 8.1	35.7	89.4	
22	58								1.38	8.35	2.35	1.25	1.00 ¹⁴	11.59	12.36	3.10 ¹⁸		LANG. 6.3	52.8	96.6	
									1.50	8.45	2.45	1.35	1.15	PM 12.10	12.48	3.20	Y	M. K. T. Crossing. Emporia Junction. 1.1	49.8	104.7	
Yard		8.20 AM	2 00 AM		8.10 PM				1.55 AM	8.50 PM	2.50 PM	1.40 PM	m 1.20 PM	12.15 PM	m 12.55 PM	3.25 AM	W F T	EMPORIA. (114.2)	5.3	111.0	
		Arrive Daily.	Arrive Daily Ex. Monday.	Arrive Daily Ex. Sunday.	Ar. Tuesday, Thursday, Saturday.	Ar. Monday, Wednesday, Friday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.					112.1

(25.3) (22.8) (33.7) (32.0) (37.1) (36.0) (33.4) (33.7) (31.4) (37.0) Average speed per hour.

EASTERN DIVISION.—FIRST DISTRICT.

EASTWARD.

Mileage Ascending.	TIME TABLE No. 52, June 9, 1929.	Telegraph and Telephone Codes.	First Class.						Third Class.							
			18	12	26	14	6	24	10	82	86	64	62	98	92	30
			The Ranger.	Chicago Flyer.	Kansas City Express.	Kansas City and Chicago Express.	Chicagoan.	Grand Canyon Limited.	The Scout.	Mixed.	Mixed.	Way Freight.	Way Freight.	Mixed.	Stock Express.	St. Joseph Stock.
	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Ar. Tuesday, Thursday, Saturday.	Ar. Monday, Wednesday, Friday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	
0	HOLLIDAY. 1.6	C	AM 6.25	AM 7.25	AM 9.13	PM 4.15	PM 7.40	PM 8.05	PM 10.00	AM 8.45	PM 3.50		PM 2.00	AM 8.05		
0	CHOTEAU. 2.2															
0	WILDER. 2.3	C	6.17	7.17	9.05 ¹⁵	4.09	7.34	7.58	9.54	8.35 AM	3.40 PM		1.40			
8.9	FRISBIE. 3.8				f											
0	CORLISS. 1.3				f											
0	DE SOTO. 5.8	C	f 6.07	7.06	8.51	3.57	7.24	7.47	f 9.42				12.30 PM			
10.6	WEAVER. 2.2				f											
0	HUDORA. 4.2	C	f 5.52	6.55	8.39	3.45	7.13	7.36	9.30				11.44			
0	NORIA. 3.2		5.46	6.49	8.31	3.38	7.05	7.29	9.20				10.59			
10.6	LAWRENCE. 5.1	C	5.40	6.43	8.25	3.33	7.00	7.23	9.15				10.30			
0	LAKE VIEW. 5.8		5.30	6.32	8.15	3.23	6.51	7.13	9.06				9.20			
0	LECOMPTON. 3.9	C	f 5.22	6.23	8.05	3.14	6.43	7.02	f 8.58				8.50			
9.0	GROVER. 3.8		5.15	6.18	7.58	3.08	6.38	6.56	8.52							
0	SPENCER. 3.2		5.08	6.13	7.52	3.03	6.32	6.50	8.45				8.17			
0	TECUMSEH. 4.3	C	5.03	6.08	7.47	2.58	6.27 ²⁵	6.45	8.38				8.05			
0	Second Street Tower. TOPEKA. 1.1	C	4.55	6.00	7.40	2.50	6.20	6.37 ²⁵	8.30						AM 2.30	
0	Mo. Pac. Crossing. 5.6	C	4.45	5.55	7.35	2.40	5.50	6.30	8.00							
49.6	PAULINE. 5.4	C	4.32	5.42	7.21	2.27	5.37	6.15	7.47				1.18			
50.7	WAKARUSA. 5.1	C	4.23	5.34	7.12	2.18	5.29	6.05	7.39				12.45			
44.2	CARBONDALE. 3.7	C	f 4.16	5.26	7.02	2.09	5.22	5.55	7.30 ²⁵				12.22 PM			
52.8	SCRANTON. 5.3	C	4.09	5.21	6.54	2.00	5.17	5.45	7.23				10.40			
51.6	BURLINGAME. 5.4	C	4.00	5.13	6.44	1.49 ²¹	5.10	5.35	7.12				10.05	AM 11.05		
0	PETERTON. 2.5		3.50	5.06	6.33	1.38	5.03	5.26	7.00				9.25			
0	Mo. Pac. Crossing. Tower O. C. 0.3	C														
42.1	OSAGE CITY. 5.4	C	3.45	5.01	6.28	1.33	4.58	5.20	6.55				9.10	10.45 AM		
51.1	BARCLAY. 6.2	C	3.35	4.54	6.19	1.23	4.49	5.12	6.43				8.15			
39.0	READING. 8.1	C	f 3.25	4.46	6.10	1.13 ²³	4.41	5.02	6.32				7.45			
57.8	LANG. 6.3	C	3.10 ¹⁷	4.35	5.59	1.00 ⁵	4.30	4.50	6.20				7.15			
15.8	M. K. T. Crossing. Emporia Junction. 1.1	C	2.50	4.25	5.50	12.50	4.20	4.40	6.10				6.55			
	EMPORIA.	C	2.45 AM	4.20 AM	5.45 AM	12.45 PM	4.15 PM	4.35 PM	6.05 PM				6.30 AM	6.10 PM	10.30 PM	
	(114.2)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Lv. Tuesday, Thursday, Saturday.	Lv. Monday, Wednesday, Friday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Saturday.	

Nos. 30, 62, 64, 92 and 98 HAVE NO TIME TABLE AUTHORITY.

Average speed per hour.....

(32.6) (38.0) (33.4) (33.4) (37.0) (33.9) (33.4)

(22.8) (22.8)

EASTERN DIVISION.—SECOND DISTRICT.

WESTWARD.

Capacity of other tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.	First Class.														Fuel, Water, Turn Tables and Ways.	TIME TABLE No. 52, June 9, 1929.	Being Grade Ascending.	Distance from Kansas City.	
		67	65	47	19	27	11	211	55	51	49	7	45	9						
		Way Freight. Lv. Tuesday, Thursday, Saturday.	Way Freight. Lv. Monday, Wednesday, Friday.	Southern Kansas Passenger Leave Daily.	The Chief Leave Daily.	The Antelope Leave Daily.	Colorado Flyer Leave Daily.	Mo. Pac. 11. Leave Daily.	Local Passenger. Leave Daily.	Local Passenger. Leave Daily.	Oil Flyer. Leave Daily.	Fast Mail. Leave Daily.	Southern Kansas Passenger. Leave Daily.	The Navajo. Leave Daily.						
70	E 42		AM 7.30	PM 11.51	PM 10.53	PM 10.33	PM 10.10	PM 10.00		PM 6.27	PM 3.23	AM 10.45	AM 9.00	AM 2.00	W	HOLLIDAY.	13.1			
11	E 35		7.50							\$ 6.32			\$ 9.05			ZARAH.	22.3			
8										f			f			CRAIG.	28.2			
9	W 56									f			f			SNOW.	18.8			
Yard	W 82		9.45	AM 12.09	11.10	10.49	10.27	10.19		\$ 6.47	\$ 3.40	11.05	\$ 9.21	f 2.21		OLATHE.	31.7			
15			10.15	12.18	11.18	10.55	10.35	10.27		f 6.55	3.48	11.13	f 9.29	2.30		CLARE.	25.6			
75	E 89 W 92		10.40	f 12.23	11.23	10.59	10.39	10.32		\$ 7.01	3.52	11.18	\$ 9.35	2.35		GARDNER.	30.7			
46	E 150 W 124		11.30	f 12.32	11.29	11.05	10.45	10.39		\$ 7.11	3.58	11.25	\$ 9.43	2.44	W	EDGERTON.	34.2			
41			PM 12.05	f 12.42	11.36	11.12	10.52	10.46		\$ 7.22	f 4.06	11.32	\$ 9.53	2.52		WELLSVILLE.	21.1			
62	E 92 W 71		1.00	12.48	11.41	11.17	10.57	10.51		\$ 7.30	4.11	11.37	\$ 9.59	2.58		LE LOUP.	45.1			
5										f			f			TAUY.	0			
Yard	187 187		AM 8.45	2.00 PM	1.00 AM	11.51	11.27	11.06	11.00	f 7.45 PM	4.20 PM	\$ 11.48	f 10.10 AM	\$ 3.13	W F Y	OTTAWA JUNCTION A. T. & S. F. Crossing.	49.5			
13									11.05 PM							Tower "HU" Mo. Pac. Crossing.	53.8			
34	W 81		9.25		AM 12.03	11.39	11.18			\$ 8.33		PM 12.02		3.26		RICHTER.	15.7			
36	W 62 155		9.45		12.08	11.44	11.23			\$ 8.40		12.07		3.32	W Y	POMONA.	56.9			
8																4.2	12.0			
68	E 126 70		11.15			12.17	11.53	11.32		\$ 8.55		12.16		3.42	W	QUENEMO.	59.6			
26			PM 12.50							\$ 9.12						0.9	21.1			
	183		1.25			12.27	AM 12.02	11.42		\$ 9.07 9.17		12.26		3.53		Mo. Pac. Crossing.	4.7			
40	E 105 W 117		2.05			12.34	12.09	11.49		\$ 9.27		12.33		4.02		MAXSON.	17.1			
45	E 110		2.55			12.43	12.18	11.58		\$ 9.39		12.42		4.12	W	MELVERN.	72.3			
9																3.7	4.7			
			3.45			12.55	12.30	AM 12.10		9.55		12.55		4.25	Y	OLIVET.	75.5			
Yard			4.05 PM			1.00 AM	12.35 AM	12.15 AM		10.00 PM		1.00 PM		4.30 AM	W F T	MELVERN.	79.2			
			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.		LEBO.	85.9			
					(37.9)	(46.4)	(48.6)	(47.5)	(42.9)	(34.8)	(33.7)	(43.0)	(44.0)	(37.5)	(39.5)	(99.0)	NEOSHO RAPIDS.	87.3		
				 Average speed per hour.															

Nos. 55 and 67 will back up from Ridgeton to Olivet using the siding in both directions between Ridgeton and Olivet.
 Nos. 65 and 67 have no time table authority.
 Trains have no time table superiority on track No. 3 and will use this track as authorized by signal indication.

EASTERN DIVISION.—SECOND DISTRICT.

EASTWARD.

Mileage Ascending.	TIME TABLE No. 52, June 9, 1929.	Telegraph and Telephone Offices.	First Class.														68	66
			22	48	28	212	8	52	46	2	56	50	4	20				
			The Missionary.	Kansas City and Chicago Express.	The Antelope.	Mo. Pac. 12.	The Hopi.	Local Passenger.	Kansas City and Chicago Express.	The Navajo.	Local Passenger.	Oil Flyer.	California Limited.	The Chief.	Way Freight.	Way Freight.		
STATIONS.			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Monday Wednesday, Friday.	Ar. Tuesday, Thursday, Saturday.			
0	HOLLIDAY. 2.8	C	AM 7.03	AM 7.07	AM 7.20	AM 7.50	AM 8.15	AM 11.10	PM 4.10	PM 5.05		PM 7.17	PM 8.20	PM 9.50		PM 3.15		
0	ZARAH. 2.9	C	f 6.57					f 11.04	f 4.03							2.55		
0	CRAIG. 3.3	B						f	f									
0	SNOW. 3.5	B						f										
21.1	OLATHE. 5.1	C	s 6.40	6.48	6.59	7.29	7.56	s 10.47	s 3.46	4.44		s 6.57	8.01	9.31		1.40		
18.7	CLARE. 3.5	C	f 6.30	6.40	6.51	7.20	7.48	f 10.38	f 3.37	4.35		6.49	7.53	9.23		12.40		
21.1	GARDNER. 5.3	C	f 6.24	6.36	6.46	7.15	7.43	s 10.32	s 3.30	4.30		6.44	7.48	9.18		12.05 PM		
21.1	EDGERTON. 5.6	C	f 6.12	6.28	6.38	7.08	7.35	s 10.22	s 3.20	4.22		6.37	7.41	9.11		11.15		
21.1	WELLSVILLE. 4.4	C	s 6.00	6.21	6.31	7.00	7.27	s 10.12	s 3.11	4.14		s 6.29	7.34	9.04		10.12		
21.1	LE LOUP. 4.3	C	f 5.50	6.16	6.26	6.55	7.20	s 10.05	s 3.03	4.08		6.23	7.29	8.59		9.25		
21.1	TAUY. 3.1							f	f									
17.2	OTTAWA JUNCTION A. T. & S. F. Crossing. 2.7	C	s 5.35	6.03 AM	6.16	6.44	f 7.10	9.50 AM	2.53 PM	3.58	f	PM 4.20	6.13 PM	7.20	8.50	PM 3.00	8.40 AM	
15.8	Tower "HU" Mo. Pac. Crossing. 3.4	C				6.40 AM												
3.6	RICHTER. 4.2																	
0	POMONA. 4.2	C	f 5.17		6.04		6.55			3.45	s 4.04		7.08	8.38	2.00			
0	QUENEMO. 0.9	C	f 5.10		5.59		6.49			3.40	s 3.56		7.03	8.33	1.15			
0	Mo. Pac. Crossing. 3.2																	
9.3	MAXSON. 3.7																	
11.1	MELVERN. 6.7	C	f 4.57		5.49		6.37			3.30	s 3.43		6.54	8.24	12.20 PM			
16.8	OLIVET. 1.4	C	f 4.45		5.39		6.26			3.20	s 3.31		6.44	8.14	11.30			
21.1	RIDGETON. 6.1	B	4.42		5.37		6.24			3.18	f 3.28		6.42	8.12	11.05			
21.1	LEBO. 7.9	C	f 4.33		5.30		6.15			3.11	s 3.18		6.35	8.05	10.10			
15.3	NEOSHO RAPIDS. 5.5	C	f 4.20		5.21		6.05			3.01	s 3.07		6.26	7.56	9.10			
0	WIGGAM. 4.2																	
15.8	M. E. T. Crossing. Emporia Junction. 1.1	C	4.05		5.10		5.50			2.50	2.55		6.15	7.45	7.55			
	EMPORIA. (99.0)	C	4.00 AM		5.05 AM		5.45 AM			2.45 PM	2.50 PM		6.10 PM	7.40 PM	7.30 AM			
			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Monday, Wednesday, Friday.	Leave Tues- day, Thursday, Saturday.		

Average speed per hour..... (32.5) (43.4) (44.0) (39.8) (39.6) (32.7) (34.2) (42.4) (36.7) (41.0) (45.6) (45.6)

NOS. 66 AND 68 HAVE NO TIME TABLE AUTHORITY.
Trains have no time-table superiority on track No. 3 and will use this track as authorized by signal indication.

EASTERN DIVISION—SECOND DISTRICT.

Capacity of Other Tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.	WESTWARD.						Fuel, Water, Turn Tables and Wyes.	Buling Grade Ascending.	TIME TABLE No. 52. June 9, 1929.	Buling grade Ascending.	Distance from Kansas City.	Telegraph and Telephone Offices.	EASTWARD.				
		35	69	43	33	37	31							70	34	36	38	40
		Kansas Mdse. Leave Daily.	Southern Kansas Freight. Leave Daily.	Arizona-California Fast Freight. Leave Daily.	California-Texas-Okla. Fast Freight. Leave Daily.	Oklahoma-Texas Freight. Leave Daily.	New Mexico, Colo., Kansas Fast Freight. Leave Daily.							Southern Kansas Freight. Arrive Daily.	Fruit Express. Arrive Daily.	Colorado Kansas Fast Freight. Arrive Daily.	Stock Express. Arrive Daily.	Ft. Worth Special. Arrive Daily.
70	E 42	PM 8.35	PM 8.00	AM 11.00	AM 2.30	AM 2.00	AM 12.30	W	22.3	HOLLIDAY.	0	13.1	C	AM 5.00	AM 10.55	PM 5.30	AM 4.15	AM 5.30
11	E 85								28.2	ZARAH.	0	15.9	C					
8									31.7	CRAIG.	0	18.8	B					
9	W 56								31.7	SNOW.	0	22.1	B					
Yard	W 82								21.1	OLATHE.	21.1	25.6	C					
15									21.1	CLARE.	18.7	30.7	C					
75	E 89 W 92								20.4	GARDNER.	21.1	34.2	C					
46	E 150 W 124							W	21.1	EDGERTON.	21.1	39.5	C					
41									0	WELLSVILLE.	21.1	45.1	C					
62	E 92 W 71								21.1	LE LOUP.	21.1	49.5	C					
5									15.7	TAUY.	21.1	53.8						
296	137 137		10.00 PM					W F Y	12.0	OTTAWA JUNCTION A. T. & S. F. Crossing.	17.2	56.9	C	2.05 AM				
									21.1	Tower "HU" Mo. Pac. Crossing.	15.8	59.5	C					
13									5.1	RICHTER.	3.6	63.0						
34	W 81								5.1	POMONA.	0	67.2	C					
36	W 62 W 155							W Y	8.8	QUENEMO.	0	71.4	C					
									4.7	Mo. Pac. Crossing.	0	72.3						
8									17.1	MAXSON.	9.3	75.5						
68	E 126 W 70							W	21.1	MELVERN.	11.1	79.2	C					
26									21.1	OLIVET.	16.8	85.9	C					
	163								21.1	RIDGETON.	21.1	87.3	B					
40	E 105 W 117								21.1	LEBO.	21.1	93.4	C					
45	E 110							W	5.4	NEOSHO RAPIDS.	15.3	101.3	C					
9								Y	21.1	WIGGAM.	0	106.3						
Yard		2.30 AM		5.00 PM	9.00 AM	8.00 AM	6.30 AM	W F T	5.3	M. K. T. Crossing. Emporia Junction.	15.8	111.0	C					
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			EMPORIA.		112.1	C		8.30 AM	11.00 AM	10.00 PM	11.30 PM
										(99.0)					Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.

.....Average speed per hour.....

NOS. 31, 33, 34, 35, 36, 37, 38, 40, 43, 69 AND 70 HAVE 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.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Distance from Kansas City.	Distance from Colony.	Telephone and Telephone Offices.	EASTWARD	
		Second Class	89			No. 52, June 9, 1929.	Second Class	90						
		Mixed.											Mixed.	
		Leave Daily Ex. Sunday.											Arrive Daily Ex. Sunday.	
87	100	AM 9.00	F Y		51.8	COLONY.			98.8			C	PM 4.00	
	17	\$ 9.30			0	GENEVA.			52.8	106.5	7.7		\$ 3.30	
33		\$ 9.45	W		0	NEOSHO FALLS.			52.8	110.3	11.5	C	\$ 3.15	
					0	M. E. T. Crossing.			52.8	110.7	11.9			
	10	f 10.10			52.8	LOMANDO.			44.5	117.2	18.4		f 2.50	
					52.8	Mo. Pac. Crossing.			0	120.8	22.0			
					52.8	Mo. Pac. Crossing.			0	122.5	23.7			
65		10.30 AM	Y		52.8	YATES CENTER.				123.5	24.7	C	2.30 PM	
		Arrive Daily Ex. Sunday.				(24.7)							Leave Daily Ex. Sunday.	

(16.4) Average speed per hour (16.4)

No. 89 is superior over No. 90.

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			Ruling Grade Ascending.	Distance from Kansas City.	Distance from Burlington Jct.	Telephone and Telephone Offices.	EASTWARD	
		Second Class	77			No. 52, June 9, 1929.	Second Class	80						
		Mixed.											Mixed.	
		Leave Daily Ex. Sunday.											Arrive Daily Ex. Sunday.	
		PM 8.15				STATIONS.							AM 7.05	PM 5.15
						OTTAWA.			35.6	57.8	0	C		
	79	\$ 8.24				4.0			39.6	61.3	0	B	\$ 6.50	\$ 4.50
	8	\$ 8.38				BURLINGTON JCT.			0	68.8	7.0	C	\$ 6.36	\$ 4.20
	20	f 8.45				7.0			54.4	71.5	9.7		f 6.31	f
	21	\$ 8.51				HOMEWOOD.			146.9	74.4	12.6	C	\$ 6.25	\$ 3.55
1						2.7			99.8	77.2	15.4		f	f
	21	\$ 8.51				RANSOMVILLE.			102.1	80.6	13.3	C	\$ 6.10	\$ 3.30
	9	f				2.9			0	84.6	22.8			
	9	\$ 9.05				WILLIAMSBURG.			45.8	84.8	23.0	C	\$ 6.00	\$ 3.10
						2.8			83.0	90.0	23.2	C	\$ 5.49	\$ 2.45
	9	\$ 9.05				SILKVILLE.			5.0	95.1	33.3		\$ 5.38	\$ 2.20
						3.4			103.4	103.6	41.6	C	\$ 5.23	\$ 1.50
	29	\$ 9.14				AGRICOLA.			61.0	108.7	46.9		f 5.10	f
	16	\$ 9.26				4.0			56.7	113.8	52.0	C	5.00 AM	1.05 PM
	24	\$ 9.38				Mo. Pac. Crossing.							Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.
	24	\$ 9.38				0.2								
45	17	\$ 9.56		W		WAVERTLY.								
						5.2								
	15	f 10.08				HALL'S SUMMIT.								
						5.1								
	95	10.20 PM		Y		SHARPE.								
		Arrive Daily Ex. Sunday.				8.3								
						BURLINGTON.								
						0.2								
						M. E. T. Crossing.								
						5.1								
						VIVA.								
						5.1								
						GRIDLEY.								
						(56.0)								

(26.8) (14.6) Average speed per hour (26.8) (13.4)

No. 79 is superior over No. 80.

Burlington District trains have no time table superiority between Burlington Junction and Ottawa.

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. 52, June 9, 1929.	Feet Grade Ascending.	Distance from Kansas City.
		69	99	65	71	75	55	51	13	49	45	53	47				
		Southern Kansas Freight.	Way Freight.	Way Freight.	Way Freight.	Mixed.	Passenger.	Passenger.	Back-Up.	Oil Flyer.	Southern Kansas Passenger.	Passenger.	Southern Kansas Passenger.				
		Leave Daily.	Leave Monday Wednesday Friday.	Leave Monday Wednesday Friday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				
Yard		PM 10.00	PM 3.00	PM 2.00		PM 3.45	PM 7.55	PM 7.45	PM 4.21	PM 4.20	AM 10.10	AM 9.30	AM 1.00	W F Y			
Yard			3.15 PM	2.15 PM	AM 7.25	3.55 PM	8.00 PM	7.50 8.05	4.25 PM	4.23 4.30	10.13 10.18	9.35 AM	1.03 1.10	W T			
	81				8.01			8.13		4.37	10.25		1.20				
17	67				8.25			8.21		4.44	10.34		1.28				
46	77				8.50			8.31		4.53	10.44		1.38	W			
41	120				9.30			8.45		5.07	11.00		1.55				
12	82				10.00			8.58		5.19 ⁵⁰	11.13		2.07	W			
37	100				10.30			9.10		5.32	11.26		2.19	Y			
9	66				10.50			9.18		5.40	11.35		2.27				
Yard	109				PM 12.10			9.29		5.58	11.47		2.40	W			
103	93				1.06			9.40		6.10	11.57		2.55				
4	58				1.50			9.48		6.20	12.09 PM		3.05				
					2.20			9.55		6.27	12.16		3.15				
Yard		3.00 AM			2.30 PM			10.00 PM		6.30 PM	12.20 ⁴⁶ PM		3.20 AM	W F T			
		Arrive Daily.	Arrive Monday Wednesday Friday.	Arrive Monday Wednesday Friday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				

STATIONS.
Miles.

OTTAWA JCT.	0.9	0	66.9
OTTAWA.	0.2	17.5	67.8
Mo. Pac. Crossing.	3.8	37.0	68.0
BURLINGTON JCT.	5.0	26.8	61.8
PRINCETON.	6.2	29.3	66.8
RICHMOND.	2.7	0	73.0
SCPIO.	6.6	42.2	75.7
Mo. Pac. Crossing.	0.1	0	82.3
GARNETT.	8.3	37.0	82.4
WELDA.	7.6	28.6	90.7
Mo. Pac. Crossing.	0.5	37.0	98.3
COLONY.	5.4	0	98.8
CARLYLE.	4.9	20.2	104.2
Mo. Pac. Crossing.	0.3	0	109.1
IOLA.	7.7	37.0	109.4
HUMBOLDT.	4.1	37.0	117.1
ENA.	4.2	0	121.2
M. E. T. Crossing.	0.8	37.0	125.4
CHANUTE.			126.2

(5.4) (10.8) (34.5) (13.5) (33.7) (33.8) (10.8) (31.2) Average speed per hour.

NOS. 65, 69, 71 AND 99 HAVE NO TIME TABLE AUTHORITY.

EASTERN DIVISION.—THIRD DISTRICT.

EASTWARD.

Mileage According to Schedule.	TIME TABLE No. 52, June 9, 1929.	Telegraph and Telephone Codes.	First Class.							Third Class.				
			48	54	52	46	56	50	16	76	72	66	32	70
			Kansas City and Chicago Express.	Passenger.	Passenger.	Kansas City and Chicago Express.	Passenger.	Oil Flyer.	Back-Up.	Mixed.	Way Freight.	Way Freight.	Way Freight.	Southern Kansas Freight.
STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Ar. Tuesday, Thursday, Saturday.	Ar. Tuesday, Thursday, Saturday.	Ar. Tuesday, Thursday, Saturday.	Arrive Daily.	
34.4	OTTAWA JCT. 0.9	C	AM 6.06	AM 7.25	AM 9.50	PM 2.53	PM 4.36	PM 6.13	PM 8.15	AM 8.35		AM 8.40	AM 8.45	AM 2.05
0	OTTAWA. Mo. Pac. Crossing. 3.8	C	6.03 5.58	7.20 AM	9.45 7.15	2.50 2.45	4.33 PM	6.10 6.05	8.10 PM	8.30 AM	PM 5.00	8.35 AM	8.40 AM	
18.6	BURLINGTON JCT. 5.0	B	5.49		7.05	2.35		5.57			4.37			
24.1	PRINCETON. 6.2	C	5.43		6.58	2.27		5.50			4.00			
37.0	RICHMOND. 2.7	C	5.36		6.48	2.17		5.43			3.20			
37.0	SCIPIO. 6.6				f	f								
29.9	Mo. Pac. Crossing. Mo. Pac. Crossing. 0.1													
37.0	GARNETT. 8.3	C	5.23		6.33	2.02		5.31			2.07			
33.4	WELDA. 7.6	C	5.11		6.21	1.50		5.19 ⁴⁹			1.20			
0	Mo. Pac. Crossing. 0.5													
37.0	COLONY. 5.4	C	5.00		6.08	1.37		5.05			12.40 PM			
37.0	CARLYLE. 4.9	B	4.52		6.00	1.29		4.58			11.30			
11.5	Mo. Pac. Crossing. 0.3													
37.0	IOLA. 7.7	C	4.44		5.51	1.20		4.49			11.10			
27.5	HUMBOLDT. 4.1	C	4.33		5.37	1.06		4.36			10.30			
37.0	ENA. 4.2		4.27		5.30	12.59		4.30			9.55			
0	M. K. T. Crossing. 0.8		4.21		5.23	12.53		4.23			9.35			
	CHANUTE. AM	C	4.18 AM		5.20 AM	12.50 ⁴⁵ PM		4.20 PM			9.15 AM			8.25 PM
	(69.3)		Leave Daily.	Leave Daily.	Leave Daily.	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			(40.3)	(10.8)	(34.6)	(35.2)	(18.0)	(38.5)	(10.8)	(10.8)				

NOS. 32, 66, 70 AND 72 HAVE NO TIME TABLE AUTHORITY.

EASTERN DIVISION.—ATCHISON DISTRICT.

		WESTWARD.									EASTWARD.											
		Third Class.				First Class.			Fuel, Water, Turn Tables and Wyes.	Rating Grade Ascending.	TIME TABLE		Rating Grade Ascending.	Telegraph and Telephone Offices.	Distance from Chicago and Atchison.	First Class.			Third Class.			
Capacity of Other Tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.	29	191	73	87	59	115	57			No. 52, June 9, 1929.					60	58	116	30	74	192	88
		Through Freight.	U. P. 192 Freight.	Way Freight.	Mixed.	Motor	U. P. 516 Passenger.	Colorado and California Express.			STATIONS.					Motor	St. Joseph and Atchison Express.	U. P. 515 Passenger.	St. Joseph Stock.	Way Freight.	U. P. 191 Freight.	Mixed.
		Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.					
						PM 7.15		AM 7.30	Y	0	ST. JOSEPH U. D. 0.3	C	484.2	AM 10.55	PM 9.00							
Yard		PM 5.48				7.17		7.32	W F T	0	TERMINAL YARD. 0.5	C	484.5	10.50	8.55		AM 7.30					
		5.50				7.20		7.35		0	Terminal Junction. 19.6	0	485.0	10.45	8.50		7.25					
										12.4	WINTHROP. 0.2	0	504.6									
										17.8	STATE LINE. 0.2	0	504.8									
		6.40				8.20		8.20		0	ATCHISON U. D. Mo. Pac. Crossing. 0.6	C	505.0 0	10.05 9.55	8.10		6.25		PM 4.30			
Yard		6.45 7.05		PM 12.25	8.55	8.25		8.25	W F T	34.3	ATCHISON F. D. 0.6	C	0.6	9.50	8.00		6.05	AM 11.55	4.25			
										25.6	Mo. Pac. Crossing. 3.4	0	1.2									
5										58.2	GREENVIEW. 1.9	0	4.6									
	21			12.50	9.15	8.37		8.37		58.6	PARNELL. 2.3	0	6.5	9.37	7.50		11.34		4.08			
										0	HAWTHORNE. 2.0	0	8.3	9.32 ⁵⁷	7.45 ²⁹		5.20	11.25	4.00 PM			
17	22	7.45 ⁵⁸		1.00	9.32 ⁶⁰ AM	8.42		8.42	Y	24.8	CUMMINGS. 6.0	C	10.3	9.27	7.40		5.15	11.15				
	27	8.00		1.10		8.47		8.47		68.9	NORTONVILLE. 3.6	C	16.3	9.17	7.28		5.00	10.57				
21	22	8.20		1.30		9.00		9.00		0	NICHOLS. 5.3	C	30.4	9.08 ⁵⁷	7.20		10.45					
	30			1.45		9.08		9.08 ⁶⁰		0	U. P. Junction. 0.3	0	25.7						PM			
				PM						0	VALLEY FALLS. 0.2	C	26.0	8.52	7.10	10.48	4.30	10.30	12.05			
56	41	8.40	6.30	2.10		9.20	3.30	9.22	W	0	U. P. Junction. 8.7	0	26.2						PM			
										69.9	ROCK CREEK. 4.5	C	34.3	8.35	6.55		4.06	9.42 ⁵⁷				
	25	9.05		2.45		9.35		9.42 ⁷⁴		62.4	MERIDEN. 3.3	C	39.4	8.25	6.45		3.50	9.15				
40	29	9.20		3.05		9.45		9.52		47.3	KILMER. 6.8	C	42.7	8.18	6.38			8.40				
19				3.20		9.55		10.02		63.4	NORTH TOPEKA. U. P. Crossing. 1.1	0	49.5	8.05	6.25		3.20	8.20				
Yard	8	9.50		3.45		10.10		10.20	Y	33.4	TOPEKA.	C	50.6	8.00 AM	6.20 PM		3.15 AM	8.10 AM				
Yard		10.00 PM		3.55 PM		10.20 PM		10.30 AM	W F T					8.00 AM	6.20 PM		3.15 AM	8.10 AM				
		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(71.4)			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.		
		(18.4)	(14.3)	(15.0)	(23.1)	(23.8)Average speed per hour.....					(25.3)	(26.7)	(16.7)	(13.3)	(17.6)						

Atchison district trains have no time table superiority between Atchison U. D. and St. Joseph U. D. and will be governed by Time, Rules and Regulations of C. R. I. & P. Ry. between Terminal Junction and Winthrop and by Missouri Division current time table between Terminal Junction and St. Joseph U. D.

EASTERN DIVISION.—LEAVENWORTH DISTRICT.

		WESTWARD.					EASTWARD.							
		Second Class.					Second Class.							
Capacity of other tracks in 44 ft. Cars	Capacity of Sidings in 44 ft. Cars	81	83	85	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE		Ruling Grade Ascending.	Distance from Wilder.	Telegraph and Telephone Offices.	82	84	86
		Mixed.	Mixed.	Mixed.			No. 52, June 9, 1929.					Mixed.	Mixed.	Mixed.
		Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.			STATIONS.				Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	
							HOLIDAY.							
							CHOTEAU.							
42		PM 5.13		AM 10.10	Y		WILDER.				C	AM 8.35		PM 3.40
26	31	5.18		10.30		21.1	1.5 U. P. Crossing K. C., K. V. & W. Crossing BONNER SPRINGS.		0	1.6	C	8.25		3.20
6		f		f		30.1	2.0 JAGGARD.		0	3.6		f		f
6		5.35		10.55		26.4	4.0 STONE.		0	7.5		f 8.10		f 2.40
15		f		f		33.2	2.6 HARVBY.		0	10.1		f		f
	22	5.50		11.05		31.7	1.7 EAST FAIRMOUNT.		52.8	11.8		f 8.00		f 2.20
17	16	6.05		11.30		0	4.9 LANSING.		55.4	16.7	C	7.48		2.00
1		f		f		31.7	0.9 CARR MINE.		0	17.6		f		f
2	20	6.10		11.40		0	0.9 SOLDIERS' HOME.		10.6	18.5	C	7.42		1.10
		6.15		11.50		52.8	2.2 L. & T. Crossing. SOUTH LEAVENWORTH.		52.8	20.7		7.36		12.55
Yard		6.20 PM	PM 2.30	PM 12.01 PM	W T	0	1.3 LEAVENWORTH.		66.0	22.0	C	7.30 AM	AM 10.50	12.45 PM
						66.0	4.3 U. P. Crossing.		66.0	26.3				
	14		f 2.50			0	0.7 MIOCENE.		66.0	27.0			f 10.30	
2			f			66.0	3.4 MAKENNY.		0	30.4		f		
	14		3.10			66.0	2.6 LOWEMONT.		0	33.0			10.10	
			f			0	3.4 THORNBURG.		66.0	36.4		f		
11	16		3.35			10.9	8.0 POTTER.		0	39.4	C		9.50	
			f			30.5	2.0 MOUNT PLEASANT.		35.0	41.4		f		
8			f			66.0	1.7 CURLEW.		63.4	43.1		f		
17	22		4.00 PM		Y	30.1	2.2 HAWTHORNE.		0	45.3			9.32 AM	
							PARNELL.							
							ATCHISON U.D.				C			
		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.			(45.3)					Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.

(19.7) (15.5) (11.9)Average speed per hour..... (21.8) (17.4) (7.5)

EASTERN DIVISION.

LAWRENCE DISTRICT.

		WESTWARD.						TIME TABLE.			EASTWARD.						
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.	Billing Grade Ascending.	No. 52, June 9, 1929.	Billing Grade Ascending.	Distance from Lawrence.	Telegraph and Telephone Offices.	First Class.		Third Class.	
		75	55	53	54	56	76										
		Mixed.	Passenger.	Passenger.	Passenger.	Passenger.	Mixed.										
		Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.					STATIONS.		Miles.		Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.		
Yard		PM 2.00	PM 7.05	AM 8.35	W Y		42.9		LAWRENCE.	0		C	AM 8.20	PM 5.40	AM 10.00		
9			f	f			0		INDIA.	57.9	2.1	f	f				
	23	f 2.28	s 7.18	s 8.50			39.6		SIBLEYVILLE.	0	6.5	s	8.06	5.26	f 9.43		
	25	s 2.42	s 7.25	s 8.58			85.5		VINLAND.	0	9.7	C	8.00	5.19	9.33		
8			f	f			40.9		QUAYLE.	50.4	13.3	f	f				
	32	s 3.10	s 7.36	s 9.10 ⁷⁶			65.0		BALDWIN.	64.7	15.4	C	7.48	5.05	9.10 ⁵³		
	11	f 3.30	f 7.45	f 9.19			52.4		NORWOOD.	41.6	20.3	f	7.35	4.46	8.50		
Yard		s 3.45	s 7.55	s 9.30	W F Y		0		A. T. & S. F. Crossing. OTTAWA JCT.	34.4	26.2	C	7.25	4.36	8.35		
Yard		3.55 PM	8.00 PM	9.35 AM	W T				OTTAWA.		27.1	C	7.20 AM	4.33 PM	8.30 AM		
		Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.					(27.1)				Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.		
		(14.0)	(29.5)	(27.1)	Average speed per hour.....						(27.1)	(24.2)	(18.1)				

Lawrence district trains have no time table superiority between Ottawa Junction and Ottawa and will be governed by Third district schedules.

ALMA DISTRICT.

OSAGE CITY DISTRICT.

		WESTWARD.				TIME TABLE.			EASTWARD.						
Capacity of other Tracks in 44 ft. Cars	Capacity of Sidings in 44 ft. Cars	Second Class.		Fuel, Water, Turn Tables and Wyes.	Billing Grade Ascending.	No. 52, June 9, 1929.			Billing Grade Ascending.	Distance from Quenemo.	Telegraph and Telephone Offices.	Second Class.			
		95	96			93	94								
		Mixed.	Mixed.			Mixed.	Mixed.								
		Leave Daily Ex. Sunday.	Leave Daily.						STATIONS.		Miles.		Arrive Daily Ex. Sunday.		
Yard		PM 12.10	W Y	58.1		BURLINGAME.	52.8		QUENEMO.	0		C	PM 8.05		
	20	s 12.40	W	52.8		HARVEYVILLE.	0		Mo. Pac. Crossing.	42.2	1.0				
9				58.1		BRADFORD.	0		DEAVERS.	38.0	5.0	f	7.45		
	34	s 1.10		58.1		ESKRIDGE.	70.0		LYNDON.	55.4	10.7	C	7.20		
	22	s 1.30		58.1		HALIFAX.	70.2		Mo. Pac. Crossing.	58.1	14.9				
	16	f		52.8		ALLENORPH.	40.6		OSAGE CITY.		20.1	C	6.55 PM		
25	23	2.00 PM	W Y	50.7		ALMA.	33.3		(20.1)				Leave Daily Ex. Sunday.		
		Arrive Daily Ex. Sunday.				(33.8)									
		(18.4)	Average speed per hour.....						(18.4)	(20.1)	Average speed per hour.....				(17.2)

No. 95 is superior over No. 96.

SPECIAL RULES AND REGULATIONS.

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

A book of The Atchison, Topeka and Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1927, and the current Time Table, must be in the hands of all employes affected by them.

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

Rules Nos. 5, 15, 86, 95, 97, 221 and 711 of the Rules and Regulations, Operating Department, Revised 1927, are hereby cancelled and superseded by the following:

Rule No. 5. Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and the leaving times. Unless otherwise indicated, the time applies to the switch where an inferior train enters the siding. Where there is no siding, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

Schedule meeting or passing stations are indicated by figures in full-faced type.

The numbers of trains to meet or pass may be shown by small figures in close proximity.

Both the arriving and the leaving time of a train are in full-faced type when both are meeting or passing times, or where one or more trains are to meet or pass it between those times.

When trains are to be met or passed at a siding extending between two adjoining stations, the time at each end of the siding will be shown in full-faced type.

Rule No. 15. The explosion of two torpedoes is a signal to proceed at restricted speed, to be acknowledged as prescribed by Rule 14 (g). The explosion of one torpedo will indicate the same as two, but the use of two is required. Restricted speed must be observed for a distance of one mile from point of explosion.

Rule No. 86. Unless otherwise provided, an inferior train must clear the time of a superior train in the same direction not less than five minutes, but must be clear at the time a first class train in the same direction is due to leave the next station in the rear, where time is shown.

Where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior train sufficiently to give a clear signal indication in the rear.

Rule No. 95. Two or more sections may be run on the same schedule. Each section has equal time-table authority.

A train must not display signals for a following section, except as prescribed by Rule 85, without orders from the superintendent.

On double track, the dispatcher may authorize sections of a schedule at initial stations by Clearance Card, Form 902.

Rule No. 97. Extra trains must not be run without train orders.

On double track the dispatcher may authorize the running of extra trains, except work extras, by Clearance Card, Form 902.

Rule No. 221. Where a fixed signal is used at a train order office it must indicate "stop" when there is an operator on duty, except when changed to "proceed" to allow train to pass when there are no train orders for any train in that direction.

When the train order signal cannot be changed to indicate "proceed" for a train because of orders for other trains in the same direction, a clearance card must be issued to the train for which there are no orders.

Except as provided in Rule 758, a train must not pass a train order signal in stop position without first receiving Clearance Card, Form 902.

Train order signals must be fastened at "proceed" only when no operator is on duty. When so fastened at night the light must be extinguished.

Operators must have flagman's signals ready for immediate use.

Rule No. 711. Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time-table or train rules, and do not dispense with the use or the observance of other signals, whenever or wherever they may be required, except

that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

An additional copy of all train orders and clearance cards shall be furnished to conductors for prompt delivery to rear brakemen.

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

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

Yard limits (see Rules 93 and D-153) are located at Kansas City, Argentine, Atchison, Colony, Emporia, Gridley, Garnett, Holliday, Humboldt, Iola, Lawrence, Leavenworth, Ottawa Junction, Ottawa, Topeka, North Topeka, Valley Falls, Burlingame, and Osage City.

Yard Limit board three thousand feet west of Turner station designates the western limit of Argentine Yard with respect to all main tracks.

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.

Conductors of freight trains will register their trains at Emporia and Argentine yard offices.

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

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

Conductors of freight trains will make telegraph train reports, Form 903, and leave at each office of communication where train is changed, except register stations. Operators will transmit promptly to Train Dispatcher.

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

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

Eastward trains from Ottawa must get clearance cards at Ottawa Junction.

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

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.

Burlington District trains must get clearance cards at Gridley.

Colony District trains must get clearance cards at Colony.

DOUBLE TRACK ON SECOND DISTRICT BETWEEN A. T. & S. F. JUNCTION AND EMPORIA, AND ON THIRD DISTRICT BETWEEN OTTAWA JUNCTION AND M.P. 58.2 (107 FEET EAST OF BRIDGE 58-A).

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

On double track trains will run as prescribed by Rule D-152.

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

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

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

Third Main track between Turner and Holliday.

Fourth Main track between Turner and Morris.

Third Main track between Ottawa Junction and Tower H. U.

Third Main track between Emporia Junction and Emporia.

Trains from the Second District of Southern Kansas Division and all freight trains Westward from the First and Second Districts will use track No. 3 from Emporia Junction to Freight Yard Emporia.

Automatic Block between Holliday and Emporia Jct., First District, between A. T. & S. F. Junction and West Yard Emporia, Second District, and between Richmond and Iola, first eastward signal M. P. 111+2802 feet, Third District.

Manual Block on tracks Nos. 3 and 4 between Turner, Morris and Holliday, and on track No. 3 between Tower H. U. and Ottawa Junction.

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.—Restricted Speed 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 Ridgerton, 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.

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

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

Emporia Junction.—Station semaphore governs movement of eastward trains via First District.

Tower H. U.—Station semaphore located three hundred and twenty feet east of Missouri Pacific crossing, governs movement of eastward trains on track No. 3.

Emporia Junction.—Double arm home signal located on track No. 3, top arm governs trains to First and Second Districts, Eastern Division; bottom arm to Second District, Southern Kansas Division.

Topeka.—Second Street. Double arm home signal from Atchison District; top arm governs movement Atchison main track; bottom arm into freight yard.

At interlocking stations on double track where there is no train order signal, the home interlocking signal will be used as a train order signal as prescribed by Rule 788-A.

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

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

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

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

Trains will be governed by rules and regulations of Atchison & Eastern Bridge Co. between Winthrop and Atchison U. D.

U. P. 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 at restricted speed between U. P. junction switch .2 mile west of Valley Falls and U. P. 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 track First District from the Leavenworth District at Wilder.

Both sidings at Ottawa Jct., middle siding Melvern, north siding Quenemo, and siding Ridgerton to Olivet are not assigned as to direction.

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 and passing freight platform on passing track Reading.

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. (See Rule 310.)

Mile Posts	Bridge Numbers	
First District.		
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.		
.....	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 at Grade.

Topeka.—A. T. & S. F., Second Street, Interlocking Plant. No distant signal from Atchison District.

Mo. Pac., 1.1 mile west of station. Interlocking Plant. Eastward trains run at restricted speed and be prepared to stop at home signal. Levers handled by Mo. Pac. trainmen. Speed restricted to twenty (20) miles per hour.

Osage City.—Mo. Pac., 0.3 mile east of station. Interlocking Plant. No distant signals on Osage City District.

Ottawa Junction.—A. T. & S. F., Interlocking Plant. No distant signals on Third and Lawrence Districts.

Tower HU.—Mo. Pac., Standard Interlocking Plant.

Quenemo.—Mo. Pac., 0.9 mile west of station. Interlocking Plant. Levers handled by Mo. Pac. trainmen. Speed restricted to twenty (20) miles per hour.

Emporia Junction.—M. K. T., Interlocking Plant.

Ottawa.—Mo. Pac., 0.2 mile west of station. Stop. One of the crew will precede train to crossing and train will not cross until engineman receives signal that it is safe to proceed.

Garnett.—Mo. Pac., two crossings 0.1 mile east of station. Stop. One of the crew will precede train to crossing and train will not cross until engineman receives signal that it is safe to proceed.

Colony.—Mo. Pac., 0.5 mile east of station, is protected by gate set normally across Mo. Pac. track. Trains approach crossing at restricted speed and when gate is set across Mo. Pac. track may cross at a speed not to exceed fifteen (15) miles per hour.

Iola.—Mo. Pac., 0.3 mile east of station. Stop. One of the crew will precede train to crossing and train will not cross until engineman receives signal that it is safe to proceed.

2 E. Rules

Chanute.—M. K. T., 0.8 mile east of station. Stop. See Rules 98, A, B, C and D.

Atchison, F. D.—Mo. Pac. 0.6 mile west of station is protected by gate set normally across Mo. Pac. track. Trains approach crossing at restricted speed and when gate is set across Mo. Pac. track may cross at a speed not to exceed ten (10) miles per hour.

Atchison, U. D.—Mo. Pac. Stop. One of the crew will precede train to crossing and train will not cross until engineman receives signal that it is safe to proceed.

North Topeka.—U. P. Interlocking Plant. No eastward distant signal.

Bonner Springs.—U. P. and K. C. K. V. & W. Interlocking Plant. No eastward distant signal. Westward home signal located 1725 feet east of U. P. crossing.

South Leavenworth.—L. & T. Stop. One of the crew will precede train to crossing and train will not cross until engineman receives signal that it is safe to proceed.

Miocene.—U. P., 0.7 mile east of station. Stop. One of the crew of westward trains will precede train to crossing and train will not cross until engineman receives signal that it is safe to proceed. Eastward trains. Stop. See Rules 98, A, B, C and D.

Lyndon.—Mo. Pac., 4.2 miles west of station is protected by gate set normally across A. T. & S. F. track. Trains stop, open and close gate.

Quenemo.—Mo. Pac., 1.0 mile west of station, Osage City District. Stop. See Rules 98, A, B, C and D.

Waverly.—Mo. Pac., 0.2 mile east of station. Stop. See Rules 98, A, B, C and D.

Burlington.—M. K. T., 0.2 mile west of station. Stop. See Rules 98, A, B, C and D.

Neosho Falls.—M. K. T., 0.4 mile west of station. Stop. See Rules 98, A, B, C and D.

Yates Center.—Mo. Pac., 1.0 mile east of station and 2.7 miles east of station are protected by gates set normally across A. T. & S. F. track. Trains stop, open and close gates.

Valley Falls.—U. P. Junction, 0.2 mile west of station. Eastward trains stop at stop board. U. P. Junction 0.3 mile east of station, westward trains stop at stop board.

Maximum speed over railroad crossings at grade thirty (30) miles per hour, or one mile in two (2) minutes.

Sidings and Spur Tracks Between Stations

First District.
 Potato Siding, M.P. 13.3, capacity 17 cars.
 Standard Coal Co., M.P. 72.9, capacity 116 cars.
 Bell Coal Co., M.P. 74.7 capacity 22 cars.
 Chappel Mine Co., M.P. 74.7, capacity 94 cars.
 Labor Exchange Mine Co., M.P. 83.0, capacity 149 cars.

Second District.
 Stewart Sand Co., M.P. 7.9, track No. 4, capacity 76 cars.
 American Sand Co., M.P. 8.0, track No. 4, capacity 41 cars.
 Storage Cleaning Tracks, M.P. 10.4, track No. 3, capacity 348 cars.
 Gravel Pit, M.P. 14.5, capacity 34 cars.
 Storage Track, M.P. 106.8 to M.P. 111.0, capacity 544 cars.

Third District.
 Rock Crusher, M.P. 79.4, capacity 56 cars.
 Cities Service Oil Co., M.P. 110.6, capacity 10 cars.

Colony District.
 Topeka Oil and Gas Co., M.P. 9.4, capacity 2 cars.

Speed Regulations

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops, so that train will move smoothly, without jar, and train conductors must observe that this is done.

The following will be observed in connection with Rule 10-A, Rules and Regulations of the Operating Department.

Restricted speed signals (yellow) will be located approximately one mile in advance on each side of structure or track over which speed of trains will be reduced.

Permanent slow signs (yellow) with the required numerals in black, will be located not less than 1500 feet in advance on each side of certain curves, bridges or other points where speed of trains is permanently restricted. These permanent slow signs in no wise abrogate nor modify special rules, train orders or instructions further restricting the speed of any or all trains.

Resume speed signs (green) without lettering, will be located at the end of restricted territory at point where, rear of train having passed, normal speed may be resumed. Where a succession of stretches of slow track occurs and there is not sufficient distance between the same for resumption of normal speed only one slow sign (yellow) will be used, it being understood that the speed indicated thereon applies until the resume speed sign (green) is passed.

Further Restrictions

	PASSENGER			FREIGHT		
	Mi. Per Hr.	Time Per Mile	Sec.	Mi. Per Hr.	Time Per Mile	Sec.
First District				45	1	20
Second District				45	1	20
Third District				45	1	20
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	30	2	00	30	2	00
Osage City District	30	2	00	30	2	00
Burlington District	30	2	00	30	2	00
Colony District	30	2	00	30	2	00
First District.						
M.P. 26.5 to M.P. 27, Lawrence Yard..	20	3	00	20	3	00
Around curves between M.P. 42.2 and M.P. 43.5 between Grover and Spencer	45	1	20	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 Siding switch, Osage City.....	15	4	00	15	4	00
Second District.						
Over interlocked crossing, Turner....	40	1	30	25	2	24
Track No. 4, Turner to Morris.....	45	1	20	30	2	00
Between Olathe to Zarah.....				30	2	00
Between M.P. 16.5 to M.P. 16.7.....	40	1	30	30	2	00
Between M.P. 17.5 to M.P. 18.3.....	40	1	30	30	2	00
Between M.P. 18.8 to M.P. 20.7.....	40	1	30	30	2	00
Between M.P. 21.4 to M.P. 22.2.....	40	1	30	30	2	00
Between M.P. 23.7 to M.P. 23.8.....	35	1	42	30	2	00
Between M.P. 24.4 to M.P. 25.1.....	40	1	30	30	2	00
M.P. 25.2 to M.P. 26, Olathe Yard....	20	3	00	20	3	00
Westward over interlocking switches at Edgerton	45	1	20	30	2	00
Track No. 3, Ottawa Jct. and Tower HU	15	4	00	15	4	00
Eastward Track M.P. 80.2 to Depot, Melvern	30	2	00	20	3	00
Olivet to M.P. 80.2	45	1	20	30	2	00
Between Emporia Junction and West Street at Emporia	15	4	00	15	4	00
Storage Track, Emporia Junction.....	20	3	00	20	3	00
Third District.						
Ottawa Jct. to M.P. 58.8, Ottawa Yard	20	3	00	20	3	00
Between M.P. 79 and M.P. 80.....	40	1	30	25	2	24
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
Over switches at Hawthorne.....	15	4	00	15	4	00
North Topeka to Topeka.....	15	4	00	15	4	00
Lawrence District.						
3160, 4000 Class Engines.....	25	2	24	25	2	24
Street Car Crossing, West of Lawrence	15	4	00	15	4	00
Leavenworth District.						
Between M.P. 3.9 to M.P. 4.6.....	10	6	00	10	6	00
Stone, hard-surfaced highway	15	4	00	15	4	00
Between viaduct East and hard-surfaced highway West of Soldier's Home....	15	4	00	15	4	00
Between M.P. 23.5 to M.P. 23.8.....	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

In heading in or out over the following turnouts and crossovers, passenger trains will not exceed speed of twenty-five (25) miles per hour or one (1) mile in two (2) minutes and twenty-four (24) seconds, and freight trains twenty (20) miles per hour or one (1) mile in three (3) minutes.

Turner—All crossovers except westward facing point track No. 3 to track No. 2 opposite depot.

Morris—All interlocked crossovers and turnout west end track No. 4.

Holliday—All interlocked crossovers between main tracks.

Zarah—Crossover.

Snow—Crossover.

Olathe—First crossover west of depot.

Gardner—Turnout at east end westward siding.

Edgerton—Turnout at east end of westward siding and west end of eastward siding.

LeLoup—All interlocked crossovers and turnouts.

Ottawa Junction—Turnouts at east end of eastward and westward sidings and all crossovers west of Lawrence district crossing.

Tower H.U.—All turnouts and crossovers except Mo. Pac. connection.

Wiggam—Crossover and turnout.

Emporia Junction—Turnout west end storage track and all main track crossovers.

West Yard—All main track crossovers.

On all other turnouts and crossovers, passenger and freight trains will not exceed speed of ten (10) miles per hour or one (1) mile in six (6) minutes.

Spring Switches.

Unless otherwise specified, trains or engines moving against spring switch points or springing points when trailing through, must not exceed speed of twenty (20) miles per hour or one (1) mile in three (3) minutes.

When movement is made over a spring switch, movement must be continuous until switch is cleared. If necessary to make a back up movement against the points of switch before clearing same, the switch must first be lined by hand.

Location of Spring Switches.

Quenemo—West end westward siding, normal position for main track movement.

Switches.

Switches are interlocked by remote control and handled by operator at following locations:

Edgerton—East switch of westward siding, west switch of eastward siding.

Ottawa Jct.—East switches of eastward and westward sidings.

Quenemo—East switch of westward siding.

Melvern—East switch of eastward siding.

Wiggam—East switch of storage track and crossover switches. Handled by operator at Emporia Jct.

Emporia Jct.—Switch connecting Second District, Southern Kansas Division and Track No. 3.

Garnett—West switch of siding.

Telephone connected with office of communication is located at each of these switches.

Maximum speed for engines of following classes:

4000-1014-1050-1800—50 miles per hour, 1 mile in 1 minute, 12 seconds.

3160—45 miles per hour, 1 mile in 1 minute, 20 seconds.

3100—30 miles per hour, 1 mile in 2 minutes.

Maximum Speed of Light Engines

First, Second and Third Districts.

		Day—FORWARD—Night			Day—BACKWARD—Night		
Miles	Time Per	Miles	Time Per	Miles	Time Per	Miles	Time Per
Per	Mile	Per	Mile	Per	Mile	Per	Mile
Hr.	Min.	Hr.	Min.	Hr.	Min.	Hr.	Min.
40	1 30	40	1 30	25	2 24	20	3 00
Atchison District.							
30	2 00	30	2 00	20	3 00	20	3 00
Other Districts.							
30	2 00	30	2 00	15	4 00	15	4 00

Engines running backward handling trains will not exceed speed permitted for light engines running backward.

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

Dead engines must not be handled with rods down or drivers suspended without special instructions.

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

Trains handling steam wrecking cranes, steam shovels, clam shells, ditchers and pile drivers must 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.

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 at which there is a station where the person ejected may at least get lodging.

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 south main track between Turner and A. T. & S. F. Junction is track No. 1.

The first track immediately north of track No. 1 is track No. 2.

The third south main track between A. T. & S. F. Junction and East Tower Argentine, is track No. 3 and designated as eastward freight main track. The fourth south main track is track No. 4 and designated as westward freight main track.

II. All movements are authorized on tracks 1 and 2 between Turner and A. T. & S. F. Junction without train orders or clearance card form 902 and will be governed by switch-tenders and towermen.

III. All movements are authorized on tracks 1, 2, 3 and 4 between East Tower Argentine and A. T. & S. F. Junction without train orders or clearance card form 902 and will be governed by switch-tenders and towermen.

IV. Rules governing railroad crossings will apply to all trains or engines moving in each direction on all main tracks and Kansas City Terminal Railway Co. Wye 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.

V. Engines and back up trains are authorized to use the Kansas City Terminal Railway Co. Wye tracks 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 Wye, will use the south track to the slip crossover just east of the east Wye switch; the north main track 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 and Regulations covering the movement of trains, together with the special rules in relation to semaphore signals effective on that line.

VI. All trains and engines will approach Metropolitan Ave. at A. T. & S. F. Junction at a speed not to exceed one (1) mile in six (6) minutes.

NOTE.—ALL FREIGHT TRAINS, YARD AND LIGHT ENGINES WILL NOT EXCEED A SPEED OF ONE (1) MILE IN SIX (6) MINUTES THROUGH TURNOUTS AND CROSSOVERS.

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

E. C. NEAL,
Trainmaster,
EMPORIA, KANSAS.

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

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

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

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

A. L. HATFIELD,
Trainmaster,
EMPORIA, KANSAS.

TRAIN DISPATCHERS:

C. A. Moore,
C. V. Davis,
C. C. Koontz,
A. D. Estep,
C. T. Herzog,
C. A. Prewitt,
W. A. Martin,
M. F. Kennedy,
R. F. Davidson,
EMPORIA, KANSAS.

O. W. PAGE,
Trainmaster,
Kansas City Division,
ARGENTINE, KANSAS.

H. N. SAILS,
Ass't Trainmaster,
Kansas City Division,
ARGENTINE, KANSAS.

W. A. SHOCKLEY,
Passenger Trainmaster,
Kansas City Division,
KANSAS CITY, MO.

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.

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 Marcelline.

EASTERN DIVISION.—Trains 61, 62, 63, 64, 65, 66, 67, 68, 71, 72, 73 and 74.

MIDDLE DIVISION.—Trains 59, 60, 61, 62, 63, 64, 75, 76, 89, 90, 97 and 98; 73 and 74 between Concordia and Superior, 87 and 88 between Little River and Ellinwood.

OKLAHOMA DIVISION.—Trains 73, 74, 75, 76, 79, 80, 81, 82, 83 and 84.

SOUTHERN KANSAS DIVISION.—Trains 81, 82, 83, 84, 85, 86, 87, 88, 91, 92, 97 and 98.

WESTERN DIVISION.—Trains 77, 78, 79, 80, 81 and 82.

ARKANSAS RIVER DIVISION.—Trains 87, 88, 89 and 90.

NEW MEXICO DIVISION.—Trains 71 and 72.

PANHANDLE DIVISION.—Trains 57, 58, 59, 60, 61, 62, 67, 68, 69, 70, 71, 72, 77, 78, 83, 84, 85 and 86.

PECOS DIVISION.—Trains 37, 38, 39, 40, 45, 46, 47 and 48.

PLAINS DIVISION.—Trains 73, 74, 85 and 86; and 87 and 88 between Woodward and Shattuck; 55 and 56 between Amarillo and White Deer, and 45 and 46 between White Deer and Skellytown.

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.

- | | |
|--|--|
| <p>No. 1.</p> <p>(a) At any station Chicago to Kansas City for passengers to Newton and beyond, at Coal City for passengers destined west of Ancona, at Medill for passengers for Kansas City and beyond and at Baring to discharge passengers from Chicago and pick up passengers for Kansas City and beyond.</p> <p>(b) At any station for passengers to Arizona and California and at any station west of Kansas City to discharge passengers from east of Kansas City or St. Joseph District.</p> <p>(c) At Holliday for passengers from No. 46 for points at which No. 1 is scheduled to stop, when No. 46 does not make connection with No. 56 at Ottawa, and for passengers from No. 50 at which No. 1 is scheduled to stop.</p> <p>(d) At De Soto to discharge passengers from Kansas City, Kan. (Argentine Station) and at De Soto, Lecompton, Carbondale, Scranton and Reading for passengers for points at which No. 1 is scheduled to stop, and to discharge passengers from Kansas City, Mo., and Topeka and St. Joseph District.</p> <p>(e) At Lee, St. Francis and Folsom to discharge passengers from Cuyler and east.</p> <p>(f) At any station Clovis to Belen to discharge passengers from east and south of Clovis.</p> <p>No. 2.</p> <p>(a) At any station La Junta to Chicago to discharge passengers from Phoenix, Arizona, and from points in California.</p> <p>(b) At any station Newton to Kansas City to discharge passengers from south of Purcell and at any station east of Kansas City to discharge passengers from west of Kansas City.</p> <p>(c) At Dallas City, Stronghurst and Williamsfield for passengers to Chicago and beyond.</p> <p>No. 5-6.
From
Chicago</p> <p>(a) At any station in Illinois to discharge passengers from beyond Chicago.</p> <p>(b) At any station Chicago to Ft. Madison for passengers to Kansas City and beyond, and St. Joseph District.</p> <p>(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.</p> <p>(d) At Princeville and Williamsfield to discharge passengers from Chicago.</p> <p>(e) At any station west of Kansas City to discharge passengers from any line east of Kansas City, and at any station between Kinsley and Dodge City to discharge passengers from Nickerson to Nettleton inclusive.</p> <p>(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 beyond La Junta.</p> <p>(g) At any station La Junta to Denver to discharge passengers from east or south of La Junta.</p> <p>(h) At any station south of Wichita to discharge passengers from east and west of Newton, at Udall to discharge passengers from Wichita, and at any station south of Winfield to discharge passengers from Eldorado District, and Southern Kansas Division.</p> <p>No. 5-6.
From
Denver</p> <p>(a) At any station Denver to Pueblo for passengers east and south of Newton.</p> <p>(b) At any station Dodge City to Newton to discharge passengers from west of Dodge City and pick up passengers for stations at which No. 6 is scheduled to stop.</p> <p>(c) At any station east of Kansas City to discharge passengers from Emporia and beyond and passengers reaching Kansas City on No. 50.</p> <p>(d) At Toluca, Ransom, Kinsman, Verona, and Mazon for passengers to Chicago and beyond.</p> <p>No. 6.
From
South</p> <p>At any station Purcell to Newton to discharge passengers from south of Purcell.</p> <p>No. 7.</p> <p>At Domingo and Bernalillo to discharge passengers from Lamy and east, and to pick up passengers for points in Arizona and California.</p> <p>No. 8.</p> <p>(a) At any point Albuquerque to La Junta to discharge passengers from Phoenix or points in California.</p> <p>(b) At any station Dodge City to Newton to discharge passengers from west of Dodge City.</p> <p>(c) At any station Newton to Chicago to discharge passengers from west of Newton.</p> <p>No. 9.</p> <p>(a) At any station Chicago to La Junta to pick up passengers for points in Arizona, California and beyond.</p> <p>(b) At Stronghurst for passengers for Kansas City and beyond.</p> <p>(c) At La Plata for passengers west of Newton at which No. 9 is scheduled to stop.</p> <p>(d) At Halstead, Sterling and Ellinwood to discharge passengers from Topeka, Lawrence and from Kansas City and east.</p> <p>(e) At any station Dodge City to La Junta to discharge passengers from Kansas City and east.</p> <p>No. 10.</p> <p>(a) At any station Belen to Clovis to discharge passengers from Albuquerque, Belen and points west and south of Belen.</p> <p>(b) At any station Wellington to Newton to discharge passengers from west of Mulvane and stations Kansas City to Chicago to discharge passengers from west of Newton.</p> <p>(c) At Lang, Peterton, Pauline, Tecumseh, Spencer, Lake View and Wilder for passengers for Kansas City and beyond.</p> <p>No. 11-12.
From
Kansas
City.</p> <p>(a) At Olathe for passengers to La Junta and beyond, and Ottawa Junction for passengers beyond Newton, west or south, at which 11 or 27 is scheduled to stop.</p> <p>(b) At Littleton to discharge passengers from Colorado Springs, Pueblo and east.</p> <p>(c) At Manzanola and Fowler to discharge passengers from east of La Junta and to pick up passengers for Denver.</p> | <p>No. 11-12. (a) At Littleton and Monument to pick up passengers for Colorado Springs, Pueblo and east where 11-12 or 27 are scheduled to stop.</p> <p>(b) At Spearville for passengers for points east and south of Newton.</p> <p>(c) At Osage City to discharge passengers from west of La Junta.</p> <p>(d) At Holliday to discharge passengers from west of La Junta for Second and Third Districts Eastern Division and Southern Kansas Division points.</p> <p>No. 14.</p> <p>(a) At any station La Junta to Newton to discharge passengers from La Junta and west.</p> <p>(b) At Lang, Pauline, Spencer, Grover and Wilder for passengers for Kansas City and beyond and at Morris and Turner to discharge passengers from west of Holliday.</p> <p>No. 17.</p> <p>(a) At any station south of Arkansas City to discharge passengers from east and west of Newton, and at Chilocco for passengers for Ponca City and south.</p> <p>(b) At any station south of Guthrie to discharge passengers from east or west of Kiowa, via Enid District.</p> <p>(c) At Burlingame and Osage City to discharge passengers from Kansas City and east and to pick up passengers for south of Mulvane.</p> <p>No. 18.</p> <p>(a) At any station south of Newton to discharge passengers from south of Purcell, and at Chilocco to discharge passengers from Ponca City and south.</p> <p>(b) At any station east of Newton to discharge passengers from south of Newton.</p> <p>(c) At Barclay, Scranton, Wakarusa, Lake View and Wilder for passengers for points beyond Kansas City.</p> <p>No. 21.</p> <p>(a) At any station Chicago to Clovis to pick up passengers for points in Arizona, California or beyond.</p> <p>(b) At Holliday to pick up passengers from train No. 52 destined to points west where No. 21 is scheduled to stop.</p> <p>(c) At any station to discharge passengers from east of Kansas City and from connections at Wellington, Harper, Kiowa and Avar.</p> <p>(d) 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.</p> <p>No. 22.</p> <p>(a) At any station Belen to Clovis to pick up passengers for Slaton Division and beyond Sweetwater.</p> <p>(b) At any station, except Folsom, St. Francis and Lee, to discharge passengers from Amarillo and west; and at Folsom, St. Francis and Lee to discharge passengers from west of Amarillo.</p> <p>(c) At stations east of Attica to discharge passengers from Medicine Lodge District.</p> <p>(d) At points Mulvane to Emporia to discharge passengers from west of Mulvane.</p> <p>(e) At any station Kansas City to Chicago to discharge passengers from any line west of Kansas City and to discharge passengers from St. Joseph and connecting lines.</p> <p>(f) At Bucklin, Gorin, Stronghurst, Williamsfield, and Princeville for passengers to Chicago and beyond.</p> <p>(g) At Wyaconda and Dallas City for passengers for Galesburg and east at which No. 22 is scheduled to stop.</p> <p>(h) At Dallas City, Ransom, Kinsman, Verona and Mazon to discharge passengers from west of Fort Madison and to pick up passengers for Chicago and beyond.</p> <p>No. 27.</p> <p>(a) At Newkirk to discharge passengers from Winfield and east and to pick up passengers for Guthrie and beyond where No. 27 is scheduled to stop.</p> <p>(b) At Edmond to discharge passengers from Kansas City and beyond.</p> <p>No. 28.</p> <p>(a) At Edmond to pick up passengers for Ponca City and points east at which No. 28 is scheduled to stop.</p> <p>(b) At Newkirk to discharge passengers from Guthrie and south and to pick up passengers for Winfield and beyond where No. 28 is scheduled to stop.</p> <p>(c) At stations Newton to Kansas City to discharge passengers from south of Purcell.</p> <p>(d) At Ottawa Jct., Wellsville, Edgerton, Gardner, Olathe and Kansas City, Kan. (Argentine station) to discharge passengers from Oklahoma City.</p> <p>No. 47.</p> <p>At Richmond to discharge passengers from beyond Kansas City. At Earlton, Thayer, Morehead, Bolton and Wayside to discharge passengers from Kansas City and east.</p> <p>No. 48.</p> <p>(a) At Morehead for passengers for Ottawa and east where No. 48 is scheduled to stop.</p> <p>(b) At Richmond, Princeton, Wellsville, Edgerton, Gardner and Olathe to discharge passengers from south of Chanute and at Holliday to discharge passengers ticketed to points west via Holliday.</p> <p>(c) At Richmond for passengers destined beyond Kansas City.</p> <p>(d) At Humboldt for passengers to Kansas City and beyond.</p> <p>No. 50.</p> <p>At Holliday to discharge passengers for No. 1.</p> |
|--|--|

THE FOLLOWING SIGNS INDICATE—

s—Regular Stop; f—Stop on signal; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

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

Dr. J. P. KASTER, Chief Surgeon, Topeka.
Dr. M. L. BISHOFF, Assistant Chief Surgeon, Topeka.

EASTERN DIVISION.

TOPEKA HOSPITAL.

Dr. H. W. GOOTEE, Surgeon in Charge.
Dr. W. A. SULLIVAN, Assistant Surgeon.
Dr. J. P. TURNER, Assistant Surgeon.
Dr. J. A. FARLEY, Assistant Surgeon.
Dr. G. R. BLACKBURN, Assistant Surgeon.
Dr. W. H. ELKINS, Assistant Surgeon.
Dr. L. DELEHANT, Assistant Surgeon.
Dr. J. F. CASTO, Assistant Surgeon.
THURMAN SAUNDERS, Laboratory Technician.
Dr. C. A. MCGUIRE, Medical Consultant.
Dr. M. L. PERRY, Neurologist.
Dr. A. D. GRAY, Urologist.
Dr. L. ROSENWALD, Urologist (Kansas City).
Dr. R. L. SUTTON, Dermatologist (Kansas City).
Dr. C. B. FRANCISCO, Orthopedic (Kansas City).
Drs. WILLIAMS & BOGGS, Eye, Ear, Nose and Throat.
Drs. OWEN & FINNEY, Roentgenologists.
Dr. F. B. WILCOX, Consulting Dentist.
Dr. J. L. LATTIMORE, Laboratory Consultant.

OTTAWA HOSPITAL.

Dr. J. A. DYER, Surgeon in Charge.
Dr. JOHN B. DAVIS, Medical Consultant.
Dr. J. R. SCOTT, Eye, Ear, Nose and Throat.
Dr. H. R. WEBSTER, Consulting Dentist.

LOCAL SURGEONS.

Dr. LEE HAYNES, 316 Argyle Bldg., Kansas City, Mo.
Dr. M. J. OWEN, Rialto Bldg., Kans. City, Mo.
Dr. J. E. PERRY, (Colored), 1716 E. 12th St.,
Kansas City, Mo.
Dr. D. E. CLOPPER, Argentine.
Dr. C. H. MIELKE, Argentine.
Dr. H. T. JONES, Lawrence.
Drs. SCHENCK & SCHENCK, Burlingame.
Dr. T. O. BROWN, Osage City.
Dr. F. A. ECKDALL, Emporia.
Dr. G. W. MARKS, Valley Falls.

Dr. W. F. SMITH, Atchison.
Dr. H. K. WALLACE, St. Joseph.
Dr. C. H. 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.

EYE, EAR, NOSE AND THROAT SPECIALISTS AT LOCAL POINTS.

Dr. JOHN N. SHERMAN, Chanute.
Drs. TRIMBLE & GRANGER, Emporia.
Dr. J. W. BEIL, 311 Argyle Bldg., Kansas City, Mo.

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

LOCAL INSPECTORS, EASTERN DIVISION.

MACE & REYNOLDS, Argentine.

H. C. BURDICK, Topeka.

Hughes-Todd Jewelry Company, Emporia.

A. G. MADTSON, Ottawa.

C. E. CONKLIN, Chanute.

E. H. LAVERY, Leavenworth.

ERNEST C. MAXWELL, St. Joseph.

R. D. MORSE, Osage City.

R. P. ZIMMERMAN, Atchison.

MACE-RYER COMPANY, 1122 Grand Ave.,
Kansas City, Mo.

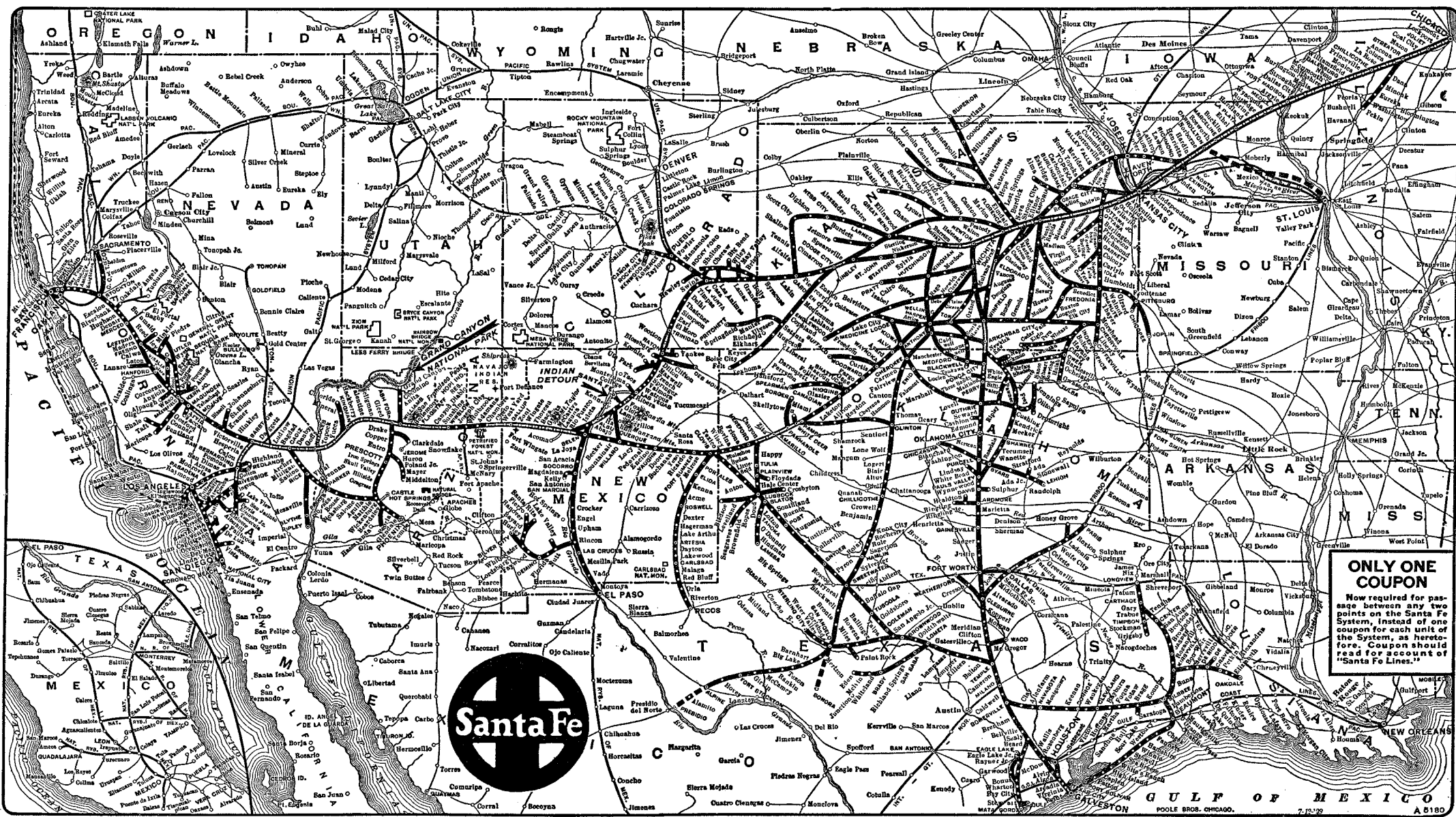
MACE-RYER COMPANY, Union Station, Kansas City.

P. C. PETERSON, Yates Center.

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.)



ONLY ONE COUPON
 Now required for passage between any two points on the Santa Fe System, instead of one coupon for each unit of the System, as heretofore. Coupon should read for account of "Santa Fe Lines."

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